

UNITED STATES GOVERNMENT  
MEMORANDUM

July 1, 2020

To: Public Information  
From: Plan Coordinator, OLP, Plans Section (GM 235D)

Subject: Public Information copy of plan

Control #	-	Control S-7996
Type	-	Supplemental Exploration Plan
Lease(s)	-	OCS-G 26252 Block - 391 Mississippi Canyon Area OCS-G 26253 Block - 392 Mississippi Canyon Area OCS-G 26254 Block - 393 Mississippi Canyon Area
Operator	-	Shell Offshore Inc.
Description	-	Subsea Wells AC002, AE002, AE003, AW007, AW007Alt, VX001, VX001Alt and Injector Wells IW001, IW001Alt, IW004, and IW005
Rig Type	-	Drillship

Attached is a copy of the subject plan.

It has been deemed submitted and is under review for approval.

Michelle Griffitt Evans  
Plan Coordinator



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**Public Information Copy**

January 21, 2020

Ms. Michelle Uli, Section Chief  
Bureau of Ocean Energy Management  
1201 Elmwood Park Boulevard  
New Orleans, LA 70123-2394

Attn: Plans Group GM 1053C

SUBJECT: Supplemental Exploration Plan  
OCS-G 26252, Mississippi Canyon Block 391  
OCS-G 26253, Mississippi Canyon Block 392  
OCS-G 26254, Mississippi Canyon Block 393  
Unit Contract No. 754312009  
Offshore Alabama

Dear Ms. Uli:

In compliance with 30 CFR 550.211 and NTLs 2008-G04, 2009-G27 and 2015-N01 giving Exploration Plan guidelines, Shell Offshore Inc. (Shell) is submitted this Supplemental EP for drilling and completing additional wells in the above referenced blocks.

This plan consists of a series of attachments describing our intended operations. The attachments we desire to be exempted from disclosure under the Freedom of Information Act are marked "Proprietary" and excluded from the Public Information Copies of this submittal. The cost recovery fee is attached to the proprietary copy of the plan.

Attached on disc are the following two reports, Hazard Survey Injector East (IE) Drill Center Block 392 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-02, Dec 2018 and Hazard Survey Injector West (IW) Drill Center Block 391 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-01, Dec 2018.

Should you require additional information, please contact me as detailed above or Tracy Albert at 504.425.4652, [tracy.albert@shell.com](mailto:tracy.albert@shell.com).

Sincerely,

A handwritten signature in blue ink, reading "Sylvia A. Bellone", is located below the "Sincerely," text.

Sylvia A. Bellone



**SHELL OFFSHORE INC.**  
**SUPPLEMENTAL EXPLORATION PLAN**

*for*

**OCS-G 26252, Mississippi Canyon Block 391**  
**OCS-G 26253, Mississippi Canyon Block 392**  
**OCS-G 26254, Mississippi Canyon Block 393**

Unit Contract No. 754312009

Offshore Alabama

**PUBLIC INFORMATION COPY**

**JANUARY 2020**

PREPARED BY:

**Sylvia A. Bellone**  
***Regulatory Specialist***

**504.425.7215**

**[sylvia.bellone@shell.com](mailto:sylvia.bellone@shell.com)**

**REVISIONS TABLE:**

Date of Request	Plan Section	What was Corrected	Date Resubmitted
2/12/2020	6D-6K Endangered Species	Added	02/12/2020
4/15/2020	6 – Threatened/Endangered Species 10- Environmental Monitoring 12- Environmental Mitigation 13– Related Facilities 14 – Support Vessels 18 – Environmental Impact Analysis	Updates as a result of NMFS ESA Section 7 Programmatic Biological Opinion dated 3/13/2020 (BiOp)	6/16/2020

## **SUPPLEMENTAL EXPLORATION PLAN**

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## SECTION 1: PLAN CONTENTS

### A. DESCRIPTION, OBJECTIVES & SCHEDULE

Shell Offshore Inc. (Shell) is submitting a supplemental exploration plan (EP/plan) for Mississippi Canyon (MC) Blocks 391, 392 and 393, OCS-G 26252, OCS-G 26253 and OCS-G 26254 respectively. The three leases are part of the MC 392 Unit.

These leases have had numerous plans associated with them as shown below. Wells drilled to date in the MC 392 Unit are as follows:

<b>Plan Number</b>	<b>Date Approved</b>	<b>MC 348</b>	<b>MC 391</b>	<b>MC 392</b>	<b>MC 393</b>	<b>DC 353</b>	<b>API Number/Wells Drilled (to date)</b>
N-8379	7/07/2005				✓	✓	
R-4635	4/07/2007					✓	
S-7357	4/06/2010					✓	
N-9387	6/26/2011	✓	✓	✓			DC 353 Well 1: 608234001400/401
S-7444	5/10/2011	✓	✓	✓			MC 348 Well 3: 608174119300
S-7523	1/13/2011				✓		MC 391 Well 1: 608174120500/501
S-7761	1/14/2016			✓			MC 392 Well 1: 608174117200/201/202/203
S-7761	1/14/2016			✓			MC 393 Well 1: 608174125300/301/302
S-7761	1/14/2016			✓			OCS-G 26253 AC001 6081741361
S-7761	1/14/2016			✓			OCS-G 26253 AC006 6081741339
S-7761	1/14/2016			✓			OCS-G 26253 AE001 6081741334
S-7761	1/14/2016			✓			OCS-G 26253 AE005 6081741335
S-7761	1/14/2016			✓			OCS-G 26253 AE006 6081741336
S-7761	1/14/2016		✓				OCS-G 26252 AW001 6081741340
S-7761	1/14/2016		✓				OCS-G 26252 AW006 6081741342
S-7761	1/14/2016			✓			OCS-G 26253 IE003 6081741397
S-7761	1/14/2016			✓			OCS-G 26253 IE004 6081741393
S-7761	1/14/2016		✓				OCS-G 26252 IW002 6081741396
S-7761	1/14/2016				✓		OCS-G 26254 VX002 6081741333

Supplemental EP S-7761, approved January 14, 2016, was for the drilling and completion of 28 subsea wells: 2 exploration, 7 injectors and 19 development wells. To date 8 development wells have been spudded, AC001, AC006, AE001BP1, AE005, AE006BP1, AW001BP1, AW006 and VX002 and 3 injection wells, IE003, IE004 and IW002, were spudded. Two of the injection wells were lost due to shallow hole problems.

This supplemental EP proposes thirteen additional well locations (7 producers and 6 injectors). The injection wells (beginning with the letter I) are replacement and backup wells for the two wells that were lost. The activities are planned to each last approximately 207 to 216 days to batch set, deepen, complete and suspend each well. The timeframe to complete the initial drilling activities is an estimate based on the best available information regarding downhole conditions likely to be encountered while drilling each well and is not intended to be a limitation. If any well is unsuccessful, it will be plugged and abandoned as directed by the Bureau of Safety and Environmental Enforcement (BSEE) regulations. Installation, tie-in, and production/injection of the wells will be covered in a SDOCD.

The lease area is 72 statute miles from the nearest shoreline, 159 statute miles from the onshore support base at Port Fourchon, Louisiana and 97 statute miles from the helicopter base at Boothville, Louisiana. Water depths at the well sites range from 7,081' to 7,404' (Attachment 1A).

Shell plans to utilize two mobile offshore drilling units (MODUs) for this project. The *Transocean Proteus* dynamically positioned (DP) drillship (or similar) is anticipated as the primary and a similar secondary MODU Drillship will be used for the proposed work. The Environmental Impact Analysis (EIA) in Section 18 of this plan is structured to address environmental impacts from the two DP MODUs operating concurrently.

The drilling schedule at this time is an estimate and is subject to changes during the life of the project. If the project is extended for any reason, Shell will make necessary adjustments of this plan to the Bureau of Ocean Energy Management (BOEM) if any significant changes occur.

The proposed project is scheduled to utilize two self-contained drill ships with accommodations for a crew which include quarters, galley and sanitation facilities. The rigs will comply with the requirements in the Final Drilling Rules. The drilling activities will be supported by the support vessels and aircraft as well as onshore support facilities as listed in Sections 14 and 15 of the plan. Shell has employed or contracted with trained personnel to carry out its exploration activities. Shell is committed to local hire, local contracting and local purchasing. Shell personnel and contractors are experienced at operating in the Gulf of Mexico and are well versed in all Federal and State laws regulating operations. Shell's employees and contractors share Shell's deep commitment to operating in a safe and environmentally responsible manner.

Shell, through its parent and affiliate corporations, has extensive experience safely exploring for oil and gas in the Gulf of Mexico, including four previous exploration and appraisal wells successfully drilled under the initial EP. Shell will draw upon this experience in organizing and carrying out its drilling program proposed in this plan. Shell believes that the best way to manage the loss of well control events is to prevent them from happening. Significant effort goes into the design and execution of wells and into building and maintaining staff competence. In the unlikely event of a spill, Shell's Regional Oil Spill Response Plan (OSRP) is designed to contain and respond to a spill that meets or exceeds the worst case discharge (WCD) as detailed in Section 9 of this EP. The WCD does not take into account potential flow mitigating factors such as well bridging, obstructions in wellbore, reservoir barriers, or early intervention. Shell continues to invest in research and development to improve safety and reliability of our well systems. All operations will be conducted in accordance with applicable federal and state laws, regulations and lease and permit requirements. Shell will have trained personnel and monitoring programs in place to ensure such compliance.

## **B. LOCATION**

See attached location plat (Attachments 1A and 1B) and BOEM forms (Attachments 1C through 1NN).

## **C. RIG SAFETY AND POLLUTION FEATURES**

The rig to be used for future well work (Transocean Deepwater Proteus or similar Drill Ship) will comply with the regulations of the American Bureau of Shipping (ABS), International Maritime Organization (IMO) and the United States Coast Guard (USCG). All drilling operations will be conducted under the provisions of 30 CFR, Part 250, Subpart D and other applicable regulations and notices, including those regarding the avoidance of potential drilling hazards and safety and pollution prevention control. Such measures as inflow detection and well control, monitoring for loss of circulation and seepage loss and casing design will be our primary safety measures. Primary pollution prevention measures are contaminated and non-contaminated drain system, mud drain system and oily water processing.

The following drain items are typical for rigs in Shell's fleet.

### **DRAIN SYSTEM POLLUTION FEATURES**

Drains are provided on the rig in all spaces and on all decks where water or oil can accumulate. The drains are divided into two categories, non-contaminated and contaminated. All deck drains are fitted with a removable strainer plate to prevent debris from entering the system.

Deck drainage from rainfall, rig washing, deck washing and runoff from curbs and gutters, including drip pans and work areas, are discharged depending on if it comes in contact with the contaminated or non-contaminated areas of the Rig.

#### **1) Non-contaminated Drains**

Non-contaminated drains are designated as drains that under normal circumstances do not contain hydrocarbons and are mostly located around the main deck and outboard in places where it is unlikely that hydrocarbons will be found. Non-Contaminated drains can be directed overboard or to Non-Hazardous storage tanks. Drains are normally directed to storage tanks and only sent overboard if static sheen test is completed.

All drains that have the ability to go overboard are plugged and labeled and are lined up to normally go into Hazardous and Non-Hazardous storage tanks. Any deviation from this requires a Request for Approval Drain Plug Removal Form

to be filled out prior to any plug being pulled. The rig's drain plug program consists of a daily check of all deck drains leading to the sea to verify that their status is as designated.

In the event a leak or spill on deck, the event shall be contained as all drains are lined up to the holding tanks. Emergency spill kits are located around the vessel and kit deployment and notifications will be implemented as needed.

Rig personnel shall ensure that the perimeter kick-plates on weather decks are maintained and drain plugs are in place as needed to ensure a proper seal.

## **2) Contaminated Drains**

Contaminated drains are designated as drains that may contain hydrocarbons, drains from likely zones (rig floor, active mud tanks, etc.) cannot be discharged overboard and are directed to hazardous storage tanks. Drains from zones less likely to be contaminated (BOP setback areas, well test deck, etc.) have the option to go overboard or to the hazardous storage tanks, drains are always directed to storage tank for this system. When oil-based mud is used for drilling it will be collected from decks via a mud vac system or pumped from storage tanks to portable tanks and sent to shore for processing.

## **3) Oily Water Processing**

Oily water is collected in an oily water tank. It must be separated and cannot be pumped overboard until oil content is <15 ppm. The separated oil is pumped to a dirty oil tank and has to be sent ashore for disposal. On board the MODU an oil record log is kept according to instructions included in the log. All waste oil that is sent in to be disposed of is recorded in the MODU's oil log book.

All discharges will be in accordance with applicable NPDES permits. See Section 18, EIA.

## **4) Lower Hull Bilge System**

- The main bilge system is designed to have drains directed to bilge pockets in lower machinery rooms or directly to the FWD and Aft bilge storage tanks. They are electrically driven, self-priming centrifugal pumps – forward and aft that automatically pump bilge pockets to storage tanks when high level is sensed.
- Bilge water is stored onboard and pumped overboard via the Oily Water Separator if below 15 PPM.

The Bilge pumps are manual/automatic type pumps. They are equipped with sensors that give a high and a high alarm. They are set to a point at which the water gets to a certain point they will automatically turn on to pump water out in order to keep flooding under control. The pumps are also capable of being put in manual mode in which they can be turned on by hand.

## **5) Emergency Bilge System**

The Vessel has specific procedures for emergency bilge operations. It has emergency bilge pumps forward and aft for secondary response of de-watering vessel areas. For emergency purposes these overboard valves are kept open at all times. The pumps are manually controlled by the engine room operator in the Engine control room and all bilge pockets can be pumped and controlled from this area. In addition to this there is a third means of dewatering the vessel utilizing saltwater pumps and ballast pumps in various aft spaces. These valves must be manually operated in the affected machinery room.

## **6) Oily Water Drain/Separation System**

Oily water/engine room bilge water is collected in an oily water tank. It must be separated and not pumped overboard until oil content is <15 ppm. The separated oil is pumped to a dirty oil tank and will to be sent ashore for disposal. On board all drilling Units, an oil record log is kept according to instructions included in the log.

The rig floor drains go to the hazardous or non-hazardous drain system. From there they are pumped through a 15ppm meter before going overboard or being diverted to a drain holding tank. Once the drain holding tank is full it is processed through a decanting and centrifugal separation system. The heavy solids that cannot pass are pumped to



a tote and sent in for processing, the remaining fluid is either sent back to the holding tank or if under 15ppm it is diverted overboard.

### **7) Drain, Effluent and Waste Systems**

- The rig's drainage system is designed in line with our environmental and single point discharge policies. Drains are either hazardous, i.e. from a hazardous area as depicted on the Area Classification drawings, or non-hazardous drains from nonhazardous areas.
- To prevent migration of hazardous materials and flammable gas from hazardous to non-hazardous areas, the drainage systems are segregated.
- The rig drainage systems tie into oily water separators that take out elements in the drainage that could harm the environment.

### **8) Rig Floor Drainage**

The rig floor drains to the hazardous or non-hazardous drain system as described above. A dedicated mud vacuum system is also installed to remove any mud that may go down the drain.

### **9) Cement unit Drains**

The drains in the containment for the mixing skid and chemical tanks are directed to a dedicated overboard line. This line is controlled by two gate valves for double isolation and is kept normally closed with locks.

### **10) Main Engine Rooms**

The engine rooms have their own drainage and handling system. The engine rooms are outfitted with a dirty oil tank and the drainage in the tank is processed through the separator, the waste from the separator goes back to the dirty oil tank and the clean water (<15 ppm) goes overboard.

### **11) Helideck Drains**

The helideck has a dedicated drainage system around its perimeter to drain heli-fuel from a helicopter incident. The fuel can be diverted to the designated heli fuel recovery tank which is located under the Helideck structure.

### **Operating configurations are as follows:**

- The overboard piping valves and hydrocarbons take on valves are closed and locked. To unlock overboard or take on valves a permit or a Bulk Transfer Certificate must be filled out.
- The oily water separator continuously circulates the oily water collection tank. Waste oil is discharged into the waste oil tank and oily water is re-circulated back into the oily water collection tank. Clean water is pumped overboard, which is controlled/monitored by the oil content detector, set at 15 ppm.
- The solids control system is capable of being isolated for cuttings collection.

**D. Storage Tanks – Transocean Proteus (or similar) Drillship & Second Drillship**

Type of Storage Tank	Tank Capacity (bbls)	Number of Tanks	Total Capacity (bbls)	Fluid Gravity (Specific)
Marine Oil	14788	1	14788	Marine oil (0.85 SG)
Marine Oil	14482	2	28964	Marine oil (0.85 SG)
Marine Oil settling tank	2338	2	4676	Marine oil (0.85 SG)
Marine Oil settling tank	1415	2	2830	Marine oil (0.85 SG)
Marine Oil settling tank	1145	2	2290	Marine oil (0.85 SG)
Lube oil	214	1	214	Lube Oil (.9 SG)
Lube oil	381	1	381	Lube Oil (.9 SG)
Lube oil	127	1	127	Lube Oil (.9 SG)
Lube Oil	169	1	169	Lube Oil (.9 SG)

**E. Pollution Prevention Measures**

Pursuant to NTL 2008-G04 the proposed operations covered by this EP do not require Shell to specifically address the discharges of oil and grease from the rig during rainfall or routine operations. Nevertheless, Shell has provided this information as part of its response to 1(c) above.

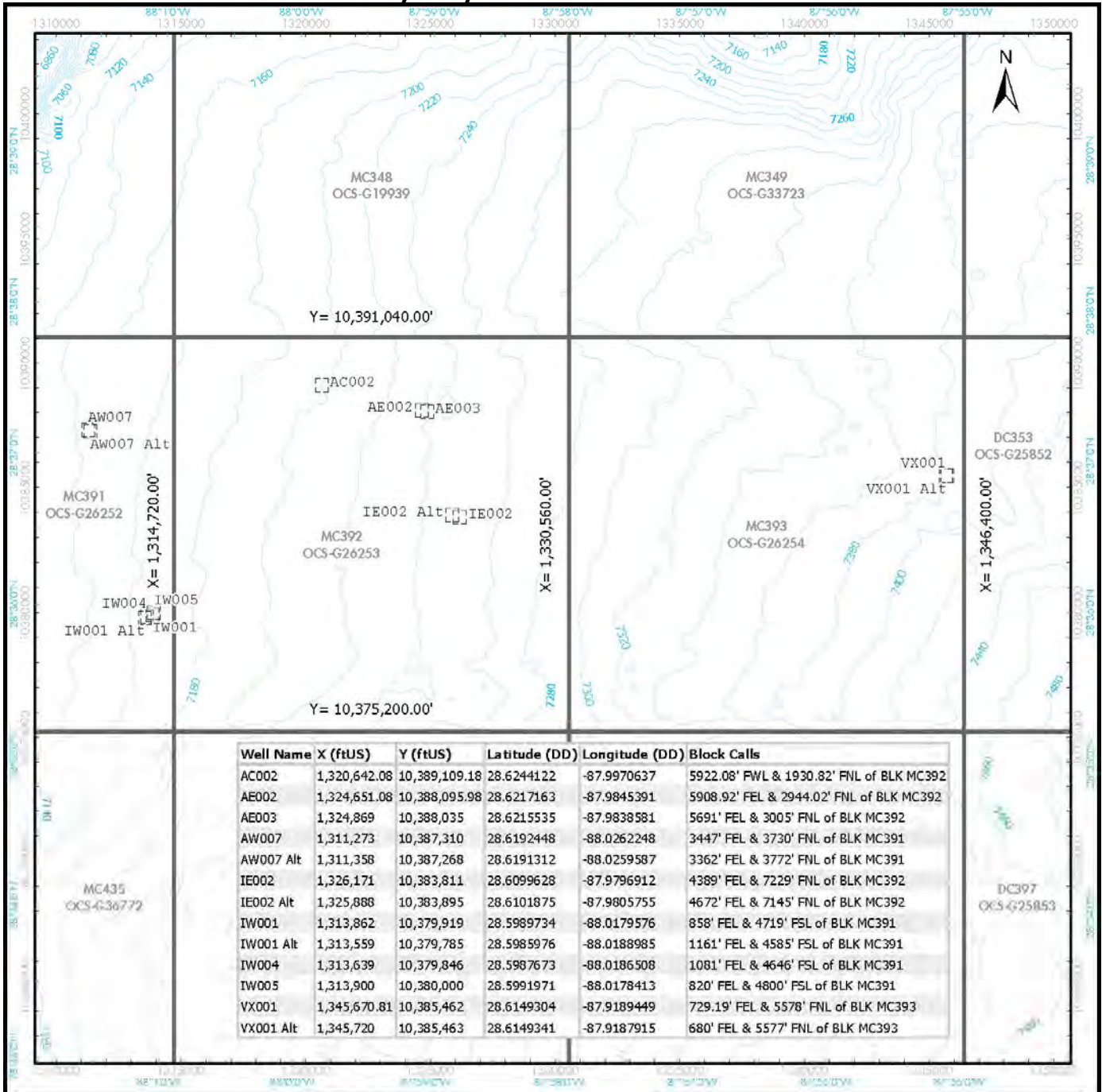
**F. Additional Measures**

- HSE (health safety and environment) are the primary topics in pre-tour and pre-job safety meetings. The discussion around no harm to people or environment is a key mindset. All personnel are reminded daily to inspect work areas for safety issues as well as potential pollution issues.
- All tools that come to and from the rig have their pollution pans inspected, cleaned and confirmation of plugs installed prior to leaving dock and prior to loading on the boat.
- Preventive maintenance of rig equipment includes visual inspection of hydraulic lines and reservoirs on routine scheduled basis.
- All pollution pans on rig are inspected daily.
- Containment dikes are installed around all oil containment, drum storage areas, fuel vents and fuel storage tanks.
- All used oil and fuel is collected and sent in for recycling.
- Every drain on the rig is assigned a number. The number is logged when plug is removed and replaced.
- All trash containers are checked and emptied daily. The trash containers are kept covered. Trash is disposed of in a compactor and shipped in via boat.
- Fuel hoses and SBM are changed on annual basis.
- TODO or (KLaw) spill prevention fittings are installed on all liquid take on hoses.
- Waste paint thinner is collected and sent ashore for disposal.
- Shell has obtained ISO14001 certification.
- Shell uses low sulfur fuel.

**G. Description of Previously Approved Lease Activities**

See Section 1A for this information.

# Attachment 1A Bathymetry and Surface Locations



Well Name	X (ftUS)	Y (ftUS)	Latitude (DD)	Longitude (DD)	Block Calls
AC002	1,320,642.08	10,389,109.18	28.6244122	-87.9970637	5922.08' FWL & 1930.82' FNL of BLK MC392
AE002	1,324,651.08	10,388,095.98	28.6217163	-87.9845391	5908.92' FEL & 2944.02' FNL of BLK MC392
AE003	1,324,869	10,388,035	28.6215535	-87.9838581	5691' FEL & 3005' FNL of BLK MC392
AW007	1,311,273	10,387,310	28.6192448	-88.0262248	3447' FEL & 3730' FNL of BLK MC391
AW007 Alt	1,311,358	10,387,268	28.6191312	-88.0259587	3362' FEL & 3772' FNL of BLK MC391
IE002	1,326,171	10,383,811	28.6099628	-87.9796912	4389' FEL & 7229' FNL of BLK MC392
IE002 Alt	1,325,888	10,383,895	28.6101875	-87.9805755	4672' FEL & 7145' FNL of BLK MC392
IW001	1,313,862	10,379,919	28.5989734	-88.0179576	858' FEL & 4719' FSL of BLK MC391
IW001 Alt	1,313,559	10,379,785	28.5985976	-88.0188985	1161' FEL & 4585' FSL of BLK MC391
IW004	1,313,639	10,379,846	28.5987673	-88.0186508	1081' FEL & 4646' FSL of BLK MC391
IW005	1,313,900	10,380,000	28.5991971	-88.0178413	820' FEL & 4800' FSL of BLK MC391
VX001	1,345,670.81	10,385,462	28.6149304	-87.9189449	729.19' FEL & 5578' FNL of BLK MC393
VX001 Alt	1,345,720	10,385,463	28.6149341	-87.9187915	680' FEL & 5577' FNL of BLK MC393

**MAP INFORMATION**

- Proposed Surface Locations
- Structure Depth Contour (ft)
- Lease Block

**SHELL EXPLORATION & PRODUCTION COMPANY**

**ATTACHMENT**

Mississippi Canyon Area  
Offshore Alabama

Proposed Surface Locations Exploration Plan

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**GEODETIC PARAMETERS**

Horizontal Coordinate Reference System:  
CRS name (ESRI): NAD 1927 BLM Zone 16N  
CRS name (Shell): NAD27 / UTM zone 16N (ftUS) [1241, 32066]  
CRS code (EPSG): 32066  
Geodetic datum: North American 1927  
Projection name: Transverse Mercator  
Horizontal units: Foot US

**MAP SCALE**

0 1,000,000 4,000

1:65,000  
Print size: 8.5"x11" (ANSI A)

Author: G. Car	Date: 14 Jan 2020
Reviewed By: S. W. Bridges	EP Catalog No.: EP2019122006d4

Document Path: G:\\_30\_Project\United\_States\COM\_PROD\Projects\Exploration Plan Map.aprx

**Attachment 1B Bottom Hole Locations**

Omitted from PI Copies

OCS PLAN INFORMATION FORM

Bureau of Ocean Energy Management

General Information										
Type of OCS Plan:	<input checked="" type="checkbox"/>	Exploration (EP)	Plan	Development Operations Coordination Document (DOCD)						
Company Name: Shell Offshore Inc.					BOEM Operator Number: 0689					
Address: 701 Poydras St. New Orleans, LA 70131					Contact Person: Sylvia Bellone Phone Number: 504.425.7215 E-Mail Address: tracy.albert@shell.com					
If a service fee is required under 30 CFR 550.125(a), provide the				Amount paid	\$22,038	Receipt No.	26MSELAJ			
Project and Worst Case Discharge (WCD) Information										
Lease(s): G26252			Area: MC		Block(s) 391			Project Name (If Applicable): Appomattox		
Objective(s)	<input checked="" type="checkbox"/>	Oil	<input type="checkbox"/>	Gas	<input type="checkbox"/>	Sulphur	<input type="checkbox"/>	Salt	Onshore Support Base(s): Fourchon/Boothville	
Platform / Well Name: C				Total Volume of WCD: 416,414			API Gravity: 37.5			
Distance to Closest Land (Miles): 72					Volume from uncontrolled blowout: 44 MMBO					
Have you previously provided information to verify the calculations and assumptions for your WCD?							<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
If so, provide the Control Number of the EP or DOCD with which this information was provided							S-7444			
Do you propose to use new or unusual technology to conduct your activities?							<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Do you propose to use a vessel with anchors to install or modify a structure?							<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Do you propose any facility that will serve as a host facility for deepwater subsea development?							<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Description of Proposed Activities and Tentative Schedule (Mark all that apply)										
Proposed Activity				Start Date		End Date		No. of Days		
Exploration drilling				See attached 1D						
Development drilling				See attached 1D						
Well completion				See attached 1D						
Well test flaring (for more than 48 hours)										
Installation or modification of structure										
Installation of production facilities										
Installation of subsea wellheads and/or dry hole trees				See attached 1D						
Installation of lease term pipelines										
Commence production										
Other (Specify and attach description)										
Description of Drilling Rig					Description of Structure					
<input type="checkbox"/>	Jackup	<input checked="" type="checkbox"/>	Drillship		<input type="checkbox"/>	Caisson	Tension leg platform			
<input type="checkbox"/>	Gorilla Jackup	<input type="checkbox"/>	Platform rig		<input type="checkbox"/>	Fixed platform	Compliant tower			
<input type="checkbox"/>	Semisubmersible	<input type="checkbox"/>	Submersible		<input type="checkbox"/>	Spar	Guyed tower			
<input type="checkbox"/>	DP Semisubmersible	<input type="checkbox"/>	Other (Attach description)		<input type="checkbox"/>	Floating production system	Other (Attach description)			
Drilling Rig Name (If known): Transocean Proteus or similar drillships										
Description of Lease Term Pipelines										
From (Facility/Area/Block)			To (Facility/Area/Block)			Diameter (Inches)		Length (Feet)		
NA										

## Attachment 1D – Continued

### Transocean Proteus\* (or similar)

Activity	Start	End	No. of Days
Drill and complete AC002	~4/1/2020	3/30/2021	365
Drill and complete AE002	4/1/2021	3/31/2022	365
Drill and complete AE003	4/1/2022	3/31/2023	365
Drill and complete AW007	4/1/2023	3/31/2024	365
Drill and complete AW007 Alt	4/1/2024	3/30/2025	365
Drill and complete IE002	4/1/2025	3/30/2026	365
Drill and complete IE002 Alt	4/1/2026	3/30/2027	365
Drill and complete IW001 Alt	4/1/2027	3/30/2028	365
Drill and complete VX001	4/1/2028	3/30/2029	365
Drill and complete VX001 Alt	4/1/2029	3/31/2030	365

### Second Drill Ship\*

Activity	Start	End	No. of Days
Drill and complete IW001	~4/1/2020	3/11/2021	345
Drill and complete IW004	3/12/2021	2/19/2022	345
Drill and complete IW005	2/20/2022	1/30/2023	345

\*Note: The air emissions in this plan were previously approved in Plan S-07761 on January 14, 2016 and do change by the operations proposed in this supplemental plan. The air emissions will remain below the maximum annual emissions totals approved in Plan S-07761.

**Attachment 1E**

Proposed Well/Structure Location										
Well Name/Number: AC002				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.		NA		
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26253			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 392			MC 392						
<b>Blockline Departure s (in feet)</b>	N/S Departure: 1931' FNL									
	E/W Departure: 5922' FWL									
<b>Lambert X-Y coordinate s</b>	X: 1,320,642									
	Y: 10,389,109									
<b>Latitude/ Longitude</b>	Latitude 28.6244122									
	Longitude -87.9970637									
Water Depth (Feet): 7,200'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1F**

Proposed Well/Structure Location										
Well Name/Number: AE002				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?		Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA		
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26253			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 392			MC 392						
<b>Blockline Departure s (in feet)</b>	N/S Departure: 2944' FNL									
	E/W Departure: 5909' FEL									
<b>Lambert X-Y coordinate s</b>	X: 1,324,651									
	Y: 10,388,096									
<b>Latitude/ Longitude</b>	Latitude 28.6217163									
	Longitude -87.9845391									
Water Depth (Feet): 7,255'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					



**Attachment 1G**

Proposed Well/Structure Location										
Well Name/Number: AE003				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?		Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA		
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26253			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 392			MC 392						
<b>Blockline Departure s (in feet)</b>	N/S Departure: 3005' FNL									
	E/W Departure: 5691' FEL									
<b>Lambert X-Y coordinate s</b>	X: 1,324,869									
	Y: 10,388,035									
<b>Latitude/ Longitude</b>	Latitude 28.6215535									
	Longitude -87.9838581									
Water Depth (Feet): 7,255'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1H**

Proposed Well/Structure Location										
Well Name/Number: AW007				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?		Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA		
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26252			OCS-G 26252						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	391			391						
<b>Blockline Departures (in feet)</b>	N/S Departure: 3730' FNL									
	E/W Departure: 3447 FEL									
<b>Lambert X-Y coordinates</b>	X: 1,311,273									
	Y: 10,387,310									
<b>Latitude/Longitude</b>	Latitude 28.6192448									
	Longitude -88.0262248									
Water Depth (Feet): 7,158'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1I**

Proposed Well/Structure Location										
Well Name/Number: AW007 Alt				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.		NA		
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26252			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	391			392						
<b>Blockline Departures (in feet)</b>	N/S Departure: 3772' FNL									
	E/W Departure: 3362 FEL									
<b>Lambert X-Y coordinates</b>	X: 1,311,358									
	Y: 10,387,268									
<b>Latitude/Longitude</b>	Latitude 28.6191312									
	Longitude -88.0259587									
Water Depth (Feet): 7,166'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1J**

Proposed Well/Structure Location										
Well Name/Number: IE002				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA	
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26253			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 392			MC 392						
<b>Blockline Departure s (in feet)</b>	N/S Departure: 7229' FNL									
	E/W Departure: 4389' FEL									
<b>Lambert X-Y coordinate s</b>	X: 1,326,171									
	Y: 10,383,811									
<b>Latitude/ Longitude</b>	Latitude 28.6099628									
	Longitude -87.9796912									
Water Depth (Feet): 7,272'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1K**

Proposed Well/Structure Location										
Well Name/Number: IE002 Alt				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA	
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26253			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 392			MC 392						
<b>Blockline Departure s (in feet)</b>	N/S Departure: 7145' FNL									
	E/W Departure: 4672' FEL									
<b>Lambert X-Y coordinate s</b>	X: 1,325,888									
	Y: 10,383,895									
<b>Latitude/ Longitude</b>	Latitude 28.6101875									
	Longitude -87.9805755									
Water Depth (Feet): 7,272'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1L**

Proposed Well/Structure Location										
Well Name/Number: IW001				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA	
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26252			OCS-G 26252						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	391			391						
<b>Blockline Departures (in feet)</b>	N/S Departure: 4719' FSL									
	E/W Departure: 858' FEL									
<b>Lambert X-Y coordinates</b>	X: 1,313,862									
	Y: 10,379,919									
<b>Latitude/Longitude</b>	Latitude 28.5989734									
	Longitude -88.0179576									
Water Depth (Feet): 7,287'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1M**

Proposed Well/Structure Location										
Well Name/Number: IW001 Alt				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?		Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.			NA		
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26252			OCS-G 26252						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	391			391						
<b>Blockline Departures (in feet)</b>	N/S Departure: 4585' FSL									
	E/W Departure: 1161' FEL									
<b>Lambert X-Y coordinates</b>	X: 1,313,559									
	Y: 10,379,785									
<b>Latitude/Longitude</b>	Latitude 28.5985976									
	Longitude -88.0188985									
Water Depth (Feet): 7,378'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1N**

Proposed Well/Structure Location										
Well Name/Number: IW004				Previously reviewed under an approved EP or DOCD?			Yes	X	No	
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.				
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion completions, (For multiple enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26252			OCS-G 26253						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	391			392						
<b>Blockline Departures (in feet)</b>	N/S Departure: 4646' FSL									
	E/W Departure: 1081' FEL									
<b>Lambert X-Y coordinates</b>	X: 1,313,639									
	Y: 10,379,846									
<b>Latitude/ Longitude</b>	Latitude 28.5987673									
	Longitude -88.0186508									
Water Depth (Feet): 7,287'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate	Y Coordinate	Length of Anchor Chain on Seafloor					
			X:	Y:						
			X:	Y:						
			X:	Y:						
			X:	Y:						
			X:	Y:						
			X:	Y:						



**Attachment 10**

Proposed Well/Structure Location										
Well Name/Number: IW005				Previously reviewed under an approved EP or DOCD?			Yes	X	No	
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.				
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26252			OCS-G 26252						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 391			MC 391						
<b>Blockline Departures (in feet)</b>	N/S Departure: 4800' FSL									
	E/W Departure: 820' FEL									
<b>Lambert X-Y coordinates</b>	X: 1,313,900									
	Y: 10,380,000									
<b>Latitude/Longitude</b>	Latitude 28.5991971									
	Longitude -88.0178413									
Water Depth (Feet): 7,287'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate	Y Coordinate	Length of Anchor Chain on Seafloor					
			X:	Y:						
			X:	Y:						
			X:	Y:						
			X:	Y:						
			X:	Y:						
			X:	Y:						

**Attachment 1P**

Proposed Well/Structure Location										
Well Name/Number: VX001				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.				NA
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26254			OCS-G 26254						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 393			MC 393						
<b>Blockline Departures (in feet)</b>	N/S Departure: 5578' FNL									
	E/W Departure: 729' FEL									
<b>Lambert X-Y coordinates</b>	X: 1,345,671									
	Y: 10,385,462									
<b>Latitude/ Longitude</b>	Latitude 28.6149304									
	Longitude -87.9189449									
Water Depth (Feet): 7,404'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

**Attachment 1Q**

Proposed Well/Structure Location										
Well Name/Number: VX001 Alt				Previously reviewed under an approved EP or DOCD?				Yes	X	No
Is this an existing well or structure?			Yes	X	No	If this is an existing well or structure, list the Complex ID or API No.				NA
Do you plan to use a subsea BOP/surface BOP on a floating facility to conduct your proposed activities?							X	Yes		No
<b>WCD Info</b>	For wells, volume of uncontrolled blowout (Bbls/Day): 416,414			For structures, volume of all storage and pipelines (Bbls):NA			API Gravity of fluid		37.5	
	<b>Surface Location</b>			<b>Bottom-Hole Location (For Wells)</b>			<b>Completion (For multiple completions, enter separate lines)</b>			
<b>Lease No.</b>	OCS-G 26254			OCS-G 26254						
<b>Area Name</b>	Mississippi Canyon			Mississippi Canyon						
<b>Block No.</b>	MC 393			MC 393						
<b>Blockline Departures (in feet)</b>	N/S Departure: 5577' FNL									
	E/W Departure: 680' FEL									
<b>Lambert X-Y coordinates</b>	X: 1,345,720									
	Y: 10,385,463									
<b>Latitude/ Longitude</b>	Latitude 28.6149341									
	Longitude -87.9187915									
Water Depth (Feet): 7,404'										
Anchor Radius (if applicable) in feet:				NA						
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate		Y Coordinate		Length of Anchor Chain on Seafloor			
			X:		Y:					
			X:		Y:					
			X:		Y:					
			X:		Y:					

## **SECTION 2: GENERAL INFORMATION**

### **A. Application and Permits**

There are no individual or site-specific permits other than general NPDES permit and rig move notification that need to be obtained. Prior to beginning exploration operations, an Application for Permit to Drill (APD) will be submitted and approved by the Bureau of Safety and Environmental Enforcement (BSEE).

### **B. Drilling Fluids**

See Section 7, Table 7A for a full list of drilling fluids to be used and disposal methods.

<b>Type of Drilling Fluid</b>	<b>Est. Volume of Drilling Fluid to be used per well</b>
Water-based drilling fluids (seawater, freshwater, barite)	67,000 bbls/well
Synthetic based drilling fluid (internal olefin, ester)	250 bbls/well

### **C. Production**

Information regarding production is not included in this EP as such information is only necessary in the case of DOCDs.

### **D. Oil Characteristics**

Information regarding oil characteristics is not included in this EP as such information is only necessary in the case of DOCDs.

### **E. New Or Unusual Technology**

Shell is not proposing to use new or unusual technology as defined in 30 CFR 250.200 to carry out the proposed activities in this EP. Shell is proposing to use equipment constituting an extension to existing, well-established oil and gas equipment and technology, which is further detailed in Section 1 A, Description, Objectives & Schedule, of this plan.

### **F. Bonding**

The bond requirement for the activities proposed in this plan are satisfied by an area-wide bond furnished and maintained according to 30 CFR Part 556, Subpart I-Bonding; NTL No. 2015-N04, "General Financial Assurance", and BOEM NTL 2016-N01, "Additional Security."

### **G. Oil Spill Financial Responsibility (OSFR)**

Shell Offshore Inc., BOEM Operator Number 0689, has demonstrated oil spill financial responsibility for the activities proposed in this EP according to 30 CFR Part 553 and NTL No. 2008-N05, "Guidelines for Oil Spill Financial Responsibility for Covered Facilities."

### **H. Deepwater well control statement**

Shell Offshore Inc., BOEM Operator Number 0689, has the financial capability to drill a relief well and conduct other emergency well control operations if required.

### **I. Suspension of Production**

Information regarding Suspension of Production is not included in this EP as such information is only necessary in the case of DOCDs.

## J. Blowout scenario

**Summary – NOTE: This well was reviewed and accepted by BOEM in Plan S-7444 (May 2011) for 405,000 BOPD/371,000 BOPD 30 day average and by BSEE on July 10, 2012 during the drilling of the well to 416,414 BOPD/391,808 30 day average. The 30-day average was updated in the OSRP in July 2012. The wells in this supplemental plan do not exceed the already-approved well for this area. The wells presented in this plan do not exceed the number referenced below or Shell’s Regional OSRP (see Section 9).**

This Section 2J was prepared by Shell pursuant to the guidance provided in the BOEM’s NTL 2015-N01 with respect to blowout and worst case discharge (WCD) scenario descriptions. Shell intends to comply with all applicable laws, regulations, rules and Notices to Lessees.

Shell focuses on an integrated, three-pronged approach to a blowout, including prevention, intervention, containment, and recovery.

1. Shell believes that the best way to manage blowouts is to prevent them from happening. Significant effort goes into design and execution of wells and into building and maintaining staff competence. Shell continues to invest independently in research and development to improve safety and reliability of our well systems.
2. Shell is a founding member of the MWCC, which provides robust well containment (shut-in and controlled flow) capabilities. Additionally, Shell is investing in research and development to improve containment systems.
3. As outlined in Shell’s OSRP, and detailed in EP Section 9, Shell has contracts with OSROs to provide the resources necessary to respond to this WCD scenario. The capabilities for on-water recovery, aerial and subsea dispersant application, in-situ burning, and nighttime monitoring and tracking have been significantly increased.

The Worst Case Discharge (WCD) blowout scenario for Appomattox is calculated for the MC-391 C (No. 1) well location, southwest penetration of the target Sand, and is based on the guidelines outlined in NTL No. 2010-N06 (now 2015-N01) along with subsequent Frequently Asked Questions (FAQ). The WCD does not take into account potential flow mitigating factors such as well bridging, obstructions in wellbore, reservoir barriers, or early intervention.

Uncontrolled blowout (volume first day)	416,414 BOPD
Uncontrolled blowout rate (first 30-days average daily rate)	391,808 BOPD
Duration of flow (days) based on relief well	128 days
Total volume of spill (bbls) for 128 days	48 MMBO

*Table 2.1 Worst Case Discharge Summary*

The Appomattox discovery is located approximately 72 miles east-southeast of the nearest shoreline in the Gulf of Mexico (GoM), in water depths of approximately 7,200 feet (ft) across the discovery. The structural component of the target is defined by a faulted anticline approximately 5 miles long by 4 miles wide. The south fault block contains one previously drilled well with two sidetracks (MC-392 #1, #1ST1, #1ST2BP1) drilled in 2009-2010. MC-391 #1, the WCD well, is an appraisal well in the South Fault Block. The only objective horizon with predicted flow potential is the reservoir of Jurassic age.

### **1) Purpose**

Pursuant to 30 CFR 250.213(g), 250.219, 250.250, and NTL No. 2015-N01, this document provides a blowout scenario description, further information regarding any potential oil spill, the assumptions and calculations used to determine the WCD and the measures taken to firstly enhance the ability to prevent a blowout and secondly to respond and manage a blowout scenario if it were to occur. These calculations are based on best technical estimates of subsurface parameters that are derived from the offset Appomattox well and seismic. These parameters are better than or consistent with the estimates used by Shell to justify the investment. Therefore, these assumed parameters were used to calculate the WCD. They do not reflect probabilistic estimates.

## 2) Background

This attachment has been developed to document the additional information requirements for Exploration Plans as requested by NTL No. 2015-N01 in response to the explosion and sinking of the Mobile Offshore Drilling Unit (MODU) Deepwater Horizon and the resulting subsea well blowout and recovery operations of the exploration well at the MC-252 Macondo location.

## 3) Information Requirements

### a) Blowout scenario

All well locations addressed in this EP were assessed for WCD. The MC-391 No. 1 well from the approved C location to the South Fault Block represented the highest flow potential. The C well was drilled to the target reservoir as outlined in the Geological and Geophysical Information Section of the Supplemental EP, and described above, using a subsea wellhead system, conductor, surface and intermediate casing program, and using a MODU rig with a marine riser and subsea blowout preventer (BOP). A hydrocarbon influx and a well control event are modeled to occur from the target reservoir. The simulated blowout modeled results in unrestricted flow from the well at the seafloor, which represents the WCD (no restrictions in wellbore, failure/loss of the subsea BOP, and a blowout to the seabed).

### b) Estimated flow rate of the potential blowout

Category	EP
Type of Activity	Drilling
Facility Location (area/block)	MC-391
Facility Designation	MODU
Distance to Nearest Shoreline (miles)	72 Statute miles
Uncontrolled blowout (volume first day)	416,414 BOPD
Uncontrolled blowout rate (first 30-days average daily rate)	391,808 BOPD

Table 2.2 Estimated Flow Rates of a Potential Blowout

### c) Total volume and maximum duration of the potential blowout

Duration of flow (days)	128 days total duration to drill relief well (14 rig mob, 3 transit, 80 spud to top of reservoir, 31 ranging).
Total volume of spill (bbls)	48 MMBO based on 128 days flowing. Note: From CMG dynamic reservoir models

Table 2.3 Estimated Duration and Volume of a Potential Blowout

There is usually a decline in the discharge rate as time proceeds, which is illustrated by the differences between the first 24-hour volume and 30-day average rate. At very short times, e.g. during the first 24 hours, the pressure profile in the reservoir changes from the moment when a well first starts flowing to a pseudo-steady state pressure profile with time, and as a result the rate declines. At somewhat longer time scales, effects such as reservoir voidage and the impact of boundaries can cause the rate to drop continuously with production. Simulation and material balance models can include these effects and form the basis of the NTL No. 2015-N01 calculations for 24-hour and 30-day rates as well as maximum duration volumes.

### d) Assumptions and calculations used in determining the worst-case discharge (**Proprietary**) Omitted from PI Copies

e) Potential for the well to bridge over

Mechanical failure/collapse of the borehole in a blowout scenario is influenced by several factors including in-situ stress, rock strength, and fluid velocities at the sand face. Given the substantial fluid velocities inherent in the WCD, and the scenario as defined where the formation is not supported by a cased and cemented wellbore, it is possible that the borehole may fail/collapse/bridge over within the span of a few days, significantly reducing the outflow rates. However, this WCD scenario does not include any bridging.

f) Likelihood for intervention to stop the blowout.

Safety of operations is our top priority. Maintaining well control at all times to prevent a blowout is the key focus of our operations. Our safe drilling record is based on our robust standards, conservative well design, prudent operations practices, competency of personnel, and strong HSE focus. Collectively, these constitute a robust system making blowouts extremely rare events.

**Intervention Devices:** Notwithstanding these facts, the main scenario for recovery from a blowout event is via intervention with the BOP attached to the well. There are built in redundancies in the BOP system to allow activation of selected components with the intent to seal off the well bore. As a minimum, the Shell contracted rig fleet in the GOM will have redundancies meeting the Interim Final Drilling Safety Rule with respect to Remotely Operated Vehicle (ROV) hot stab capabilities, a deadman system, and an autoshear system.

Additionally the rig (either dynamically positioned semisubmersible or drillship) has a gas handler system at the top of the riser consisting of two annular preventers that can be closed in to allow hydrocarbons in the riser to be contained or circulated thru the rig’s well control system. The rig has two shearing rams in the BOP for added redundancy. Also, the rig selected will be equipped with a deadman system and an auto shear system.

**Containment:** The experience of gaining control over the Macondo well has resulted in a better understanding of the necessary equipment and systems for well containment. As a result, industry and government are better equipped and prepared today to contain an oil well blowout in. Shell is further analyzing these advances and incorporating them into its comprehensive approach to help prevent and, if needed, control another deepwater control incident.

Pursuant to NTL 2010-N10 Shell will provide additional information regarding our containment capabilities in a subsequent filing.

g) Availability of a rig to drill a relief well and rig package constraints

Blowout intervention can be conducted from an ROV equipped vessel, the existing drilling rig or from another drilling rig. Shell has an active portfolio of well operations in the GoM which will be supported by a total of four to six MODU rigs in 2015 – 2026 timeframe. The dynamically positioned rigs under contract will be the preferred rigs for blowout intervention work. However, moored rigs can also be used in some scenarios. Additionally, in the event of a blowout, there is the distinct possibility that other non-contracted rigs in the GoM could be utilized whether for increased expediency or better suitability. All efforts will be made at the time to secure the appropriate rig. Shell’s current contracted rigs capable of operating at Appomattox water depths and reservoir depths are in the following table:

Rig Name	Rig Type
Atwood Condor	Dynamically positioned semisubmersible
Noble Globetrotter I	Dynamically positioned drillship
TO Deepwater Poseidon	Dynamically positioned drillship

*Table 2.4 Shell contracted rigs capable at Appomattox*

- h) Time taken to contract a rig, move it onsite, and drill a relief well

Relief well operations will immediately take priority and displace any activity from Shell's contracted rig fleet. The list of rigs capable of operating at Appomattox is tabled above. It is expected to take an average of 14 days to safely secure the well that the rig is working on up to the point the rig departs location, and an additional three days transit to mobilize to the relief well site depending on distance to the site. The relief well will take approximately 80 days to drill down to the last casing string above the blowout zone, plus approximately 31 days for precision ranging activity to intersect the blowout well bore. Total time to drill a relief well would be ~128 days for the Appomattox wells.

Although unlikely, if a moored rig is chosen to conduct the relief well operations, anchor handlers would be prioritized to prepare mooring on the relief well site while the rig is being mobilized. This mooring activity is not expected to delay initiation of relief well drilling operations.

It is not possible to drill relief wells from any existing platforms due to distances of over fifteen miles to the discovery.

- i) Measures proposed to enhance ability to prevent blowout and to reduce likelihood of a blowout.

Shell believes that the best way to manage blowouts is to prevent them from happening. Detailed below are the measures employed by Shell with the goal of no harm to people or the environment. The Macondo incident has highlighted the importance of these practices. The lessons learned from the investigation are, and will continue to be, incorporated into our operations.

**Standards:** Shell's well design and operations adhere to internal corporate standards, the Code of Federal Regulations, and industry standards. A robust management of change process is in place to handle un-defined or exception situations. Ingrained in the Shell standards for well control is the philosophy of multiple barriers in the well design and operations on the well.

**Risk Management:** Shell believes that prevention of major incidents is best managed through the systematic identification and mitigation process (Safety Case). The safety case requirement is ingrained into Shell's Health, Security, Safety, Environment, and Social Performance Control Framework. All Shell contracted rigs in the GOM have been operating with a Safety Case and will continue to do so. A Safety Case requires both the owner and contractors to systematically identify the risks in drilling operations and align plans to mitigate those risks; an alignment which is critical before drilling begins.

**Well Design Workflow:** The Well Delivery Process (WDP) is a rigorous internal assurance process with defined decision gates. The WDP leverages functional experts (internal and external) to examine the well design at the conceptual and detailed design stages for robustness before making a recommendation to the management review board. Shell's involvement in global deepwater drilling, starting in the GOM in the mid-1980's, provides a significant depth and breadth of internal drilling and operational expertise. Third party vendors and rig contractors are involved in all stages of the planning, providing their specific expertise. A Drill the Well On Paper (DWOP) exercise is conducted with rig personnel and vendors involved in execution of the well. This forum communicates the well plan, and solicits input as to the safety of the plan and procedures proposed.



**Well and rig equipment qualification, certification, and quality assurance:** All rigs will meet all applicable rules, regulations, and Notice to Lessees. Shell works closely with rig contractors to ensure proper upkeep of all rig equipment, which meets or exceeds the strictest of Shell, industry, or regulatory requirements. Well tangibles are governed by our internal quality assurance/control standards and industry standards.

**MWD/LWD/PWD Tools:** Shell intends to use these tools at Appomattox. The MWD/LWD/PWD tools are run on the drill string so that data on subsurface zones can be collected as the well advances in real time instead of waiting until the drill string is pulled to run wireline logs. Data from the tools are monitored and interpreted real time against prognosis to provide early warning of abnormal pressures to allow measures to be taken to progress the well safely.

**Mud Logger:** Mud logging personnel continually monitor returning drilling fluids for indications of hydrocarbons, utilizing both a hot wire and a gas chromatograph. An abrupt increase in gas or oil carried in the returning fluid can be an indication of an impending kick. The mud logger also monitors drill cuttings returned to the surface in the drilling fluid for changes in lithology that can be an indicator that the well has penetrated or is about to penetrate a hydrocarbon-bearing interval. Mud logging instruments also monitor penetration rate to provide an early indication of drilling breaks that show the bit penetrating a zone that could contain hydrocarbons. The mud logging personnel are in close communication with both the drilling foreman and Shell representative to report any observed anomalies so appropriate action can be taken.

**Remote Monitoring:** The Real Time Operating Center has been used by Shell to complement and support traditional rig-site monitoring since 2003. Well site operations are lived virtually by onshore teams consisting of geoscientists, petrophysicists, well engineers, and 24/7 monitoring specialists. The same real time well control indicators monitored by the rig personnel are watched by the monitoring specialist for an added layer of redundancy.

**Competency and Behavior:** A structured training program for Well Engineers and Foreman is practiced, which includes internal professional examinations to verify competency. Other industry training in well control, such as by International Association of Drilling Contractors (IADC) and International Well Control Forum (IWCF) are also mandated. Progressions have elements of competency and Shell continues to have comprehensive internal training programs. The best systems and processes can be defeated by lack of knowledge and/or improper values. We believe that a combination of HSE tools (e.g. stop work, pre-job analysis, behavior based safety, DWOPs, audits), management HSE involvement and enforcement (e.g. compliance to life saving rules) have created a strong safety culture in our operations.

j) Measures to conduct effective and early intervention in the event of a blowout.

The response to a blowout is contained in our Well Control Contingency Plan (WCCP) which is a specific requirement of our internal well control standards. The WCCP in turn is part of the wider emergency response framework within Shell that addresses the overall organization response to an emergency situation. Resources are dedicated to these systems and drills are run frequently to test preparedness (security, medical, oil spill, and hurricane). This same framework is activated and tested during hurricane evacuations, thereby maintaining a fresh and responsive team.

The WCCP specifically addresses implementing actions at the emergency site that will ensure personnel safety, organizing personnel and their roles in the response, defining information requirements, establishing protocols to mobilize specialists and pre-selecting sources, and developing mobilization plans for personnel, material and services for well control procedures. The plan references individual activity checklists, a roster of equipment and services, initial information gathering forms, a generic description of relief well drilling, strategy and guidelines, intervention techniques and equipment, site safety management, exclusion zones, and re-boarding.

As set forth in 3f of this document, Shell is currently analyzing recent advances in containment technology and equipment and will incorporate them as they become available and is a founding member of MWCC.

k) Arrangements for drilling a relief well

The size of the Shell contracted rig fleet in the GoM ensures that there is adequate well equipment (e.g. casing and wellhead) available for relief wells. Rigs and personnel will also be readily available within Shell, diverted from their active roles elsewhere. Resources from other operators can also be leveraged should the need arise. Generally, relief well plans will mirror the blowout well, incorporating any learning on well design based on root cause analysis of the blowout. A generic relief well description is outlined in the WCCP.

l) Assumptions and calculations used in approved or proposed OSRP

Shell has designed a response program (Regional OSRP) based upon a regional capability of responding to a range of spill volumes, from small operational spills up to and including the WCD from an exploration well blowout. Shell's program is developed to fully satisfy federal oil spill planning regulations. The Regional OSRP presents specific information on the response program that includes a description of personnel and equipment mobilization, the incident management team organization, and the strategies and tactics used to implement effective and sustained spill containment and recovery operations.

### **SECTION 3: GEOLOGICAL AND GEOPHYSICAL INFORMATION**

**A. Geological description**

Omitted from PI Copies.

**B. Structure Contour Map(s)**

Omitted from PI Copies.

**C. Interpreted 2D and/or 3D Seismic line(s)**

Omitted from PI Copies.

**D. Geological Structure Cross-section(s)**

Omitted from PI Copies.

**E. Stratigraphic Column with Time vs Depth Table**

Omitted from PI Copies

## **F. Shallow Hazards Report**

- Fugro Geoservices, Inc, "Shallow Drilling Hazards and Archaeological Assessment, Mississippi Canyon Blocks 347, 348, 391, 392, and Vicinity (OCS-G 28002, -19939, -26252, and -26253) Gulf of Mexico, Report No. 27.2008-5022, dated 5/6/2009. Previously Submitted.
- AOA Geophysics, Inc, "Shallow Hazards Assessment, MC 393 (OCS-G 26254), DC 353 (OCS-G 25852), DC354 (OCS-G 23507), DC397 (OCS-G 25853), and DC398 (OCS-G 25854), Mississippi Canyon and De Soto Canyon Areas, Gulf of Mexico", Report No. 3038.3-SHL-DES, dated 10/29/2004. Previously Submitted.
- Fugro Geoservices, Inc. "Regional Geohazards Assessment, Blocks 391-393, 435-437, 479-481, 523-525, and 567-569, Mississippi Canyon Area, Gulf of Mexico", Report No. 0201-3000, dated 12/27/1996. Previously Submitted.
- Fugro Geoservices, Inc, "Archaeological Assessment, ROV Survey, Sonar Contact Investigation, Block 391, Mississippi Canyon Area, Gulf of Mexico", Report 2409-1112, dated 7/13/2009. Previously Submitted.
- Fugro Geoservices, Inc, "Archaeological Survey, Blocks 347-349, 391-393, and Portions of 346, 390, 434-436, Mississippi Canyon Area, Gulf of Mexico", Report No. 2408-5022, dated 3/24/2009. Previously Submitted.
- Fugro Geoservices, Inc. "Archaeological Assessment, Proposed Anchor Locations, Block 393, Mississippi Canyon Area, Gulf of Mexico", Report No. 2407-1083, dated 5/1/2007. Previously submitted.
- Hazard Survey Injector East (IE) Drill Center Block 392 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-02, Dec 2018. Submitted with this filing.
- Hazard Survey Injector West (IW) Drill Center Block 391 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-01, Dec 2018. Submitted with this filing.

## **G. Shallow Hazards Assessment**

See Section 6 detailed site assessment, Power Spectrums and Tophole Prognosis.

## **H. Geochemical Information**

This information is not required for plans submitted in the GOM Region.

## **I. Future G&G Activities**

This information is not required for plans submitted in the GOM Region.

## **SECTION 4: HYDROGEN SULFIDE (H<sub>2</sub>S)**

### **A. Concentration**

20-40 ppm

### **B. Classification**

33

Based on 30 CFR 550.215, Shell requests that the Regional Supervisor, Field Operations, classify the area in the proposed drilling operations as an area where H<sub>2</sub>S is known below top Smackover FM and absent above top Smackover FM.

### **C. H<sub>2</sub>S Contingency Plan**

Shell will provide a H<sub>2</sub>S Contingency Plan with the Application for Permit to Drill before conducting the proposed exploration activities.

### **D. Modeling Report**

We do not anticipate to encounter or handle H<sub>2</sub>S at concentrations greater than 500 parts per million (ppm) and therefore have not included modeling for H<sub>2</sub>S.

## **SECTION 5: MINERAL RESOURCE CONSERVATION INFORMATION**

Information regarding Mineral Resource Conservation is not included in this EP as such information is only necessary in the case of DOCDs.

**SECTION 6: BIOLOGICAL, PHYSICAL AND SOCIOECONOMIC INFORMATION**

- A.** This report addresses seafloor and subsurface conditions specific to the following proposed well locations and complies with BOEM NTL 2008-G05 (Shallow Hazards Program), NTL 2008-G04 (Information Requirements for EPs and DOCs), NTL 2009-G40 (Deepwater Benthic Communities), and NTL 2005-G07 and Joint 2011-G01 (Archaeological Resource Surveys and Reports).

**Geohazards and Archaeological Assessment.** The following summary of the geohazards and archaeological assessment is based on the findings provided within the following detailed reports all reports have been previously submitted.

- Fugro Geoservices, Inc, "Shallow Drilling Hazards and Archaeological Assessment, Mississippi Canyon Blocks 347, 348, 391, 392, and Vicinity (OCS-G 28002, -19939, -26252, and -26253) Gulf of Mexico, Report No. 27.2008-5022, dated 5/6/2009. Previously Submitted.
- AOA Geophysics, Inc, "Shallow Hazards Assessment, MC 393 (OCS-G 26254), DC 353 (OCS-G 25852), DC354 (OCS-G 23507), DC397 (OCS-G 25853), and DC398 (OCS-G 25854), Mississippi Canyon and De Soto Canyon Areas, Gulf of Mexico", Report No. 3038.3-SHL-DES, dated 10/29/2004. Previously Submitted.
- Fugro Geoservices, Inc. "Regional Geohazards Assessment, Blocks 391-393, 435-437, 479-481, 523-525, and 567-569, Mississippi Canyon Area, Gulf of Mexico", Report No. 0201-3000, dated 12/27/1996. Previously Submitted.
- Fugro Geoservices, Inc, "Archaeological Assessment, ROV Survey, Sonar Contact Investigation, Block 391, Mississippi Canyon Area, Gulf of Mexico", Report 2409-1112, dated 7/13/2009. Previously Submitted.
- Fugro Geoservices, Inc, "Archaeological Survey, Blocks 347-349, 391-393, and Portions of 346, 390, 434-436, Mississippi Canyon Area, Gulf of Mexico", Report No. 2408-5022, dated 3/24/2009. Previously Submitted.
- Fugro Geoservices, Inc. "Archaeological Assessment, Proposed Anchor Locations, Block 393, Mississippi Canyon Area, Gulf of Mexico", Report No. 2407-1083, dated 5/1/2007. Previously submitted.
- Hazard Survey Injector East (IE) Drill Center Block 392 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-02, Dec 2018. Submitted with this filing.
- Hazard Survey Injector West (IW) Drill Center Block 391 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-01, Dec 2018. Submitted with this filing.

These assessments address the seafloor and subsurface conditions within a 2,000-ft radius around the proposed wellsite locations, to approximately one second below mudline (BML).

**Available Data.** Assessments are based on the analysis of the data from AUV (Autonomous Underwater Vehicle) geophysical survey data (sub-bottom profiler, side-scan sonar and multi-beam echo-sounder), and 3D seismic data volumes. Extracted power spectrum diagrams from the 3-D seismic data cube at each of the proposed wellsites (Figures 6A-6).

**Production Wellsite MC 391 AW007 and AW007-ALT Mississippi Canyon Block 391 (OCS-G-26252)**

The proposed production wellsites are located in the Northwestern corner of MC 391. The proposed production wellsites are located within 500 ft. of the already approved Appo West Drill center. The Appo West Drill Center was approved in Supplemental Exploration Plan #S-00761 and therefore is pertinent to this submission. Seafloor and subsurface conditions are approximately equivalent.

**Table A-1. Proposed Production Wellsite Surface Location Coordinates**

Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
MC 391 AW007	X: 1311273 ft	Y: 10387310 ft.
MC 391 AW007-ALT	X: 1311358 ft.	Y: 10387268 ft.

**Existing Infrastructure and Shipping Activity.** Block MC391 is located within a military warning area (EWTA-1). No portion of the block MC 391 is in a shipping fairway or in known dump sites. Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment is located within 2000 ft. of the proposed production well. Operations will be conducted using state of the art DGP for positioning to depict all existing pipelines, wells, and other equipment located within 500 ft. the proposed production wellsite.

**Water Depth and Seafloor Conditions.** Based on the AUV multibeam echo-sounder data, the water depth at the proposed well location is 7,158 ft. and the seafloor gently slopes to the south at 0.53°. There is approximately 150 ft. of hemipelagic drape overlying a sequence of mass-transport deposits. There is not evidence of seafloor faulting within 2000 ft. of the proposed production wellsite.

**Deepwater Benthic Communities.** There is no potential for high-density benthic communities within 2000 ft. of the proposed production wellsite. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within 2,000 ft of the proposed production wellsite. No MBES backscatter or side-scan sonar anomalies, or seafloor morphologic features possibly related to fluid expulsion features and/or hard grounds were identified within the study area. In addition, no large seafloor faults that might act as conduits to allow the migration of fluids to the seafloor were found. Figure 6L.

**Stratigraphy.** Stratigraphic conditions from the seabed to 4,451 ft. BML (below mudline) are shown on the Top-hole Prognosis Chart. Figure 6A.

Unit 1 (Seafloor – 157' BML). Unit 1 is 157 ft thick. The unit consist of mass transport deposits (MTD's) overlain by hemipelagic drape and muds.

Unit 2 (157' – 530' BML). Unit 2 is 373 ft. thick. The unit consist of muds and interbedded MTD's.

Unit 3 (530' – 1575' BML). Unit 3 is 1045 ft. thick. The unit consist of predominantly muds with possible thin silts or sands at the base.

Unit 4 (1575' – 1854' BML). Unit 4 is 279 ft. thick. Unit 4 is predominantly muds with channel systems cut through this unit, and thin interbedded silts or sands may occur in overbanks and levee.

Unit 5A (1854' – 2524' BML). The unit is 670 ft. thick. Unit 5A is predominantly muds with possible thin silts and sands at the base of channelized section.

Unit 5B (2524' – 3426' BML). The unit is 552 ft. thick. Unit 5B is predominantly muds with possible thin silts and sands over 350' of predominantly muds with possible thin silts and sands.

Unit 6A (3426' – 4451' BML). Unit 6 is 1025 ft. thick. The unit consist predominantly muds with possible thin silts and sands

**Faults.** There are no mapped faults beneath the proposed production well to 4,451 ft BML.

**Shallow Gas.** There are no high-amplitude anomalies within 250 ft. of the proposed production wellsite. There are amplitude anomalies identified 500 ft. to the northeast in Unit 4. The potential for encountering shallow gas from seafloor to 1575 ft. BML is considered to be low. From 1575 ft. to 2524 ft BML the potential for encountering shallow gas is Moderately Low. The potential for encounter shallow gas from 2524 ft. to 4451 ft. BML is low. The **potential for encountering significant shallow gas is assessed to be low to moderately low.**

**Shallow Water Flow.** The potential for encountering shallow water flow from seafloor to 1575 ft. BML is considered to be low. From 1575 ft. to 2524 ft BML the potential for encountering shallow water flow is Moderately Low. The potential for encounter shallow water flow from 2524 ft. to 4451 ft. BML is low. The **potential for shallow water flow at this well is assessed to be low to moderately low.**

**Archaeological Assessment.** There are no sonar contacts identified within 2000 ft of the proposed production wellsite. The closest sonar contact is over 10,500 ft to the southwest of the proposed production wellsite. There are no archaeological avoidance sonar contacts in the area of the proposed wellsite, Fugro 2009 assessment.

**Production Wellsite MC 391 AW007 and AW007-Alt Concluding Remarks.** Seafloor conditions appear favorable at the vicinity of the proposed surface location. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified. At the proposed location, there is low to moderately low for shallow gas and low to moderately low potential for shallow water flow (overpressured sands) within the depth limit of investigation (4,451 ft BML).

**Production Wellsite MC 392 AC002 Mississippi Canyon Block 392 (OCS-G-26253)**

The proposed production wellsite is located in the Northwestern corner of MC 392. The proposed production wellsite is located within 500 ft. of the already approved Appo Central Drill Center. The App Central Drill Center was approved in Supplemental Exploration Plan #S-00761 and therefore is pertinent to this submission. Seafloor and subsurface conditions are approximately equivalent.

**Table A-2. Proposed Production Wellsite Surface Location Coordinates**

Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
MC 392 AC002	X: 1320642 ft	Y: 10389109 ft.

**Existing Infrastructure and Shipping Activity.** Block MC392 is located within a military warning area (EWTA-1). No portion of the block MC 392 is in a shipping fairway or in known dump sites. Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment is located within 2000 ft. of the proposed production well. Operations will be conducted using state of the art DGP for positioning to depict all existing pipelines, wells, and other equipment located within 500 ft. the proposed production wellsite.

**Water Depth and Seafloor Conditions.** Based on the AUV multibeam echo-sounder data, the water depth at the proposed well location is 7,220 ft. and the seafloor slopes at .06°. There is approximately 110 ft. of hemipelagic drape overlying a sequence of mass-transport deposits. There is no evidence of seafloor faulting within 2000 ft. of the proposed production wellsite.

**Deepwater Benthic Communities.** There is no potential for high-density benthic communities within 2000 ft. of the proposed production wellsite. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within 2,000 ft of the proposed production wellsite. No MBES backscatter or side-scan sonar anomalies, or seafloor morphologic features possibly related to fluid expulsion features and/or hard grounds were identified within the study area. There is no evidence of seafloor or near-surface faulting, amplitudes or fluid expulsion features in the vicinity of the proposed production wellsite. Figure 6N.

**Stratigraphy.** Stratigraphic conditions from the seabed to 4,421 ft. BML (below mudline) are shown on the Top-hole Prognosis Chart. Figure 6H.

Unit 1 (Seafloor – 140’ BML) – Unit 1 is 140 ft. thick. Unit 1 consist of mass transport deposits (MTD’s) overlain by hemipelagic drape and muds.

Unit 2 (140’ – 487’ BML) – Unit 2 is 347 ft thick. Unit 2 consist of muds and interbedded MTD’s.

Unit 3 (487’ – 1294’ BML) – Unit 3 is 807 ft. thick. This unit consist of predominantly muds with possible thin silts.

Unit 4 (1294’ – 1919’ BML) – This unit is 625 ft thick. Unit 4 consist of predominantly muds with channel systems cut through this unit, and thin interbedded silts or sands may occur in overbanks and levees.

Unit 5A (1919’ – 2591’ BML) – This unit is 608 ft. thick. Unit 5A consist of predominantly muds with possible thin silts and sands at the base of channelized sections

Unit 5B (2591’ – 3460’ BML) – Unit 5B is 869 ft. thick. Consists of predominantly muds with possible thin silts, sands, and sheet sand over 261’ of predominantly muds with possible thin silts and sands.

Unit 6A (3460’ – 4421’ BML) – This unit is 961 ft. thick. Unit 6A consist of predominantly muds with possible thin silts and sands



**Faults.** There are no mapped faults beneath the proposed production well to 4,421 ft BML.

**Shallow Gas.** There are no high-amplitude anomalies within 250 ft. of the proposed production wellsite. There are amplitude anomalies identified 500 ft. to the southwest in Unit 3 and 400 ft. in Units 5A and 5B. The potential for encountering shallow gas from seafloor to 1291 ft. BML is considered to be low. From 1294 ft. to 4421 ft BML the potential for encountering shallow gas is Moderately Low. **The potential for encountering significant shallow gas is assessed to be low to moderately low.**

**Shallow Water Flow.** The potential for encountering shallow water flow from seafloor to 1294 ft. BML is considered to be low. From 1294 ft. to 4421 ft BML the potential for encountering shallow water flow is Moderately Low. **The potential for shallow water flow at this well is assessed to be low to moderately low.**

**Archaeological Assessment.** There are no sonar contacts identified within 2000 ft of the proposed drill proposed production wellsite. The nearest sonar contact is over 6800 ft to the southeast of the proposed wellsite. There are no archaeological avoidance sonar contacts in the area of the proposed wellsite, Fugro 2009 assessment.

**Production Wellsite MC 392 AC002 Concluding Remarks.** Seafloor conditions appear favorable at the vicinity of the proposed surface location. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified. At the proposed location, there is low to moderately low for shallow gas and low to moderately low potential for shallow water flow (overpressured sands) within the depth limit of investigation (4,421 ft BML).

**Production Wellsite MC 392 AE002 and AE003 Mississippi Canyon Block 392 (OCS-G-26253)**

The proposed production wellsites are located in the Northwestern corner of MC 392. The proposed production wellsites are located within 500 ft. of the already approved Appo East Drill Center. The Appo East Drill Center was approved in Supplemental Exploration Plan #S-00761 and therefore is pertinent to this submission. Seafloor and subsurface conditions are approximately equivalent.

**Table A-3. Proposed Production Wellsite Surface Location Coordinates**

Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
MC 392 AE003	X: 1324869 ft	Y: 10388035 ft.
MC 392 AE002	X: 1324651 ft.	Y: 10388096 ft.

**Existing Infrastructure and Shipping Activity.** Block MC392 is located within a military warning area (EWTA-1). No portion of the block MC 392 is in a shipping fairway or in known dump sites. Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment is located within 2000 ft. of the proposed production well. Operations will be conducted using state of the art DGP for positioning to depict all existing pipelines, wells, and other equipment located within 500 ft. the proposed production wellsite.

**Water Depth and Seafloor Conditions.** Based on the AUV multibeam echo-sounder data, the water depth at the proposed well location is 7,255 ft. and the seafloor slopes at 1.00°. There is approximately 108 ft. of hemipelagic drape overlying a sequence of mass-transport deposits. There is no evidence of seafloor faulting within 2000 ft. of the proposed production wellsite.

**Deepwater Benthic Communities.** There is no potential for high-density benthic communities within 2000 ft. of the proposed production wellsite. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within 2,000 ft of the proposed production wellsite. No MBES backscatter or side-scan sonar anomalies, or seafloor morphologic features possibly related to fluid expulsion features and/or hard grounds were identified within the study area. There is no evidence of seafloor or near-surface faulting, amplitudes or fluid expulsion features in the vicinity of the proposed production wellsite. Figure 6M.

**Stratigraphy.** Stratigraphic conditions from the seabed to 4,445 ft. BML (below mudline) are shown on the Top-hole Prognosis Chart. Figure 6G.

Unit 1 (Seafloor – 137’ BML) – Unit 1 is 137 ft. thick. Unit 1 consist of mass transport deposits (MTD’s) overlain by hemipelagic drape and muds.

Unit 2 (137’ – 494’ BML) – Unit 2 is 357 ft thick. Unit 2 consist of muds and interbedded MTD’s.

Unit 3 (494’ – 1305’ BML) – Unit 3 is 811 ft. thick. This unit consist of predominantly muds with possible thin silts.

Unit 4 (1305’ – 1956’ BML) – This unit is 651 ft thick. Unit 4 consist of predominantly muds with channel systems cut through this unit, and thin interbedded silts or sands may occur in overbanks and levees.

Unit 5A (1956’ – 2613’ BML) – This unit is 657 ft. thick. Unit 5A consist of predominantly muds with possible thin silts and sands at the base of channelized sections

Unit 5B (2613’ – 3496’ BML) – Unit 5B is 645 ft. thick. It consists of predominantly muds with possible thin silts and sands over 238’ of predominantly muds with possible thin silts and sands.

Unit 6A (3496’ – 4445’ BML) – This unit is 949 ft. thick. Unit 6A consist of predominantly muds with possible thin silts and sands

**Faults.** There are no mapped faults beneath the proposed production well to 4,445 ft BML.

**Shallow Gas.** There are no high-amplitude anomalies within 250 ft. of the proposed production wellsite. There are amplitude anomalies identified 500 ft. to the southwest in Unit 3 and 400 ft. in Units 5A and 5B. The potential for encountering shallow gas from seafloor to 1305 ft. BML is considered to be low. From 1305 ft. to 2613 ft BML the potential for encountering shallow gas is Moderately Low. The potential for encounter shallow gas from 2613 ft. to 4445 ft. BML is low. The **potential for encountering significant shallow gas is assessed to be low to moderately low.**

**Shallow Water Flow.** The potential for encountering shallow water flow from seafloor to 1305 ft. BML is considered to be low. From 1305 ft. to 2613 ft BML the potential for encountering shallow water flow is Moderately Low. The potential for encounter shallow water flow from 2613 ft. to 4445 ft. BML is low. The **potential for shallow water flow at this well is assessed to be low to moderately low.**

**Archaeological Assessment.** There are no sonar contacts identified within 2000 ft of the proposed drill proposed production wellsite. The nearest sonar contact is over 6600 ft to the southwest of the proposed wellsite. There are no archaeological avoidance sonar contacts in the area of the proposed wellsite, Fugro 2009 assessment.

**Production Wellsite MC 392 AE002 and AE003 Concluding Remarks.** Seafloor conditions appear favorable at the vicinity of the proposed surface location. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified. At the proposed location, there is low to moderately low for shallow gas and low to moderately low potential for shallow water flow (overpressured sands) within the depth limit of investigation (4,445 ft BML).

**Production Wellsite MC 392 IE002 and IE002-ALT Mississippi Canyon Block 392 (OCS-G-26253)**

The proposed production wellsites are located in Eastern central area of MC 392. The proposed production wellsites are located within 500 ft. of the already approved Appo Southeast Injector Drill Center. The Appo Southeast Injector Drill Center was approved in Supplemental Exploration Plan #S-00761 and therefore is pertinent to this submission. Seafloor and subsurface conditions are approximately equivalent.

**Table A-4. Proposed Production Wellsite Surface Location Coordinates**

Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
	MC 392 IE002	X: 1326171 ft
MC 392 IE002-ALT	X: 1325888 ft.	Y: 10383895 ft.

**Existing Infrastructure and Shipping Activity.** Block MC392 is located within a military warning area (EWTA-1). No portion of the block MC 392 is in a shipping fairway or in known dump sites. Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment is located within 2000 ft. of the proposed production well. Operations will be conducted using state of the art DGP for positioning to depict all existing pipelines, wells, and other equipment located within 500 ft. the proposed production wellsite.

**Water Depth and Seafloor Conditions.** Based on the AUV multibeam echo-sounder data, the water depth at the proposed well location is 7,272 ft. and the seafloor slopes to the east with a gentle gradient of 1°. There is approximately 108 ft. of hemipelagic drape overlying a sequence of mass-transport deposits. There is evidence of drag scars, seafloor depressions/impressions and fractures within 2000 ft. of the proposed production wellsite.

**Deepwater Benthic Communities.** There is no potential for high-density benthic communities within 2000 ft. of the proposed production wellsite. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within 2,000 ft of the proposed production wellsite. No MBES backscatter or side-scan sonar anomalies, or seafloor morphologic features possibly related to fluid expulsion features and/or hard grounds were identified within the study area. The backscatter and side scan sonar display moderate to low amplitudes indicating the seafloor consist of silty clays and silty sands. Figure 6P.

**Stratigraphy.** Stratigraphic conditions from the seabed to 4,475 ft. BML (below mudline) are shown on the Top-hole Prognosis Chart. Figure 6J.

Unit 1 (Seafloor – 136’ BML) – This unit is 136 ft thick and consist of mass transport deposits (MTD’s) overlain by hemipelagic drape and muds.

Unit 2 (136’ – 551’ BML) – This unit is 415 ft thick. Unit 2 consist of muds and interbedded MTD’s.

Unit 3 (551’ – 1426’ BML) – Unit 3 is 875 ft thick and consist of predominantly muds with possible thin silts or sands at the base.

Unit 4 (1426’ – 2004’ BML) – This unit is 578 ft thick and consist of predominantly muds with channel systems cut through this unit, and thin interbedded silts or sands may occur in overbanks and levees.

Unit 5A (2004’ – 2743’ BML) – Unit 5A is 739 ft thick. It consists of predominantly muds with possible thin silts and sands at the base of channelized section.

Unit 5B (2743’ – 3589’ BML) – Unit 5B is 568 ft. thick. It consists of predominantly muds with possible thin silts and sands over 278’ of predominantly muds with possible thin silts and sands.

Unit 6A (3589’ – 4475’ BML) – This unit is 886 ft thick. Unit 6 consist of predominantly muds with possible thin silts and sands.

**Faults.** There are no mapped faults beneath the proposed production well to 4,475 ft BML.

**Shallow Gas.** There are no high-amplitude anomalies within 250 ft. of the proposed production wellsite. There are amplitude anomalies identified within 500 ft. in Unit 4 and within 400 ft. in Units 5A and 5B. The potential for encountering shallow gas from seafloor to 1426 ft. BML is considered to be low. From 1426 ft. to 2473 ft BML the potential for encountering shallow gas is Moderately Low. The potential for encounter shallow gas from 2473 ft. to 4475 ft. BML is low. The **potential for encountering significant shallow gas is assessed to be low to moderately low.**

**Shallow Water Flow.** The potential for encountering shallow water flow from seafloor to 1426 ft. BML is considered to be low. From 1426 ft. to 2473 ft BML the potential for encountering shallow water flow is Moderately Low. The potential for encounter shallow water flow from 2473 ft. to 4475 ft. BML is low. The **potential for shallow water flow at this well is assessed to be low to moderately low.**

**Archaeological Assessment.** There are no sonar contacts identified within 2000 ft of the proposed drill proposed production wellsite. The nearest sonar contact is over 4900 ft to the southwest of the proposed wellsite. There are no archaeological avoidance sonar contacts in the area of the proposed wellsite, Fugro 2009 assessment.

**Production Wellsite MC 392 IE002 and IE002-ALT Concluding Remarks.** Seafloor conditions appear favorable at the vicinity of the proposed surface location. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified. At the proposed location, there is low to moderately low for shallow gas and low to moderately low potential for shallow water flow (overpressured sands) within the depth limit of investigation (4,475 ft BML).

**Production Wellsite MC 391 IW001, IW004, IW005, and IW001-ALT Mississippi Canyon Block 391 (OCS-G-26252)**

The proposed production wellsites are located in South-eastern area of MC 391. The proposed production wellsites are located within 500 ft. of the already approved Appo Southwest Injector Drill Center. The Appo Southwest Injector Drill Center was approved in Supplemental Exploration Plan #S-00761 and therefore is pertinent to this submission. Seafloor and subsurface conditions are approximately equivalent.

**Table A-5. Proposed Production Wellsite Surface Location Coordinates**

Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
MC 391 IW001	X: 1313862 ft	Y: 10379919 ft.
MC391 IW004	X: 1313639 ft	Y: 10379846 ft.
MC 391 IW005	X: 1313900 ft.	Y: 10380000 ft.
MC 391 IW001-ALT	X: 1313559 ft.	Y: 10379785 ft.

**Existing Infrastructure and Shipping Activity.** Block MC391 is located within a military warning area (EWTA-1). No portion of the block MC 391 is in a shipping fairway or in known dump sites. Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment is located within 2000 ft. of the proposed production well. Operations will be conducted using state of the art DGP for positioning to depict all existing pipelines, wells, and other equipment located within 500 ft. the proposed production wellsite.

**Water Depth and Seafloor Conditions.** Based on the AUV multibeam echo-sounder data, the water depth at the proposed well location is 7,187 ft. and the seafloor slopes to the east with a gentle gradient of less than 1°. There is approximately 130 ft. of hemipelagic drape overlying a sequence of mass-transport deposits. There is evidence of drag scars, seafloor depressions/impressions and fractures within 2000 ft. of the proposed production wellsite.

**Deepwater Benthic Communities.** There is no potential for high-density benthic communities within 2000 ft. of the proposed production wellsite. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within 2,000 ft of the proposed production wellsite. No MBES backscatter or side-scan sonar anomalies, or seafloor morphologic features possibly related to fluid expulsion features and/or hard grounds were identified within the study area. The backscatter and side scan sonar display moderate to low amplitudes indicating the seafloor consist of silty clays and silty sands. Figure 6R.

**Stratigraphy.** Stratigraphic conditions from the seabed to 4,639 ft. BML (below mudline) are shown on the Top-hole Prognosis Chart. Figure 6K.

Unit 1 (Seafloor – 142’ BML) – Unit 1 is 142 ft. thick. This unit consist of mass transport deposits (MTD’s) overlain by hemipelagic drape and muds.

Unit 2 (142’ – 626’ BML) – This unit is 484 ft. thick. Unit 2 consist of muds and interbedded MTD’s.

Unit 3 (626’ – 1774’ BML) – This unit is 1148 ft thick and consist of predominantly muds with possible thin silts or sands at the base.

Unit 4 (1774' – 2042' BML) – Unit 4 is 268 ft thick. It consists of predominantly muds with channel systems cut through this unit, and thin interbedded silts or sands may occur in overbanks and levees.

Unit 5A (2042' – 2755' BML) – Unit 5A 713 ft thick and consist of predominantly muds with possible thin silts and sands at the base of channelized sections.

Unit 5B (2755' – 3653' BML) –Unit 5B is 511 ft. thick and consist of predominantly muds with possible thin silts and sands over 387' of predominantly muds with possible thin silts and sands.

Unit 6A (3653' – 4639' BML) – Unit 6 is 986 ft. thick and consist of predominantly muds with possible thin silts and sands.

**Faults.** There are no mapped faults beneath the proposed production well to 4,639 ft BML. ???/

**Shallow Gas.** There are no high-amplitude anomalies within 250 ft. of the proposed production wellsite. There are amplitude anomalies identified within 600 ft. of proposed wellsite within unit 6A. The potential for encountering shallow gas from seafloor to 1774 ft. BML is considered to be low. From 1774 ft. to 2755 ft BML the potential for encountering shallow gas is Moderately Low. The potential for encounter shallow gas from 2755 ft. to 4639 ft. BML is low. The **potential for encountering significant shallow gas is assessed to be low to moderately low.**

**Shallow Water Flow.** The potential for encountering shallow water flow from seafloor to 1774 ft. BML is considered to be low. From 1774 ft. to 2755 ft BML the potential for encountering shallow water flow is Moderately Low. The potential for encounter shallow water flow from 2755 ft. to 4639 ft. BML is low. The **potential for shallow water flow at this well is assessed to be low to moderately low.**

**Archaeological Assessment.** There are no sonar contacts identified within 2000 ft of the proposed drill proposed production wellsite. The nearest sonar contact is over 7900 ft to the northeast of the proposed wellsite. There are no archaeological avoidance sonar contacts in the area of the proposed wellsite, Fugro 2009 assessment.

**Production Wellsite MC 391 IW001, IW004, IW005, and IW001-ALT Concluding Remarks.** Seafloor conditions appear favorable at the vicinity of the proposed surface location. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified. At the proposed location, there is low to moderately low for shallow gas and low to moderately low potential for shallow water flow (overpressured sands) within the depth limit of investigation (4,639 ft BML).

**Production Wellsite MC 393 VX001 and VX001ALT Mississippi Canyon Block 393 (OCS-G-26254)**

The proposed production wellsites are located in North-eastern area of MC 393. The proposed production wellsites are located within 500 ft. of the already approved Vicksburg Drill Center. The Vicksburg Drill Center was approved in Supplemental Exploration Plan #S-00761 and therefore is pertinent to this submission. Seafloor and subsurface conditions are approximately equivalent.

**Table A-6. Proposed Production Wellsite Surface Location Coordinates**

Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
MC 393 VX001	X: 1345670 ft.	Y: 10385462 ft.
MC 393 VX001-Alt	X: 1345720 ft	Y: 10385463 ft.

**Existing Infrastructure and Shipping Activity.** Block MC393 is located within a military warning area (EWTA-1). No portion of the block MC 393 is in a shipping fairway or in known dump sites. Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment is located within 2000 ft. of the proposed production well. Operations will be conducted using state of the art DGP for positioning to depict all existing pipelines, wells, and other equipment located within 500 ft. the proposed production wellsite.

**Water Depth and Seafloor Conditions.** Based on the AUV multibeam echo-sounder data, the water depth at the proposed well location is 7,404 ft. and the seafloor slopes of 0.6°. There is approximately 90 ft. of hemipelagic drape overlying a sequence of mass-transport deposits. There is no evidence of seafloor or near-surface faulting, amplitudes or fluid expulsion features within 2000 ft. of the proposed production wellsites.

**Deepwater Benthic Communities.** There is no potential for high-density benthic communities within 2000 ft. of the proposed production wellsite. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within 2,000 ft of the proposed production wellsite. No MBES backscatter or side-scan sonar anomalies, or seafloor morphologic features possibly related to fluid expulsion features and/or hard grounds were identified within the study area. Figure 6Q

**Stratigraphy.** Stratigraphic conditions from the seabed to 4,225 ft. BML (below mudline) are shown on the Top-hole Prognosis Chart. Figure 6L

Unit 1 (Seafloor – 124' BML) – Unit 1 is 124 ft thick and consist of mass transport deposits (MTD's) overlain by hemipelagic drape and muds.

Unit 2 (124' – 544' BML) – This unit is 420 ft. thick. Unit 2 consist of muds and interbedded MTD's.

Unit 3 (544' – 1410' BML) – Unit 3 is 866 ft. thick it consists of predominantly muds with possible thin silts or sands at the base.

Unit 4 (1410' – 1877' BML) – Unit 4 is 467 ft. thick and consists of predominantly muds with channel systems cut through this unit, and thin interbedded silts or sands may occur in overbanks and levees.

Unit 5A (1877' – 2464' BML) – This unit is 587 ft. thick. Unit 5A consist of predominantly muds with possible thin silts and sands at the base of channelized sections.

Unit 5B (2464' – 3346' BML) – This unit is 633 ft. thick and consist of predominantly muds with possible thin silts and sands over 249' of predominantly muds with possible thin silts and sands.

Unit 6A (3346' – 4225' BML) – Unit 6A is 879 ft. thick and consist of predominantly muds with possible thin silts and sands.

**Faults.** There are no mapped faults beneath the proposed production well to 4225 ft BML.

**Shallow Gas.** There are no high-amplitude anomalies within 250 ft. of the proposed production wellsite. The potential for encountering shallow gas from seafloor to 1410 ft. BML is considered to be low. From 1410 ft. to 2464 ft BML the potential for encountering shallow gas is Moderately Low. The potential for encounter shallow gas from 2464 ft. to 3346 ft. BML is low. The potential for encounter shallow gas from 3346 ft. to 4225 ft. BML is low. **The potential for encountering significant shallow gas is assessed to be low to moderately low.**

**Shallow Water Flow.** The potential for encountering shallow water flow from seafloor to 1410 ft. BML is considered to have low potential. From 1410 ft. to 2464 ft BML the potential for encountering shallow water flow is Low. The potential for encounter shallow water flow from 2464 ft. to 3346 ft. BML is low. The potential for encounter shallow water flow from 3346 ft. to 4225 ft. BML is moderately low. **The potential for shallow water flow at this well is assessed to be low to moderately low.**

**Archaeological Assessment.** There are two sonar contacts identified within 2000 ft of the proposed drill proposed production wellsite. One sonar contact is over 660 feet to the west and the second sonar contact is over 700 ft to the east of the proposed production. The sonar contact numbers are 7 and 8 respectively, see Fugro 2009 assessment for details. The contacts are interpreted to be modern debris and will be avoided by standard 100 ft BOEM recommendation. There are no archaeological avoidance sonar contacts in the area of the proposed wellsite, Fugro 2009 assessment.

**Production Wellsite MC 393 VX 001 and VX001 ALT Concluding Remarks.** Seafloor conditions appear favorable at the vicinity of the proposed surface location. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified. At the proposed location, there is low to moderately low for shallow gas and low to moderately low potential for shallow water flow (overpressured sands) within the depth limit of investigation (4,225 ft BML).

#### **B. Topographic Features Map**

The proposed activities are not within 1,000' of a no-activity zone or within the 3-mile radius zone of an identified topographic feature. Therefore, no map is required per NTL No. 2008-G04.

#### **C. Topographic Features Statement (Shunting)**

Shell does not plan to drill more than two wells from the same surface location within the Protective Zone of an identified topographic feature. Therefore, the topographic features statement required by NTL No. 2008-G04 is not applicable.

#### **D. Live Bottoms (Pinnacle Trend) Map**

The activities proposed in this plan are not within 200' of any pinnacle trend feature with vertical relief equal to or greater than 8'. Therefore, no map is required per NTL No. 2008-G04.

#### **E. Live Bottoms (Low Relief) Map**

The activities proposed in this plan are not within 100' of any live bottom low relief features. Therefore, no map is required per NTL No. 2008-G04.

#### **F. Potentially Sensitive Biological Features**

The activities proposed in this plan are not within 200' of any potentially sensitive biological features. Therefore, no map is required per NTL No. 2008-G04.

#### **G. Remotely Operated Vehicle (ROV) Monitoring Plan**

This information is no longer required by BOEM GoM.

#### **H. Threatened and Endangered Species Information**

Under Section 7 of the Endangered Species Act (ESA) all federal agencies must ensure that any actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of a listed species, or destroy or adversely modify its designated critical habitat.

In accordance with 30 CFR 250, Subpart B, effective May 14, 2007 and further outlined in Notice to Lessees (NTL) 2008-G04, and the Biological Opinion on the National Marine Fisheries Service. 2020. Endangered Species Act, Section 7 Consultation – Biological Opinion on the Federally Regulated Oil and Gas Program Activities in the Gulf of Mexico. U.S. Department of Commerce, National Oceanic and Atmospheric Administration. St. Petersburg, FL. (NMFS 2020 Endangered Species Act, Section 7 Consultation – Biological Opinion), lessees/operators are required to address site-specific information on the presence of federally listed threatened or endangered species and critical habitat designated under the ESA, and marine mammals protected under the Marine Mammal Protection Act (MMPA) in the area of proposed activities under this plan.

Currently the only designated critical habitat is *Sargassum* habitat for the Loggerhead sea turtle in the proposed project area; however, it is possible that this species and one or more of the other listed species could be seen in the area of our operations. The following table reflects the Federally-listed endangered and threatened species in the lease area and along the northern Gulf coast:

Common Name	Scientific Name	T/E Status
Hawksbill Turtle	<i>Eretmochelys imbricata</i>	E
Green Turtle	<i>Chelonia mydas</i>	T/E
Kemp's Ridley Turtle	<i>Lepidochelys kempii</i>	E
Leatherback Turtle	<i>Dermochelys coriacea</i>	E
Loggerhead Turtle	<i>Caretta caretta</i>	T

Table 6.1 – Threatened and Endangered Sea Turtles

The green sea turtle is threatened, except for the Florida breeding population, which is listed as endangered.

There are 29 species of marine mammals that may be found in the Gulf of Mexico (see Table 6.7 below). Of the species listed as Endangered, only the Sperm whale is commonly found in the project area. No critical habitat for these species has been designated in the Gulf of Mexico.

Common Name	Scientific Name	T/E Status
Atlantic Spotted Dolphin	<i>Stenella frontalis</i>	
Blainville's Beaked Whale	<i>Mesoplodon densirostris</i>	
Blue Whale	<i>Balaenoptera musculus</i>	E
Bottlenose Dolphin	<i>Tursiops truncatus</i>	
Bryde's Whale	<i>Balaenoptera edeni</i>	E
Clymene Dolphin	<i>Stenella clymene</i>	
Cuvier's Beaked Whale	<i>Ziphius cavirostris</i>	
Dwarf Sperm Whale	<i>Kogia simus</i>	
False Killer Whale	<i>Pseudorca crassidens</i>	
Fin Whale	<i>Balaenoptera physalus</i>	E
Fraser's Dolphin	<i>Lagenodelphis hosei</i>	
Gervais' Beaked Whale	<i>Mesoplodon europaeus</i>	
Humpback Whale	<i>Megaptera novaeangliae</i>	E
Killer Whale	<i>Orcinus orca</i>	
Melon-headed Whale	<i>Peponocephala electra</i>	
Minke Whale	<i>Balaenoptera acutorostrata</i>	
North Atlantic Right Whale	<i>Eubalaena glacialis</i>	E
Pantropical Spotted Dolphin	<i>Stenella attenuata</i>	
Pygmy Killer Whale	<i>Feresa attenuata</i>	
Pygmy Sperm Whale	<i>Kogia breviceps</i>	
Risso's Dolphin	<i>Grampus griseus</i>	
Rough-toothed Dolphin	<i>Steno bredanensis</i>	
Sei Whale	<i>Balaenoptera borealis</i>	E
Short-finned Pilot Whale	<i>Globicephala macrorhynchus</i>	
Sowerby's Beaked Whale	<i>Mesoplodon bidens</i>	
Sperm Whale	<i>Physeter macrocephalus</i>	E
Spinner Dolphin (Long-snouted)	<i>Stenella longirostris</i>	
Striped Dolphin	<i>Stenella coeruleoalba</i>	
Florida manatee	<i>Trichechus manatus</i>	E

Table 6.2 Threatened and Endangered Marine Mammals

The blue, fin, humpback, North Atlantic right and sei whales are rare or extralimital in the Gulf of Mexico and are unlikely to be present in the lease area. The Environmental Impact Analysis found in Section 18 discusses potential impacts and mitigation measures related to threatened and endangered species.



There are also listed species of birds, fishes, invertebrates and terrestrial mammals in the Gulf of Mexico waters and coastal environments. Of these, it is possible that Giant manta ray may be present in the lease area, but it is highly unlikely that any other birds, fish species and terrestrial mammals, given their coastal ranges, will be present in the lease area. The presence of invertebrates is identified through different lease operations, as biologically sensitive habitat features that must be avoided per BOEM NTL 2009-G40.

<b>Birds</b>		
Piping Plover	<i>Charadrius melodus</i>	T
Whooping Crane	<i>Grus americana</i>	E
<b>Fishes</b>		
Oceanic whitetip shark	<i>Carcharhinus longimanus</i>	T
Giant manta ray	<i>Mobula birostris</i>	T
Gulf sturgeon	<i>Acipenser oxyrinchus desotoi</i>	T
Nassau grouper	<i>Epinephelus striatus</i>	T
Smalltooth sawfish	<i>Pristis pectinata</i>	E
<b>Invertebrates</b>		
Elkhorn coral	<i>Acropora palmata</i>	T
Staghorn coral	<i>Acropora cervicornis</i>	T
Pillar coral	<i>Dendrogyra cylindrus</i>	T
Rough cactus coral	<i>Mycetophyllia ferox</i>	T
Lobed star coral	<i>Orbicella annularis</i>	T
Mountainous star coral	<i>Orbicella faveolata</i>	T
Boulder star coral	<i>Orbicella franksi</i>	T
<b>Terrestrial Mammals</b>		
Beach mice (Alabama, Choctawhatchee, Perdido Key, St. Andrew)	<i>Peromyscus polionotus</i>	E
Florida salt marsh vole	<i>Microtus pennsylvanicus dukecampbelli</i>	E

Table 6.3– Birds, fishes, invertebrates and terrestrial mammals

**I. Archaeological Report**

See previous Section for this data.

**J. Air and Water Quality Information**

Drilling/completion operations will produce air pollutant emissions, but as provided in the Air Emissions Spreadsheet (see Section 8 of this Plan), these operations are below the exemption levels.

These drilling operations will result in the discharge of authorized effluents under the EPA Region VI General permit. Impacts of these discharges are expected to be minimal on water quality in the area.

For specific information relating to air and water quality information please refer to Section 18.

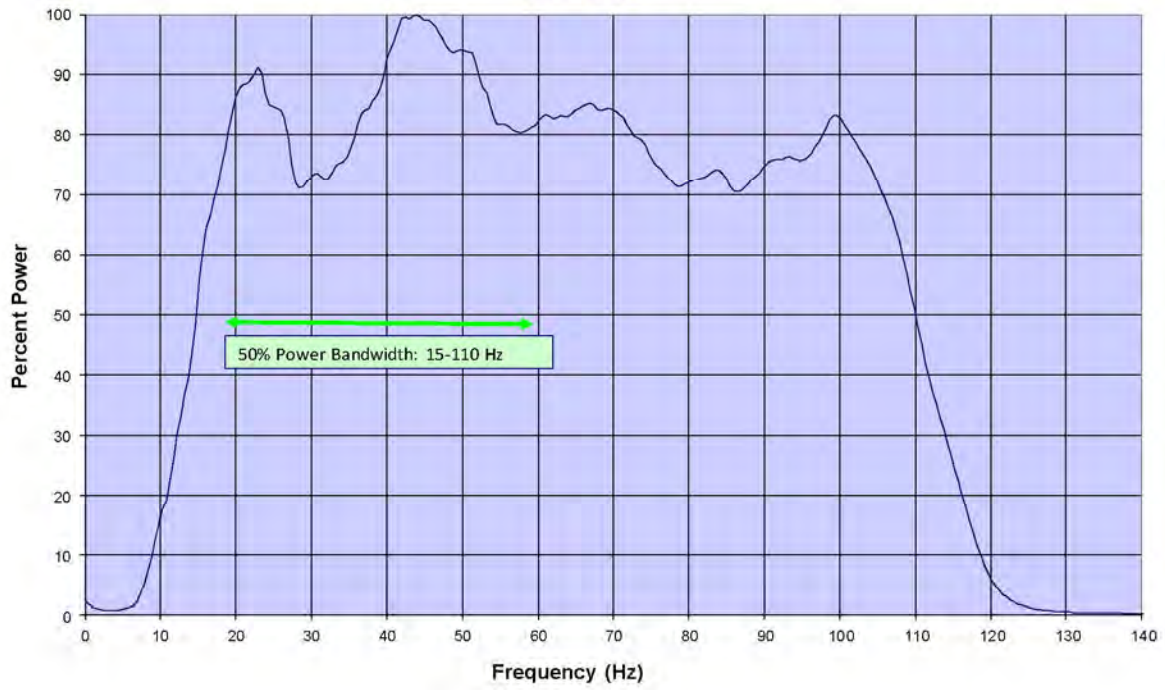
**K. Socioeconomic Information**

- 1) Shell will utilize its existing shore base located in Fourchon, Louisiana which is fully staffed and operational and does not expect to employ persons from within the State of Florida.

- 2) Shell does not expect to purchase major supplies, services, energy, water or other resources from within the State of Florida for these operations.
- 3) Shell does not expect to hire contractors or vendors from within the State of Florida.

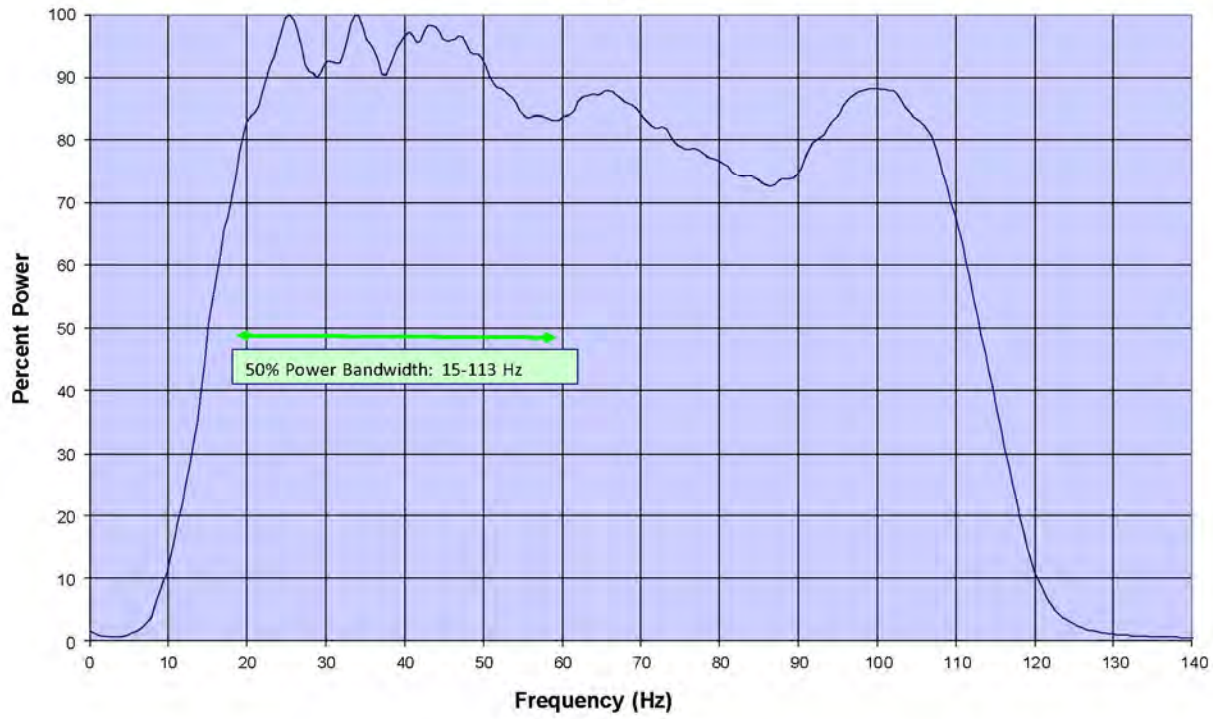
For specific information relating to socioeconomic information please refer to Section 18 in this Plan.

Appo East Drill Center  
MC 392



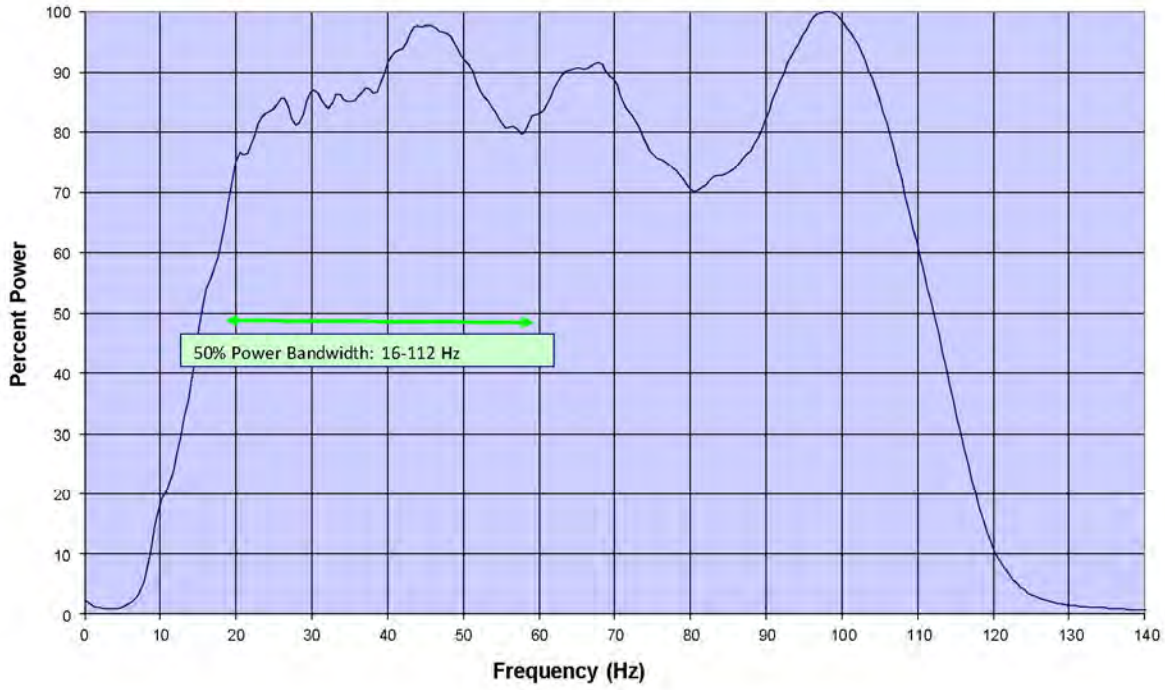
Attachment 6B – Power Spectrum – AW wells

Appo West Drill Center  
MC 391



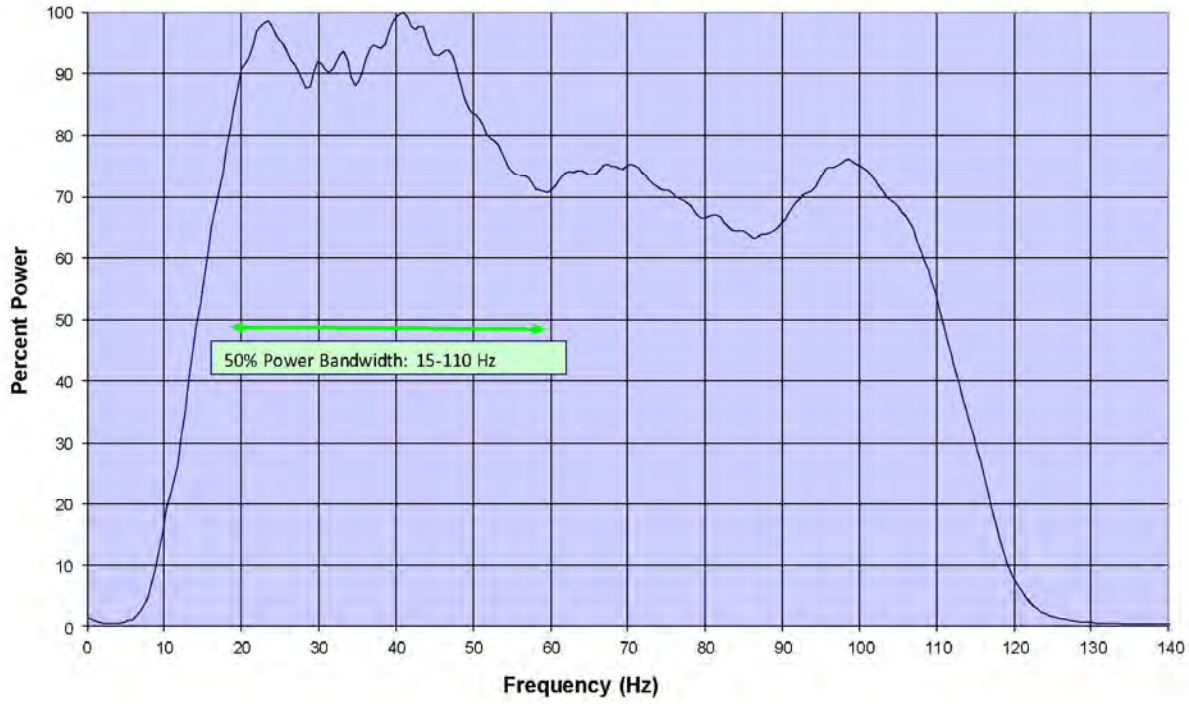
# Attachment 6C – Power Spectrum – IE Wells

Appo SE Injector Drill Center  
MC 392



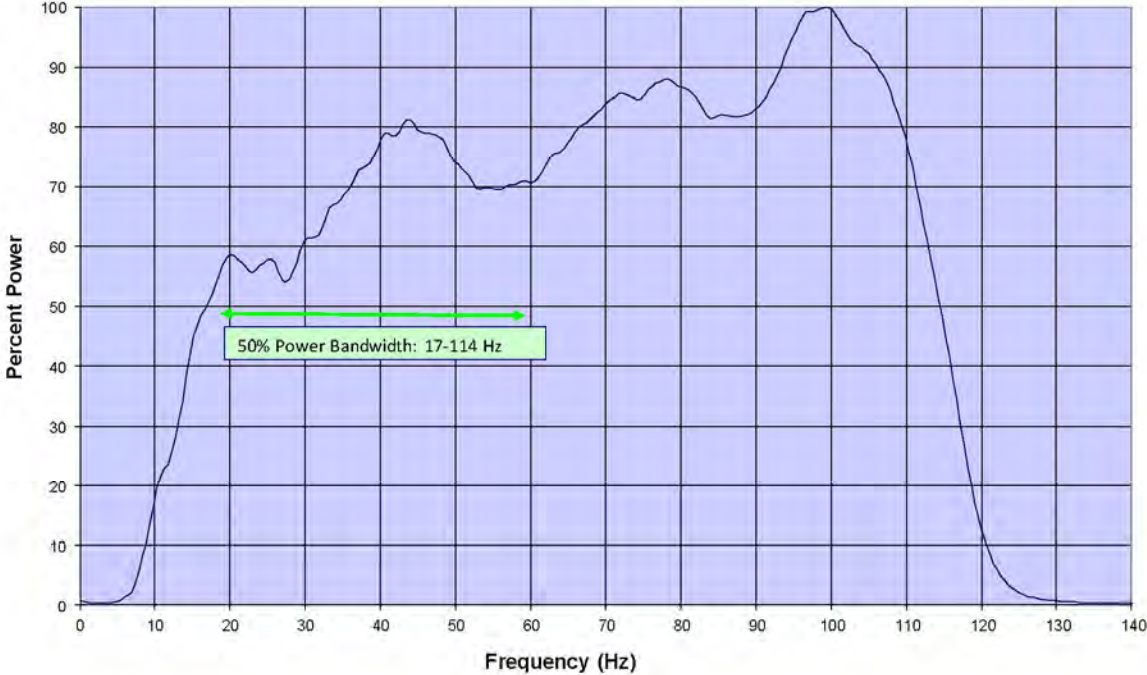
**Attachment 6D – Power Spectrum – IW Wells**

Appo SW Injector Drill Center  
MC 391



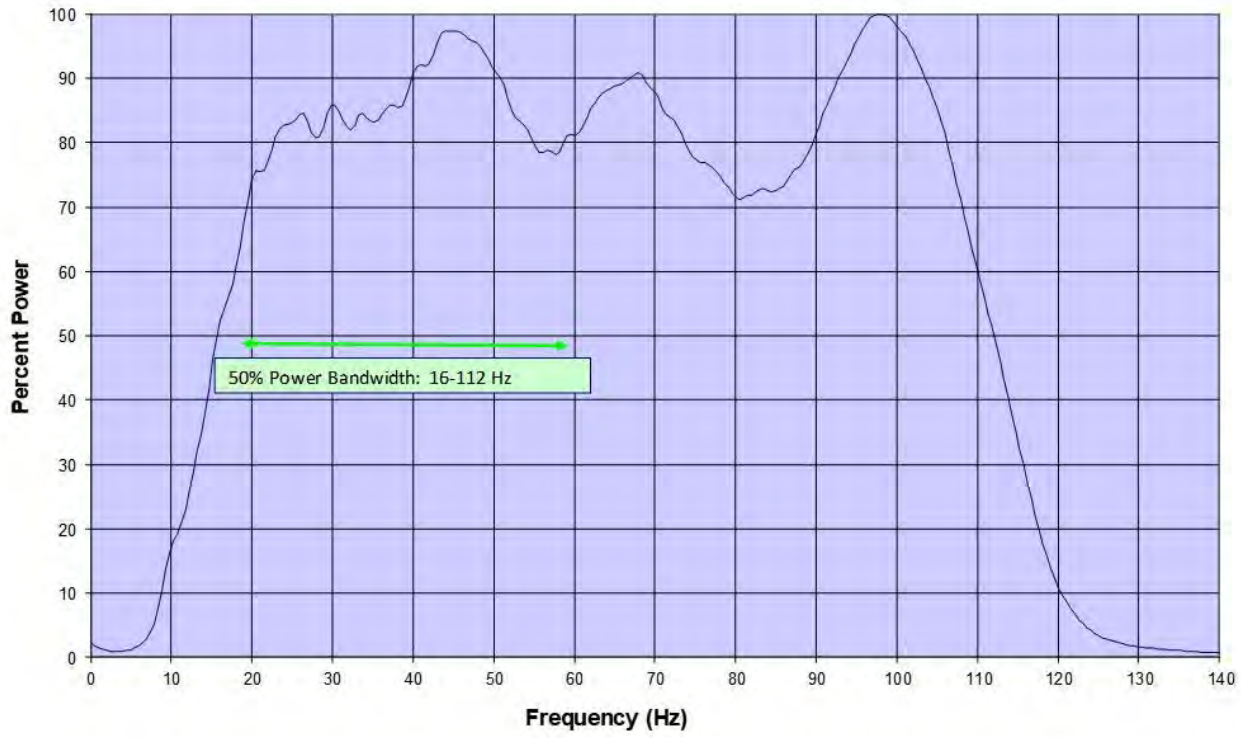
Attachment 6E – Power Spectrum – VX Wells

Vicksburg Injector Drill Center  
MC 393



Attachment 6F – Power Spectrum – AC Wells

Appomattox Central Drill Center  
MC 392

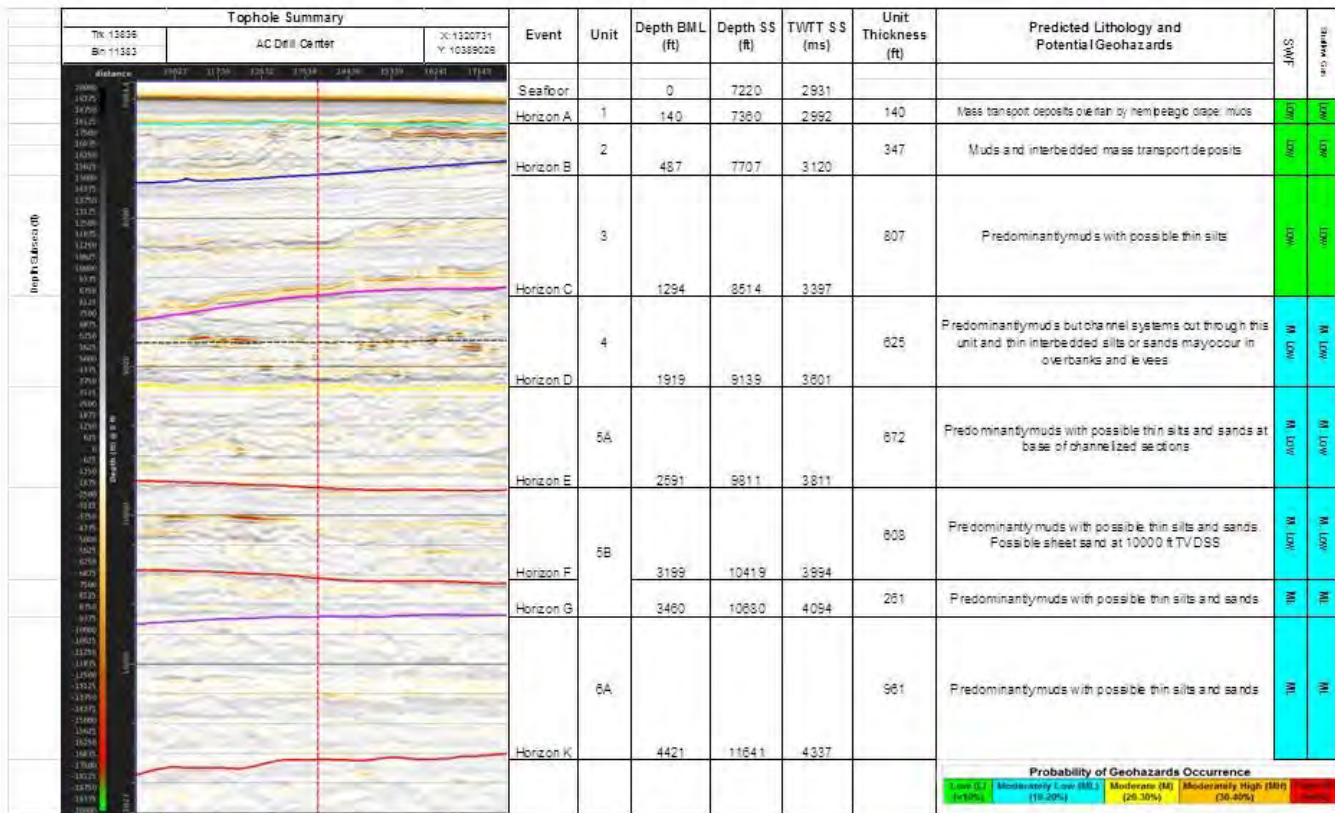






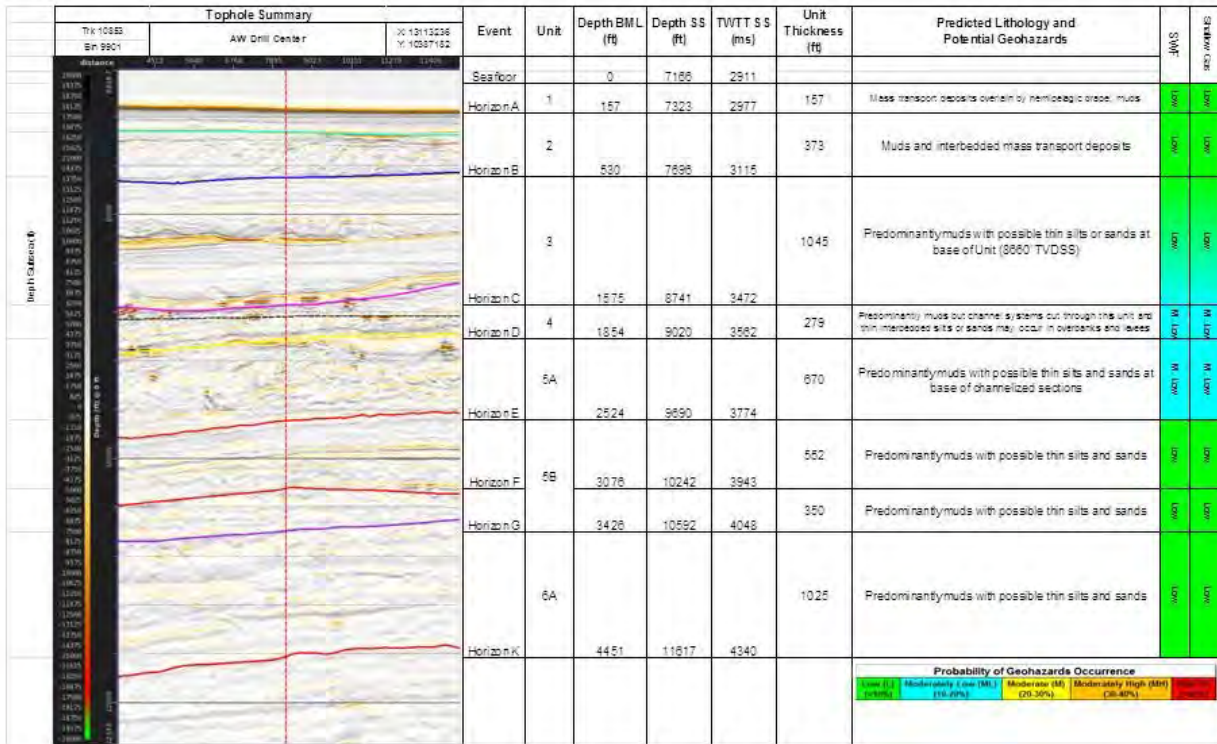
# Attachment 6H – Top Hole Prog – AC Wells

## MC 392, Appo Central Tophole Prog



# Attachment 6I – Tophole Prog – AW wells

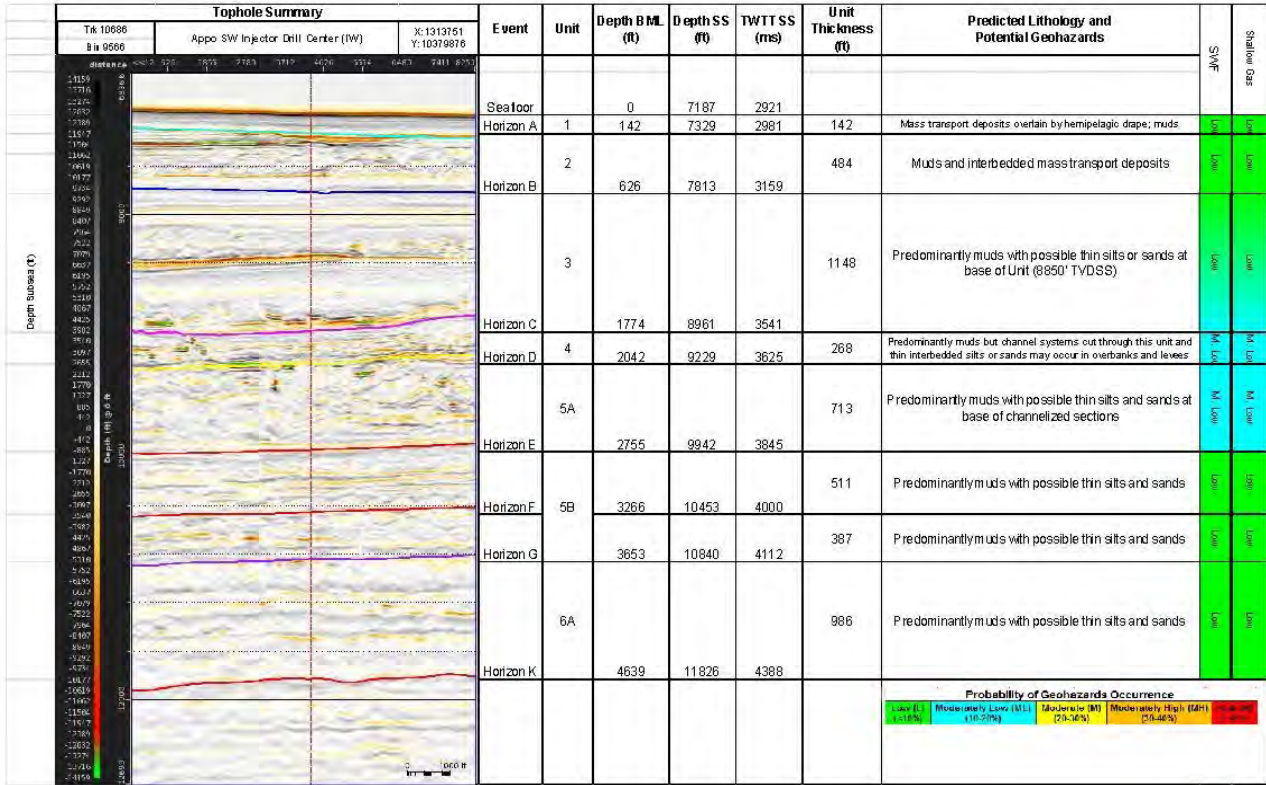
## MC 391, Appo West Tophole Prog





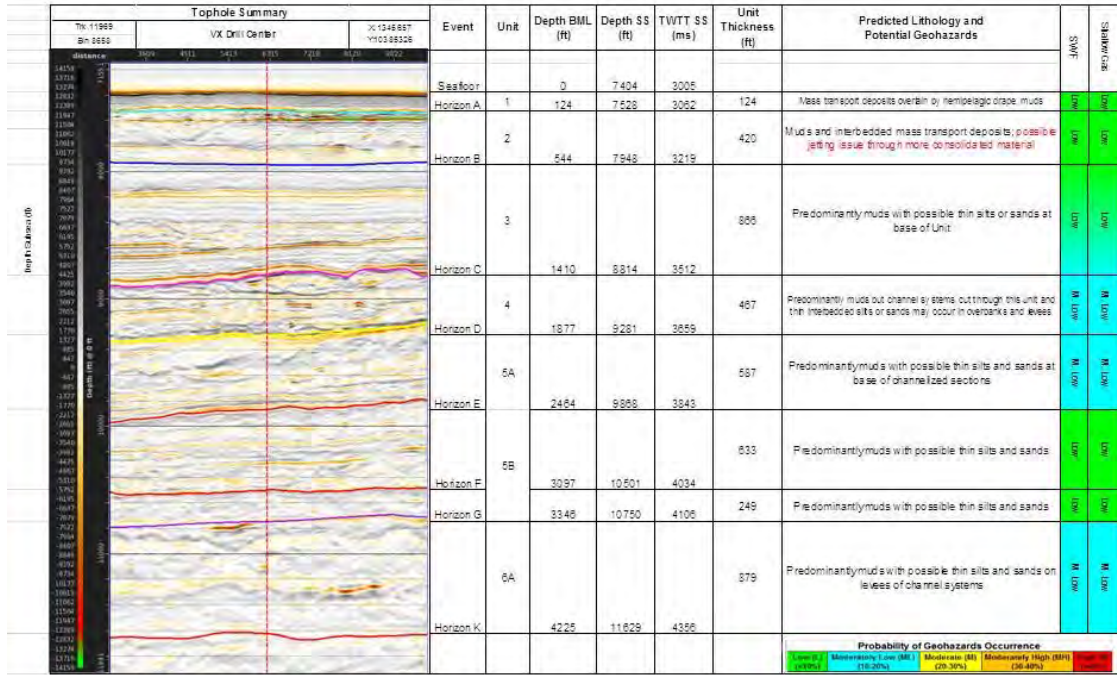
# Attachment 6K – Tophole Prog IW Wells

## MC 391, Appo SW Inj. Tophole Prog



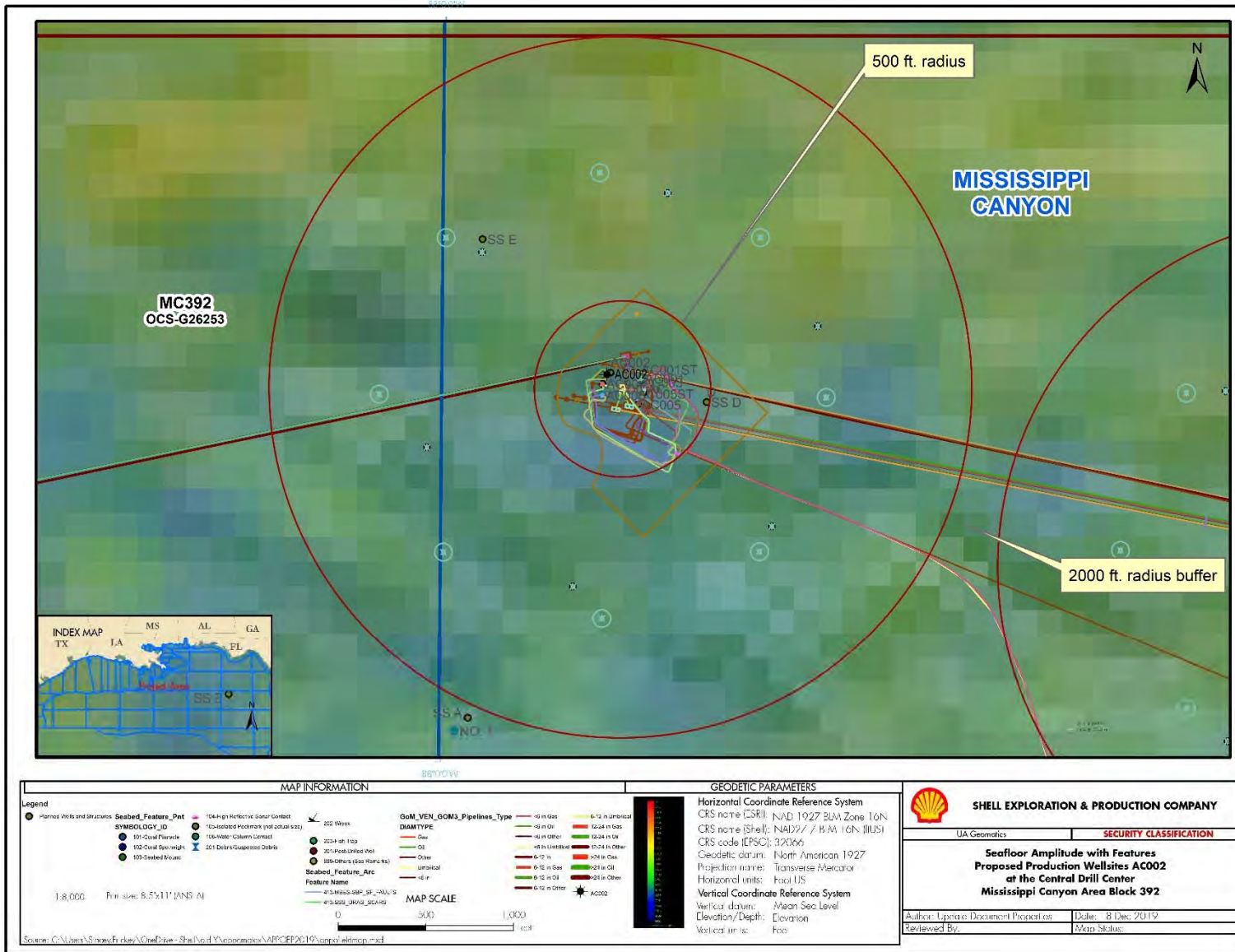
# Attachment 6L Top Hole Prog VX Wells

## MC 393, Vicksburg Tophole Prog



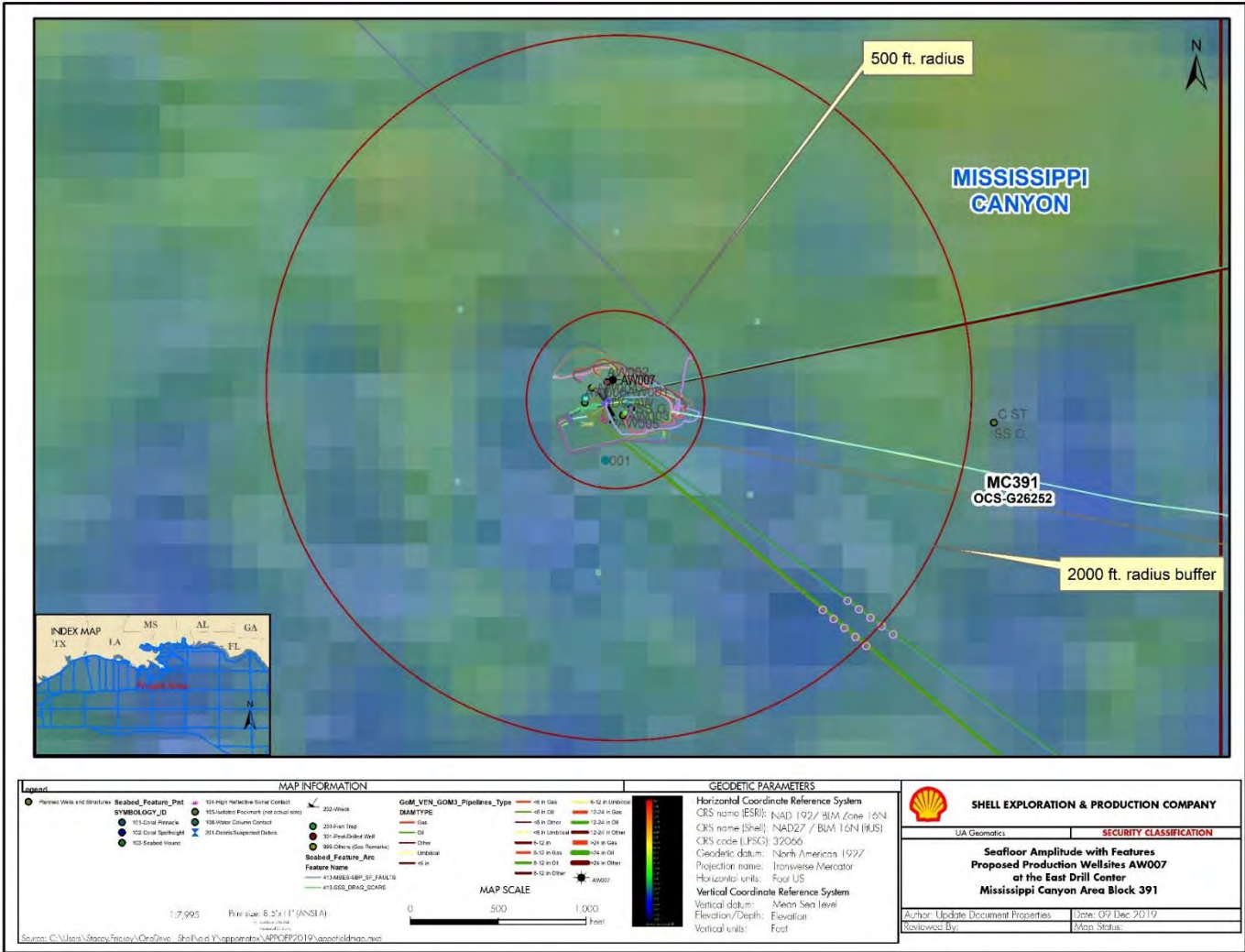


# Attachment 6N - ESR AC Wells

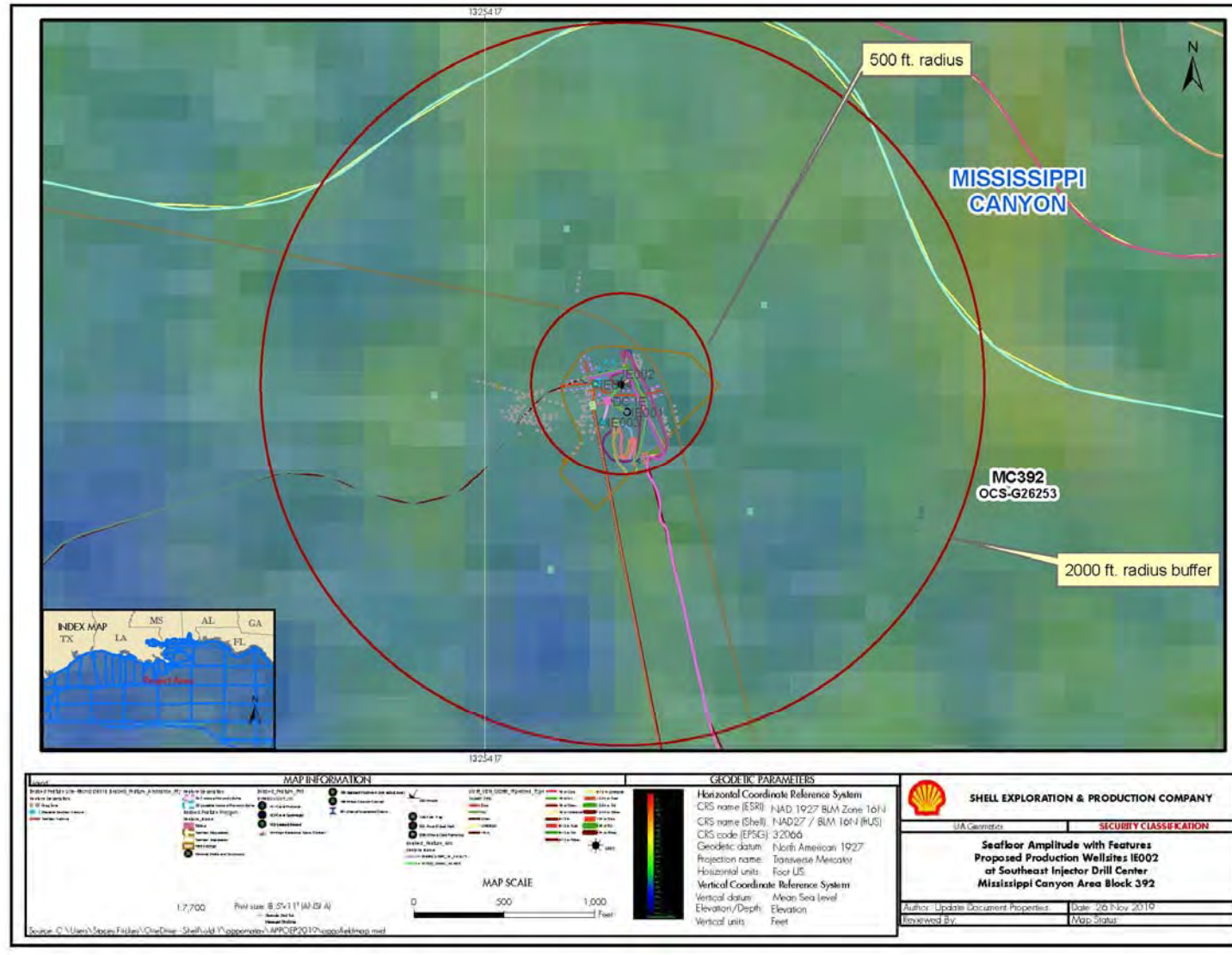




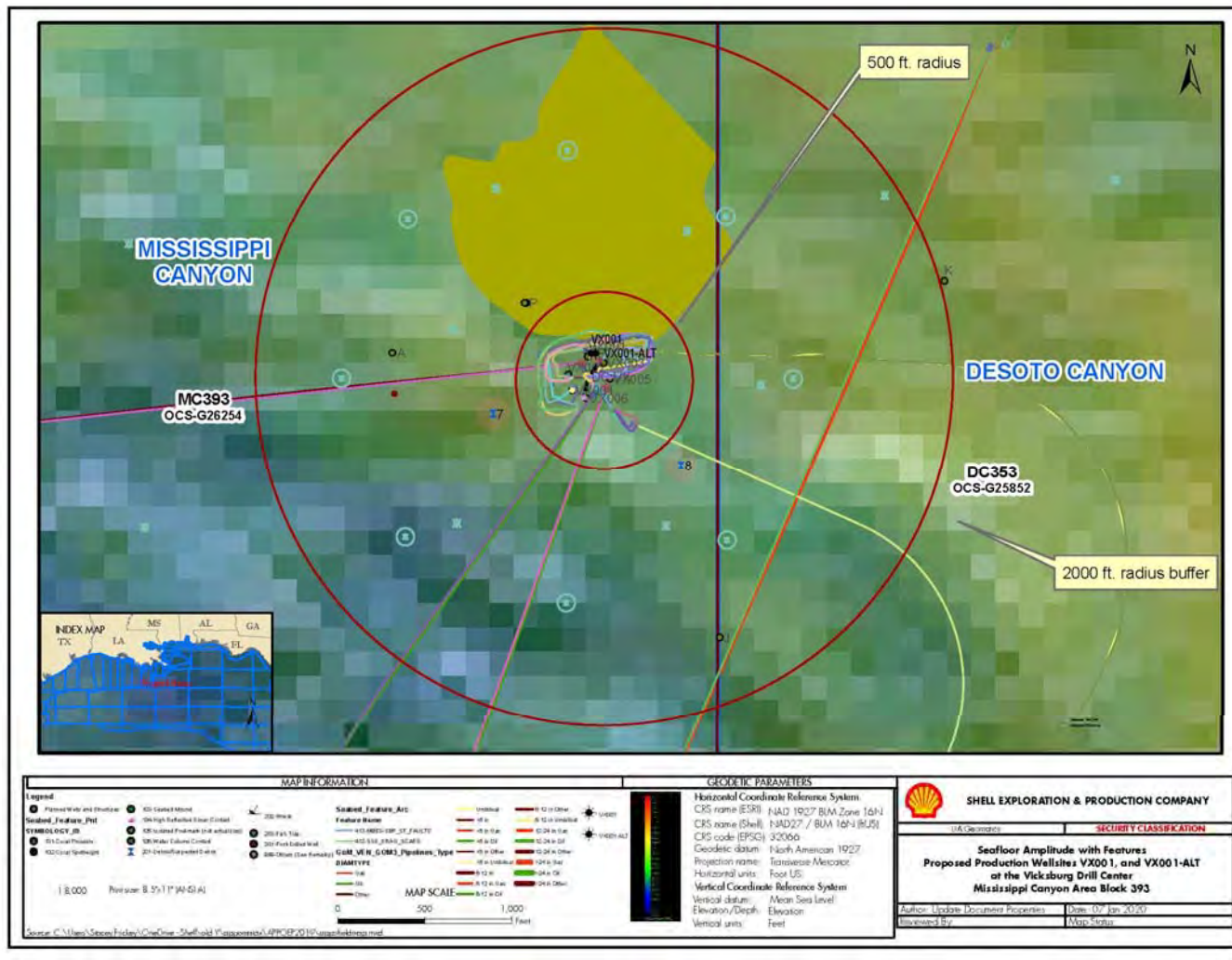
Attachment 60 - ESR AW



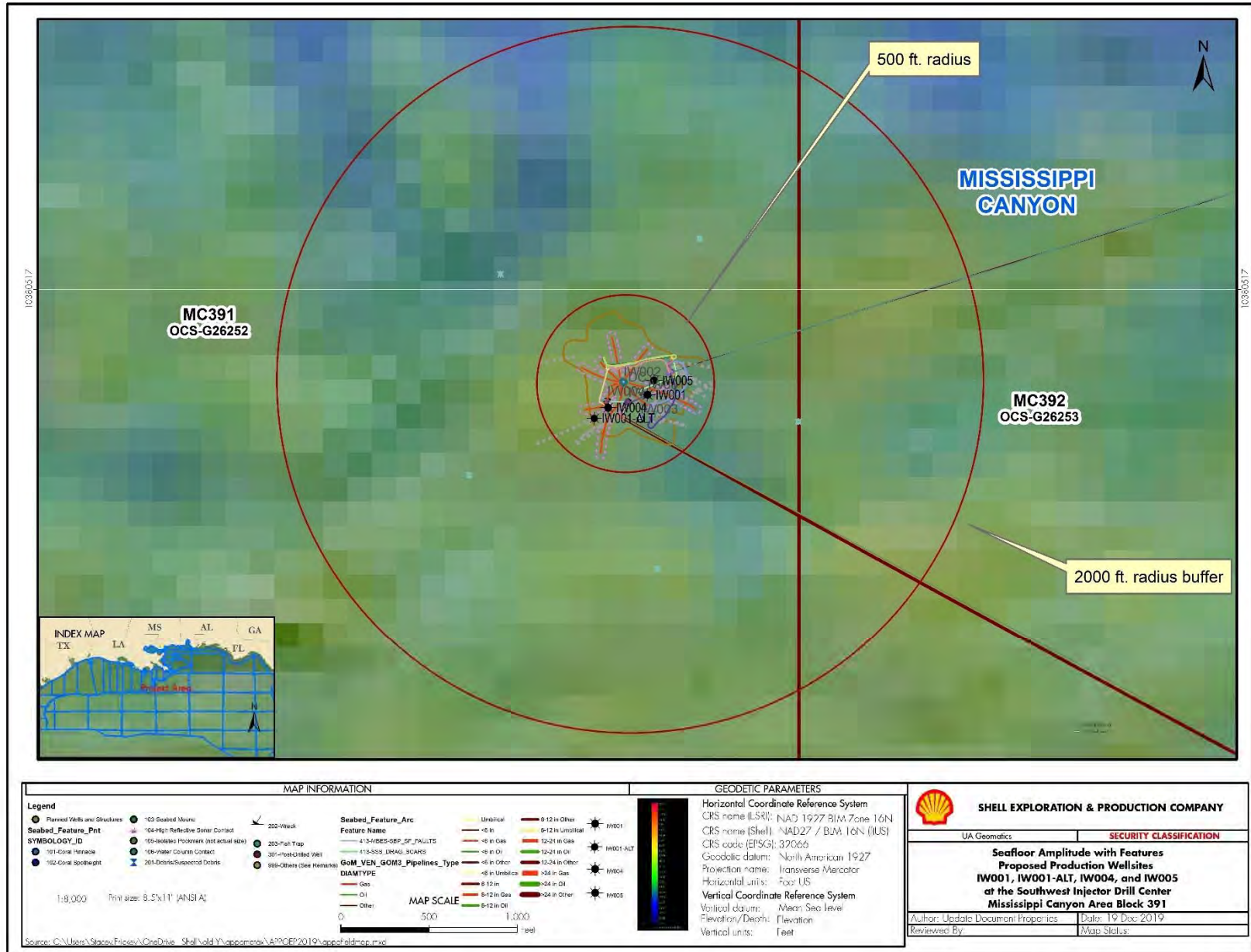
Attachment 6P - ESR IE



# Attachment 6Q - ESR VX Wells



# Attachment 6R - ESR IW Wells



**SECTION 7: WASTE AND DISCHARGE INFORMATION**

**A. Projected Ocean Discharges**

TABLE 7A: WASTES YOU WILL GENERATE, TREAT AND DOWNHOLE DISPOSE OR DISCHARGE TO THE GOM					
<b>Note: Please specify if the amount reported is a total or per well amount</b>					
Projected generated waste			Projected ocean discharges		Projected Downhole Disposal
Type of Waste and Composition	Composition	Projected Amount	Discharge rate	Discharge Method	Answer yes or no
<b>Will drilling occur? If yes, you should list muds and cuttings</b>					
<i>EXAMPLE: Cuttings wetted with synthetic based fluid</i>	<i>cuttings generated while using synthetic based drilling fluid.</i>	<i>X bbl/well</i>	<i>X bbl/day/well</i>	<i>discharge pipe</i>	<i>No</i>
Water-based drilling fluid	barite, additives, mud	85000 bbls/well	17000 bbls/day	Overboard and seafloor discharge prior to marine riser installation	No
Cuttings wetted with water-based fluid	Cuttings coated with water based drilling mud	11520 bbls/well	768 bbls/day	Seafloor prior to marine riser installation	No
Cuttings wetted with synthetic-based fluid	Cuttings generated while using synthetic based drilling fluid.	32720 bbls/well	409 bbls/day	Overboard discharge line below the water line	No
Synthetic based drilling fluid adhering to washed drill cuttings	Synthetic based drilling fluid adhering to washed drill cuttings	2400 bbls/well	30 bbls/day	Overboard discharge line below the water line	No
Spent drilling fluids - synthetic	Synthetic-based drilling mud	0 bbls / well	0 bbls/well	Overboard discharge line below the water line	No
Spent drilling fluids - water based	Synthetic-based drilling mud	0 bbls / well	0 bbls/well	Overboard discharge line below the water line	No
Chemical product waste	Chemical product waste	0 bbls / well	0 bbls/day	Treated to meet NPDES limits and discharged overboard	No
Brine	brine	N/A	N/A	N/A	No
<b>Will humans be there? If yes, expect conventional waste</b>					
<i>EXAMPLE: Sanitary waste water</i>		<i>X liter/person/day</i>	<i>NA</i>	<i>chlorinate and discharge</i>	<i>No</i>
Domestic waste (kitchen water, shower water)	grey water	30000 bbls/well	200 bbls/day/well	Ground to less than 25 mm mesh size and discharge overboard	No
Sanitary waste (toilet water)	treated sanitary waste	22500 bbls/well	150 bbls/day/well	Treated in the MSD** prior to discharge to meet NPDES limits	No
<b>Is there a deck? If yes, there will be Deck Drainage</b>					
Deck Drainage	Wash and rainwater	3000 bbls/well	20 bbls/day	Drained overboard through deck scuppers	No
<b>Will you conduct well treatment, completion, or workover?</b>					
well treatment fluids	Linear Frac Gel Flush Fluids, Crosslinked Frac Fluids carrying ceramic proppant and acidic breaker fluid	1000 bbls/well	10 bbls/day	Overboard discharge line below the water level if oil and grease free and meets LC50 requirements.	No
well completion fluids	Completion brine contaminated with WBDM and displacement spacers	1500 bbls/well	15 bbls/day	Overboard discharge line below the water level if oil and grease free and meets LC50 requirements.	No
workover fluids	NA	NA	NA	NA	No
<b>Miscellaneous discharges. If yes, only fill in those associated with your activity.</b>					
Desalinization unit discharge	Rejected water from watermaker unit	60000 bbls/well	400 bbls/day/well	RO Desalinization Unit Discharge Line below waterline	No
Blowout preventer fluid	Water based	30 bbls/well	0 bbls/day	Discharge Line @ Subsea BOP @ seafloor	No
Ballast water	Uncontaminated seawater	491400 bbls/well	3276 bbls/day	Discharge line overboard just above water line	No
Bilge water	Bilge and drainage water will be treated to MARPOL standards (< 15ppm oil in water).	231450 bbls/well	1543 bbls/day	Bilge and drainage water will be treated to MARPOL standards (< 15ppm oil in water).	No
Excess cement at seafloor	Cement slurry	20000 bbls/well (assume planned 100% excess is discharged)	200 bbls/day	Discharged at seafloor.	No
Fire water	Treated seawater	10000 bbls/well	2000 bbls/month	Discharged below waterline	No
Cooling water	Treated seawater	68451450 bbls/well	456343 bbls/day/well	Discharged below waterline	No
Hydrate Inhibitor	Hydrate Inhibitor	15 bbls/well methanol	15 bbls/well	Used as needed. Discharged at seafloor.	No
<b>Will you produce hydrocarbons? If yes fill in for produced water.</b>					
Produced water	NA	NA	NA	NA	
<b>Will you be covered by an individual or general NPDES permit?</b>					
			GENERAL PERMIT	GMG290103	

**B. Projected Generated Wastes**

TABLE 7B. WASTES YOU WILL TRANSPORT AND/OR DISPOSE OF ONSHORE					
Note: Please specify whether the amount reported is a total or per well					
Projected generated waste		Solid and Liquid Wastes transportation	Waste Disposal		
Type of Waste	Composition	Transport Method	Name/Location of Facility	Amount	Disposal Method
<b>Will drilling occur ? If yes, fill in the muds and cuttings.</b>					
<i>EXAMPLE: Oil-based drilling fluid or mud</i>	NA	NA	NA	NA	NA
Oil-based drilling fluid or mud	NA	NA	NA	NA	NA
Synthetic-based drilling fluid or mud	used SBF and additives	Drums/tanks on supply boat/barges	Halliburton Drilling Fluids, MiSwaco, Newpark Drilling Fluids - Fourchon, LA; Ecoserv (Fourchon, La.), or R360 Environmental Solutions (Fourchon, La.),	6,500 bbls/well	Recycled/Reconditioned; Deep Well Injection
Cuttings wetted with Water-based fluid	NA	NA	NA	NA	NA
Cuttings wetted with Synthetic-based fluid	Drill cuttings from synthetic based interval.	storage tank on supply boat.	Ecoserv (Fourchon, La.), or R360 Environmental Solutions (Fourchon, La.),	300 bbls / well	Deep Well Injection or landfarm
Cuttings wetted with oil-based fluids	NA	NA	NA	NA	NA
Completion Fluids	Used brine, acid	Storage tank on supply boat	Halliburton, Baker Hughes, Superior, or Tetra - Fourchon, LA; Ecoserv (Fourchon, La.), or R360 Environmental Solutions (Fourchon, La.),	4000 bbls/well	Recycled/Reconditioned Deep Well Injection
Salvage Hydrocarbons	Well completion fluids, formation water, formation solids, and hydrocarbon	Barge or vessel tank	PSC Industrial Outsourcing, Inc. (Jeanerette, LA)	<8000 bbl./well	Recycled or Injection
<b>Will you produce hydrocarbons? If yes fill in for produced sand.</b>					
Produced sand	NA	NA	NA	NA	NA
<b>Will you have additional wastes that are not permitted for discharge? If yes, fill in the appropriate rows.</b>					
<i>EXAMPLE: trash and debris</i>	<i>cardboard, aluminum,</i>	<i>barge in a storage bin</i>	<i>shorebase</i>	<i>2 tons total</i>	<i>recycle</i>
Trash and debris - recyclables	trash and debris	various storage containers on supply boat	Omega Waste Managment, W. Patterson, LA; Lamp Environmental, Hammond, LA	200 lbs/month	Recycle
Trash and debris - non-recyclables	trash and debris	various storage containers on supply boat	Republic/BFI landfill, Sorrento, LA or the parish landfill, Avondale, LA	400 lbs/month	Landfill
E&P Wastes	Completion and treatment wastes	various storage containers on supply boat	Ecoserv (Fourchon, La.), or R360 Environmental Solutions (Fourchon, La.),	<60,000 bbl.	Deep Well Injection, or landfarm
Used oil and glycol	used oil, oily rags and pads, empty drums and cooking oil	various storage containers on supply boat	Omega Waste Managment, West Patterson, LA	20 bbls/month	Recycle
Non-Hazardous Waste	paints, solvents, chemicals, completion and treatment fluids	various storage containers on supply boat	Republic/BFI landfill, Sorrento, LA Lamp Environmental, Hammond, LA	60 bbls/mo	Incineration or RCRA Subtitle C landfill
Non-Hazardous Oilfield Waste	Chemicals, completion and treatment fluids	various storage containers on supply boat	Ecoserv (Port Arthur, TX)	60 bbls/mo	Deep Well Injection
Hazardous Waste	paints, solvents and unused chemicals	various storage containers on supply boat	Omega Waste Managment, West Patterson, LA or Lamp Environmental, Hammond, LA	60 bbls/mo	Recycle, treatment, incineration, or landfill
Universal Waste Items	Batteries, lamps, glass and mercury-contaminated waste	various storage containers on supply boat	Lamp Environmental, Hammond, LA	50 bbls/mo	Recycle, treatment, incineration, or landfill

**C. Modeling Report**

The proposed activities under this plan do not meet the U.S. Environmental Protection Agency requirements for an individual NPDES permit. Therefore, modeling report requirements per NTL No. 2008-G04 is not applicable to this EP.

**SECTION 8: AIR EMISSIONS INFORMATION**

**A. Emissions Worksheet and Screening Questions**

Screening Questions for EP's	Yes	No
Is any calculated Complex Total (CT) Emission amount (in tons) associated with your proposed exploration activities more than 90% of the amounts calculated using the following formulas: $CT = 3400D^{2/3}$ for CO and $CT = 33.3D$ for the other air pollutants (where D distance to shore in miles)?		<b>x</b>
Do your emission calculations include any emission reduction measures or modified emission factors?	X*	
Are your proposed exploration activities located east of 87.5° W longitude?		<b>x</b>
Do you expect to encounter H <sub>2</sub> S at concentrations greater than 20 parts per million (ppm)?	X	
Do you propose to flare or vent natural gas for more than 48 continuous hours from any proposed well?		<b>x</b>
Do you propose to burn produced hydrocarbon liquids?		<b>x</b>

**\*Note: The following AQR's are using fuel limitations and Shell will perform fuel monitoring for this project.**

**B. If you answer *no* to all of the above screening questions from the appropriate table, provide:**

(1) Summary information regarding the peak year emissions for both Plan Emissions and Complex Total Emissions, if applicable. This information is compiled on the summary form of the two sets of worksheets. You can submit either these summary forms or use the format below. You do not need to include the entire set of worksheets.

Air Pollutant	Plan Emission Amounts (tons)	Calculated Exemption Amounts (tons)	Calculated Complex Total Emission Amounts (tons)
<b>PM</b>			
<b>SO<sub>x</sub></b>			
<b>NO<sub>x</sub></b>			
<b>VOC</b>			
<b>CO</b>			

(1) **Contact:** Josh O'Brien, (504) 425-9097, [Joshua.E.OBrien@shell.com](mailto:Joshua.E.OBrien@shell.com)

**C. Worksheets**

See attached. The schedule in Form BOEM-0137 may not match the days presented in the AQR, as the AQR contains extra days for contingency delays.

Note: The air emissions in this plan were previously approved in Plan S-07761 on January 14, 2016 and do change by the operations proposed in this supplemental plan. The air emissions will remain below the maximum annual emissions totals approved in Plan S-07761.

#### D. Emissions Reduction Measures

##### **MODU 1**

<b>Emission Source</b>	<b>Reduction Control Method</b>	<b>Amount of Reduction</b>	<b>Monitoring System</b>
Prime Movers	Actual fuel consumption	5,135 tons NO <sub>x</sub> /year	Fuel log
Supply/Crew Vessel	Actual fuel consumption	1,221 tons NO <sub>x</sub> /year	Fuel log

##### **MODU 2**

<b>Emission Source</b>	<b>Reduction Control Method</b>	<b>Amount of Reduction</b>	<b>Monitoring System</b>
Prime Movers	Actual fuel consumption	4,854 tons NO <sub>x</sub> /year	Fuel log
Supply/Crew Vessel	Actual fuel consumption	1,154 tons NO <sub>x</sub> /year	Fuel log



## Attachment 8A – Air Quality Report

<b>Purpose</b>		
Shell has reviewed engine information for its GOM fleet of Drillship MODUs. Of the proposed MODUs, the highest fuel consumption is Shell's contracted Transocean Deepwater MODUs, which has six, main engines of 9,387 hp/engine. (Shell's contracted Noble MODUs have lower total horsepower and fuel consumption.) The projected fuel usages presented below would therefore be conservative across the fleet of Drillships.		

### Step 1 - Determine Typical Operating Loads

Description	Value	Notes
Actual average daily fuel use (gal/day)	13,006	Based on daily fuel records for the Deepwater Thalassa from January 1, 2016 to December 31, 2016.
Contingency factor	1.10	The contingency factor is used to allow for more usage if need be.
Proposed MODU Campaign Average Daily Fuel Use (gal/day)	14,000	Calculated Value - PTE fuel use * Proposed Operating Load and rounded up to nearest thousand (for additional conservatism). This represents total fuel use on the MODU and is allocated equally amongst the six prime movers.
2020-2031 Annual Fuel Limits, Gals	5,110,000	Calculated Value - Campaign Average Daily Fuel Use * Campaign Days

### Step 2 - Support Vessel Fuel Loads

Description	Value	Notes
Proposed Operating Loads	50%	Shell policy restricts D/P to < 50% near rig. When in standby away from rig but within 25 miles load will be < 50% (conserve fuel). When transiting through field (25 nm), traveling at economical speeds.
OSV - PTE Fuel Use (gal/day)	11,708	Offshore Support Vessels are rated at 10,098hp (rounded to 10,100 hp). The PTE fuel use is then estimated using the AQR conversion factor of 0.0483 gal/hp-hr.
Campaign Average Daily Fuel Use (gal/day)	2,566	Based on the upper bound of 99% CI plus a standard deviation of daily records of fuel consumption of all OSVs supporting the rig during the period January 2018 - December 2018 (246 daily vessel records) with an average daily fuel use of 1404 gal/day and standard deviation of 998 gal. For example, if two vessels were onsite at a given rig in a given day, the fuel used for each vessel was summed, and that value was used as a unique population value for that date (along with all other dates' fuel totals for the vessels, at that specific rig).
Crew Vessel - PTE Fuel Use (gal/day)	9,274	Crew Vessels are rated at 7,944 hp (rounded to 8,000 hp). The PTE fuel use is then estimated using the AQR conversion factor of 0.0483 gal/hp-hr.
Crew Vessel - Campaign Average Daily Fuel Use (gal/day)	1,391	Calculated Value - PTE fuel use * Proposed Operating Load. Note that Crew Vessels are only in field 30% of campaign and daily average value has been
Proposed Vessel Campaign Average Daily Fuel Use (gal/day)	3,957	Calculated Value - Average fuel use * Contingency Factor and rounded up to nearest thousand (for additional conservatism). This represents total fuel use on the Support and Crew vessels.
<b>Total Vessel Activity</b>		
2020-2031 Annual Fuel Limits, Gals	1,276,227	Sum of (vessel daily fuel use * corresponding campaign days)

#### Additional Notes

1 - Operating loads are campaign specific and may change in future AQRs depending on the future fuel usage tracking. Fuel levels depicted in this AQR does not restrict Shell from using a different value in future AQRs.

2 - If tracked fuel usage associated with this activity indicates emissions may exceed the approved emissions, Shell will submit revised AQR calculations.

Fuel Usage Conversion Factors	Natural Gas Turbines		Natural Gas Engines		Diesel Recip. Engine		REF.	DATE
	SCF/hp-hr	9.524	SCF/hp-hr	7.143	GAL/hp-hr	0.0483	AP42 3.2-1	4/76 & 8/84

Equipment/Emission Factors	units	PM	SOx	NOx	VOC	CO	REF.	DATE	Notes
NG Turbines	gms/hp-hr		0.00247	1.3	0.01	0.83	AP42 3.2-1& 3.1-1	10/96	Factors not used in this spreadsheet
NG 2-cycle lean	gms/hp-hr		0.00185	10.9	0.43	1.5	AP42 3.2-1	10/96	Factors not used in this spreadsheet
NG 4-cycle lean	gms/hp-hr		0.00185	11.8	0.72	1.6	AP42 3.2-1	10/96	Factors not used in this spreadsheet
NG 4-cycle rich	gms/hp-hr		0.00185	10	0.14	8.6	AP42 3.2-1	10/96	Factors not used in this spreadsheet
Diesel Recip. < 600 hp.	gms/hp-hr	1	0.367	14	1.12	3.03	AP42 3.3-1	10/96	Typical BOEM Factors
Diesel Recip. > 600 hp.	gms/hp-hr	0.32	0.367	11	0.33	2.4	AP42 3.4-1	10/96	Typical BOEM Factors
IMO Tier 2 Certified Engines > 600 hp @ 720 rpm (4)	gms/hp-hr			7.22			IMO NOx Reg 13.4	N/A	
Diesel Boiler	lbs/bbl	0.084	0.605	0.84	0.008	0.21	AP42 1.3-12,14	9/98	Factors not used in this spreadsheet
NG Heaters/Boilers/Burners	lbs/mmscf	7.6	0.593	100	5.5	84	42 1.4-1, 14-2, & 14-3	7/98	Factors not used in this spreadsheet
NG Flares	lbs/mmscf		0.593	71.4	60.3	388.5	AP42 11.5-1	9/91	Factors not used in this spreadsheet
Liquid Flaring	lbs/bbl	0.42	6.83	2	0.01	0.21	AP42 1.3-1 & 1.3-3	9/98	Factors not used in this spreadsheet
Tank Vapors	lbs/bbl				0.03		E&P Forum	1/93	Factors not used in this spreadsheet
Fugitives	lbs/hr/comp.				0.0005		API Study	12/93	Factors not used in this spreadsheet
Glycol Dehydrator Vent	lbs/mmscf				6.6		La. DEQ	1991	Factors not used in this spreadsheet
Gas Venting	lbs/scf				0.0034				Factors not used in this spreadsheet

Miscellaneous Constants and Conversions

Sulphur Content Source	Value	Units
Fuel Gas	3.33	ppm
Diesel Fuel (7)	0.1	% weight
Produced Gas( Flares)	3.33	ppm
Produced Oil (Liquid Flaring)	1	% weight

365 days/yr - Follows FLAG 2010 Guidance
2000 lb/ton conversion factor
454 g/lb conversion factor
1000 SCF/MSCF conversion factor
1.341 hp/kW conversion factor

Notes

1. Reserved.
2. Reserved.
3. Reserved.
4. As evidenced by engine International Air Pollution Prevention certificates, the main engines on the Transocean Deepwater drillships are IMO Tier 2 compliant for NOx emissions. The corresponding NOx emission limit (Regulation 13.4 of Annex VI) for 720 rpm engine is 7.22 g/kw-hr, which is converted to gm/hp-hr using 1.341022 hp/kW. From prior conversations with BOEM, BOEM indicated that stack testing mitigations would not be included in Plan approval documents if the relevant engine certifications are provided. A copy of the relevant engine certifications are included in the EP. All other emission factors are assumed to be as represented by BOEM default factors.
5. Reserved.
6. Reserved.
7. Per 40 CFR Part 80 Subpart I, as of June 1, 2014, ECA marine fuel is subject to a maximum per-gallon sulfur content of 1,000 ppm. BOEM has indicated that use of low sulfur fuel content on the AQRs will not result in mitigations in Plan approval documents.

**INTERNATIONAL AIR POLLUTION  
PREVENTION CERTIFICATE**

DNV GL Id No:  
**33159**  
Date of issue:  
**2016-02-03**

Issued under the provisions of the Protocol of 1997 as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention")  
under the authority of the Government of

**THE REPUBLIC OF THE MARSHALL ISLANDS**

by **DNV GL**

**Particulars of Ship**

Name of Ship:	<b>DEEPWATER PROTEUS</b>
Distinctive Number or Letters:	<b>5124</b>
Port of Registry:	<b>MAJURO</b>
Gross Tonnage:	<b>70095</b>
IMO Number:	<b>9675171</b>

**This is to certify:**

1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention;  
and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until **2020-12-14** subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Completion date of survey on which this Certificate is based: **2015-12-14**

Issued at **Høvik, Norway** on **2016-02-03**



for **DNV GL**

*Kristin Wilhelmsen*  
**Kristin Wilhelmsen**  
Head of Section

**Endorsement for annual and intermediate surveys**

THIS IS TO CERTIFY that, at a survey required by Regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual / Intermediate <sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual / Intermediate <sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Stamp \_\_\_\_\_ Surveyor, DNV GL

**Annual/intermediate survey in accordance with Regulation 9.8.3**

THIS IS TO CERTIFY that, at an annual / intermediate <sup>1</sup> survey in accordance with Regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
Stamp \_\_\_\_\_ Surveyor, DNV GL

<sup>1</sup> Delete as appropriate.



DNV GL Id No: 33159  
Date of issue: 2016-02-03

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 9.3 applies**

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.3 of Annex VI of the Convention, be accepted as valid until:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement where the renewal survey has been completed and Regulation 9.4 applies.**

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.4 of Annex VI of the Convention, be accepted as valid until:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 9.5 or 9.6 applies.**

This Certificate shall, in accordance with Regulation 9.5 / 9.6<sup>1</sup> of Annex VI of the Convention, be accepted as valid until:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL



DNV GL Id No: 33159  
Date of issue: 2016-02-03

**Endorsement for advancement of anniversary date where Regulation 9.8 applies.**

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL



## SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

(IAPP CERTIFICATE)

### RECORD OF CONSTRUCTION AND EQUIPMENT

In respect of the provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

#### 1. Particulars of Ship

- 1.1 Name of Ship DEEPWATER PROTEUS
- 1.2 IMO number 9675171
- 1.3 Date on which keel was laid or ship was at similar stage of construction 2014-09-23
- 1.4 Length of Ship <sup>2</sup> - m

#### 2. Control of emissions from ships

##### 2.1 Ozone-depleting substances (Regulation 12)

- 2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydro-chlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System equipment	Location on board	Substance
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- 2.1.2 The following systems and equipment containing hydro-chlorofluorocarbons (HCFCs) installed before 1 January 2020 may continue in service:

System equipment	Location on board	Substance
------------------	-------------------	-----------

<sup>2</sup> Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1 and regulation 13.5.2.3, the NO<sub>x</sub> emission limit as given by regulation 13.5.1.1 will not apply.



**2.2 Nitrogen Oxides (NOx) (Regulation 13)**

2.2.1 The following marine diesel engines with power output greater than 130 kW <sup>(3)</sup>, installed on this ship comply with the applicable emission limit of Regulation 13 in accordance with the revised NOx Technical Code:

	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6	Engine #7
Manufacturer and model	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V	HYUNDAI HEAVY INDUSTRIES CO., LTD. 14H3240V
Serial Number	BA5195-1	BA5195-2	BA5195-3	BA5195-4	BA5195-5	BA5195-6	
Use	Main Engine	Main Engine	Main Engine	Main Engine	Main Engine	Main Engine	
Power Output (kW)	7000	7000	7000	7000	7000	7000	
Rated speed (rpm)	720	720	720	720	720	720	
Date of install. (yyyy-mm-dd)	2015-12-14	2015-12-14	2015-12-14	2015-12-14	2015-12-14	2015-12-14	
Date of major conversion (yyyy-mm-dd)							
Exempted by reg. 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier I Reg. 13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier II Reg. 13.4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tier II Reg. 13.2.2. or 13.5.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier III Reg 13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved Method exists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved Method not commercially available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved Method installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>3</sup> Note that Reg.13 is not applicable for lifeboat engines, emergency diesel generators and emergency fire pump diesel engines.





**2.3 Sulphur Oxides (SO<sub>x</sub>) and particulate matter (Regulation 14)**

- 2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.1.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m, and/or
- 2.3.1.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m
- 2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.2.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m, and/or
- 2.3.2.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m

**2.4 Volatile organic compounds (VOCs) (Regulation 15)**

- 2.4.1 The tanker has a vapour collection system installed and approved in accordance with IMO MSC/Circ.585 <sup>(4)</sup>;
- 2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan
- 2.4.2.2 VOC Management Plan approval reference: -

**2.5 Shipboard Incineration (Regulation 16)**

- 2.5.1 The ship has an incinerator:
- 2.5.1.1 installed on or after 1 January 2000 which complies with resolution MEPC.76(40) as amended
- 2.5.1.2 installed before 1 January 2000 which
- 2.5.1.2.1 complies with resolution MEPC.59(33)
  - 2.5.1.2.2 complies with resolution MEPC.76(40)
  - 2.5.1.2.3 does not comply with resolution MEPC.59(33) or resolution MEPC.76(40)

**2.6 Equivalents (Regulation 4)**

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference

<sup>4</sup> Ships with DNV GL Class notation VCS-1 or VCS-2 (compliance with USCG CFR 46 Part 39) comply with IMO MSC/Circ.585.



DNV GL Id No: **33159**  
Date of issue: **2016-02-03**

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at Høvik, Norway on 2016-02-03



for **DNV GL**

  
**Morten Ingvaldsen**  
Surveyor

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Certificate No: n1109949-udq
DNV GL Id No: 33160
Date of Issue: 2018-01-19

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of

THE REPUBLIC OF THE MARSHALL ISLANDS

by DNV GL

Particulars of Ship

Table with 2 columns: Particulars of Ship and Value. Includes Name of Ship (DEEPWATER PONTUS), Distinctive Number or Letters (5125), Port of Registry (MAJURO), Gross Tonnage (70095), and IMO Number (9675183).

This is to certify:

- 1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until 2022-07-10 subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Completion date of survey on which this Certificate is based: 2017-07-10

Issued at New Orleans, LA, United States on 2018-01-19



for DNV GL
This document is signed electronically in accordance with IMO FAI.5/Circ.39/Rev.2. Validation and authentication can be obtained from trust.dnvgl.com by using the Unique Tracking Number (UTN): n1109949-udq and ID: 33160

Derek Schmidt
Surveyor



Form code: IAPP 1G1a
UTN: n1109949-udq

Revision: 2017-08

www.dnvgl.com

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Certificate No: **n1109949-udq**  
Date of Issue: **2018-01-19**

**Endorsement for annual and intermediate surveys**

THIS IS TO CERTIFY:  
that, at a survey required by Regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual/Intermediate<sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual/Intermediate<sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Annual/intermediate survey in accordance with Regulation 9.8.3**

THIS IS TO CERTIFY that, at an annual/intermediate<sup>1</sup> survey in accordance with Regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

<sup>1</sup> Delete as appropriate.

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 9.3 applies** EDIF

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.3 of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement where the renewal survey has been completed and Regulation 9.4 applies** ERC

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.4 of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 9.5 or 9.6 applies** EFV

This Certificate shall, in accordance with Regulation 9.5 or 9.6 of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

**Endorsement for advancement of anniversary date where Regulation 9.8 applies**

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

## SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

(IAPP CERTIFICATE)

### RECORD OF CONSTRUCTION AND EQUIPMENT

In respect of the provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

#### 1. Particulars of ship

Name of Ship: **DEEPWATER PONTUS**

IMO Number: **9675183**

Date on which keel was laid or ship was at similar stage of construction: **2015-08-31**

Length of Ship: <sup>2</sup> **- m**

#### 2. Control of emissions from ships

##### 2.1 Ozone-depleting substances (Regulation 12)

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydro-chlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System equipment	Location on board	Substance
------------------	-------------------	-----------

2.1.2 The following systems and equipment containing hydro-chlorofluorocarbons (HCFCs) installed before 1 January 2020 may continue in service:

System equipment	Location on board	Substance
------------------	-------------------	-----------

<sup>2</sup> Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.2, the NOx emission limit as given by regulation 13.5.1.1 will not apply.

Certificate No: **n1109949-udq**  
 Date of issue: **2018-01-19**

**2.2 Nitrogen Oxides (NOx) (Regulation 13)**

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NOX Technical Code 2008) (AM = Approved Method)	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
1 Manufacturer and model	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V
2 Serial Number	BA5196-1	BA5196-2	BA5196-3	BA5196-4	BA5196-5	BA5196-6
3 Use (applicable application cycle(s) – NTC 3.2)	E2/D2	E2/D2	E2/D2	E2/D2	E2/D2	E2/D2
4 Rated power (kW) (NTC 1.3.11)	7000	7000	7000	7000	7000	7000
5 Rated speed (RPM) (NTC 1.3.12)	720	720	720	720	720	720
6 Identical engine installed ≥ 2000-01-01 exempted by 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Identical engine installation date as per 13.1.1.2 (yyyy-mm-dd)						
8a Major Conversion (13.2.1.1 & 13.2.2) (yyyy-mm-dd)						
8b						
8c						
9a Tier I 13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b 13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9c 13.2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9d 13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9e 13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a Tier II 13.4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10b 13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10c 13.2.2 (Tier III not possible)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10d 13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10e 13.5.2 (Exemptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f 13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a Tier III 13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b (ECA-NOx only) 13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11c 13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11d 13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 AM <sup>1</sup> installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 not commercially available at this survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**2.3 Sulphur Oxides (SOx) and particulate matter (Regulation 14)**

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

2.3.1.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or
- 3.50% m/m (not applicable on or after 1 January 2020); or
- 0.50% m/m, and/or

-  
X  
X

2.3.1.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

<sup>1</sup> Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66)).



Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m
- 2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.2.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m, and/or
- 2.3.2.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m

**2.4 Volatile organic compounds (VOCs) (Regulation 15)**

- 2.4.1 The tanker has a vapour collection system installed and approved in accordance with IMO MSC/Circ.585<sup>4)</sup>:
- 2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan
- 2.4.2.2 VOC Management Plan approval reference: -

**2.5 Shipboard Incineration (Regulation 16)**

- The ship has an incinerator:
- 2.5.1 installed on or after 1 January 2000 which complies with:
- 2.5.1.1 resolution MEPC.76(40), as amended<sup>5)</sup>
- 2.5.1.2 resolution MEPC.244(66)
- 2.5.2 installed before 1 January 2000 which
- 2.5.2.1 complies with resolution MEPC.59(33), as amended<sup>6)</sup>
- 2.5.2.2 complies with resolution MEPC.76(40), as amended<sup>5)</sup>
- 2.5.2.3 does not comply with resolution MEPC.59(33) or resolution MEPC.76(40)

**2.6 Equivalents (Regulation 4)**

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference
---------------------	-----------------	--------------------

<sup>4</sup> Ships with DNV GL Class notation VCS-1 or VCS-2 (compliance with USCG CFR 46 Part 19) comply with IMO MSC/Circ.585.  
<sup>5</sup> As amended by resolution MEPC.93(45)  
<sup>6</sup> As amended by resolution MEPC.92(45)

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at **New Orleans, LA, United States** on **2018-01-19**



for **DNV GL**

*This document is signed electronically in accordance with ISO  
EAL 5/Circ.39/REV.2. Validation and authentication can be  
obtained from [trust.dnvgl.com](http://trust.dnvgl.com) by using the Unique Tracking  
Number (UTN): n1109949-udq and ID: 33160*

**Derek Schmidt**  
Surveyor

# INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

**DNV GL**

DNV GL Id No:  
**33158**  
Date of issue:  
**2016-01-14**

Issued under the provisions of the Protocol of 1997 as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of

## THE REPUBLIC OF THE MARSHALL ISLANDS

by **DNV GL**

### Particulars of Ship

Name of Ship:	<b>DEEPWATER THALASSA</b>
Distinctive Number or Letters:	<b>5123</b>
Port of Registry:	<b>MAJURO</b>
Gross Tonnage:	<b>70095</b>
IMO Number:	<b>9675169</b>

### This is to certify:

1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until **2020-09-09** subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Completion date of survey on which this Certificate is based: **2015-09-09**

Issued at **Houston, Texas, United States** on **2016-01-14**

For **DNV GL**

*Piotr Belka*  
**Piotr Belka**  
Surveyor



DNV GL Id No: **33158**  
Date of issue: **2016-01-14**

**Endorsement for annual and intermediate surveys**

THIS IS TO CERTIFY:  
that, at a survey required by Regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex..

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual / Intermediate <sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual / Intermediate <sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Annual/intermediate survey in accordance with Regulation 9.8.3**

THIS IS TO CERTIFY that, at an annual / intermediate <sup>1</sup> survey in accordance with Regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

<sup>1</sup> Delete as appropriate.



DNV GL Id No: **33158**  
Date of issue: **2016-01-14**

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 9.3 applies**

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.3 of Annex VI of the Convention, be accepted as valid until:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement where the renewal survey has been completed and Regulation 9.4 applies.**

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.4 of Annex VI of the Convention, be accepted as valid until:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 9.5 or 9.6 applies.**

This Certificate shall, in accordance with Regulation 9.5 / 9.6 of Annex VI of the Convention, be accepted as valid until:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL



DNV GL Id No: **33158**  
Date of Issue: **2016-01-14**

**Endorsement for advancement of anniversary date where Regulation 9.8 applies.**

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is:

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL



## SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

(IAPP CERTIFICATE)

### RECORD OF CONSTRUCTION AND EQUIPMENT

In respect of the provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

#### 1. Particulars of Ship

1.1	Name of Ship	DEEPWATER THALASSA
1.2	IMO number	9675169
1.3	Date on which keel was laid or ship was at similar stage of construction	2014-03-31
1.4	Length of Ship <sup>2</sup>	- m

#### 2. Control of emissions from ships

##### 2.1 Ozone-depleting substances (Regulation 12)

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydro-chlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System equipment	Location on board	Substance

2.1.2 The following systems and equipment containing hydro-chlorofluorocarbons (HCFCs) installed before 1 January 2020 may continue in service:

System equipment	Location on board	Substance

<sup>2</sup> Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1 and regulation 13.5.2.3, the NOx emission limit as given by regulation 13.5.1.1 will not apply.



**2.2 Nitrogen Oxides (NOx) (Regulation 13)**

2.2.1 The following marine diesel engines with power output greater than 130 kW<sup>(3)</sup>, installed on this ship comply with the applicable emission limit of Regulation 13 in accordance with the revised NOx Technical Code:

	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6	Engine #7
Manufacturer and model	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V	HYUNDAI HEAVY INDUSTRIES CO., LTD., 14H32/40V
Serial Number	BA5194-1	BA5194-2	BA5194-3	BA5194-4	BA5194-5	BA5194-6	BA5194-6
Use	Main Engine	Main Engine	Main Engine	Main Engine	Main Engine	Main Engine	Main Engine
Power Output (kW)	7000	7000	7000	7000	7000	7000	7000
Rated speed (rpm)	720	720	720	720	720	720	720
Date of install. (yyyy-mm-dd)	2015-09-09	2015-09-09	2015-09-09	2015-09-09	2015-09-09	2015-09-09	2015-09-09
Date of major conversion (yyyy-mm-dd)	Acc. to reg. 13.2.2	Acc. to reg. 13.2.2	Acc. to reg. 13.2.2	Acc. to reg. 13.2.2	Acc. to reg. 13.2.2	Acc. to reg. 13.2.2	Acc. to reg. 13.2.2
Exempted by reg. 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier I Reg. 13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier II Reg. 13.4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tier II Reg. 13.2.2. or 13.5.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier III Reg 13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved Method exists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved Method not commercially available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approved Method installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>3</sup> Note that Reg.13 is not applicable for lifeboat engines, emergency diesel generators and emergency fire pump diesel engines.





**2.3 Sulphur Oxides (SO<sub>x</sub>) and particulate matter (Regulation 14)**

- 2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.1.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m, and/or
- 2.3.1.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m
- 2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.2.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m, and/or
- 2.3.2.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m

**2.4 Volatile organic compounds (VOCs) (Regulation 15)**

- 2.4.1 The tanker has a vapour collection system installed and approved in accordance with IMO MSC/Circ.585<sup>(4)</sup>;
- 2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan
- 2.4.2.2 VOC Management Plan approval reference: -

**2.5 Shipboard Incineration (Regulation 16)**

- 2.5.1 The ship has an incinerator:
- 2.5.1.1 installed on or after 1 January 2000 which complies with resolution MEPC.76(40) as amended
- 2.5.1.2 installed before 1 January 2000 which
- 2.5.1.2.1 complies with resolution MEPC.59(33)
- 2.5.1.2.2 complies with resolution MEPC.76(40)
- 2.5.1.2.3 does not comply with resolution MEPC.59(33) or resolution MEPC.76(40)

**2.6 Equivalents (Regulation 4)**

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference

<sup>4</sup> Ships with DNV GL Class notation VCS-1 or VCS-2 (compliance with USCG CFR 46 Part 39) comply with IMO MSC/Circ.585.





DNV GL Id No: **33158**  
Date of issue: **2016-01-14**

THIS IS TO CERTIFY that this Record is correct in all respects.  
Issued at Houston, Texas, United States on 2016-01-14

for DNV GL  
*[Signature]*  
Piotr Belka  
Surveyor



# INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

**DNV·GL**

Certificate No:  
**n1060805-10-wir**  
DNV GL No No:  
**33161**  
Date of issue:  
**2018-01-02**

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention")  
under the authority of the Government of

## THE REPUBLIC OF THE MARSHALL ISLANDS

by DNV GL

### Particulars of Ship

Name of Ship:	<b>DEEPWATER POSEIDON</b>
Distinctive Number or Letters:	<b>5126</b>
Port of Registry:	<b>MAJURO</b>
Gross Tonnage:	<b>70095</b>
IMO Number:	<b>9675195</b>

### This is to certify:

1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until **2022-10-28** subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Completion date of survey on which this Certificate is based: **2017-10-28**

Issued at **Høvik, Norway** on **2018-01-02**



for **DNV GL**

*This document is signed electronically in accordance with IMO  
FAL 5/Circ.39/rev.2. Validation and authentication can be  
obtained from [trust.dnvgl.com](http://trust.dnvgl.com) by using the Unique Tracking  
Number (UTN): n1060805-10-wir and ID: 33161*

**Heidi Emanuelsen**  
Head of Section



Form code: IAPP 101a  
URN: n1060805-10-wir

Revision: 2017-09

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Page 1 of 8

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Certificate No: **n1060805-10-wir**  
Date of issue: **2018-01-02**

**Endorsement for annual and intermediate surveys**

THIS IS TO CERTIFY:  
that, at a survey required by Regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual/Intermediate<sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual/Intermediate<sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Annual/intermediate survey in accordance with Regulation 9.8.3** AIS1

THIS IS TO CERTIFY that, at an annual/intermediate<sup>2</sup> survey in accordance with Regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

<sup>1</sup> Delete as appropriate.

Certificate No: **n1060805-10-wir**  
Date of issue: **2018-01-02**

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 9.3 applies** EEV1

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.3 of Annex VI of the Convention, be accepted as valid until

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement where the renewal survey has been completed and Regulation 9.4 applies** ENC

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.4 of Annex VI of the Convention, be accepted as valid until

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 9.5 or 9.6 applies** EEV2

This Certificate shall, in accordance with Regulation 9.5 or 9.6<sup>1</sup> of Annex VI of the Convention, be accepted as valid until

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Certificate No: **n1060805-10-wir**  
Date of issue: **2018-01-02**

**Endorsement for advancement of anniversary date where Regulation 9.8 applies** E44

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Certificate No: **n1060805-10-wir**  
Date of issue: **2018-01-02**

## SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

(IAPP CERTIFICATE)

### RECORD OF CONSTRUCTION AND EQUIPMENT

In respect of the provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

#### 1. Particulars of ship

Name of Ship: **DEEPWATER POSEIDON**

IMO Number: **9675195**

Date on which keel was laid or ship was at similar stage of construction: **2015-12-29**

Length of Ship: <sup>2</sup> **- m**

#### 2. Control of emissions from ships

##### 2.1 Ozone-depleting substances (Regulation 12)

2.1.1 The following fire extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydro-chlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System equipment	Location on board	Substance
------------------	-------------------	-----------

2.1.2 The following systems and equipment containing hydro-chlorofluorocarbons (HCFCs) installed before 1 January 2020 may continue in service:

System equipment	Location on board	Substance
------------------	-------------------	-----------

<sup>2</sup> Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NOx emission limit as given by regulation 13.5.1.1 will not apply.

Certificate No: **n1060805-10-wir**  
 Date of issue: **2018-01-02**

**2.2 Nitrogen Oxides (NOx) (Regulation 13)**

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NOX Technical Code, 2008) (AM = Approved Method)	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
1 Manufacturer and model	HYUNDAI HEAVY IND. ENGINE & MACH. Co., Ltd., 14H32/40V	HYUNDAI HEAVY IND. ENGINE & MACH. Co., Ltd., 14H32/40V	HYUNDAI HEAVY IND. ENGINE & MACH. Co., Ltd., 14H32/40V	HYUNDAI HEAVY IND. ENGINE & MACH. Co., Ltd., 14H32/40V	HYUNDAI HEAVY IND. ENGINE & MACH. Co., Ltd., 14H32/40V	HYUNDAI HEAVY IND. ENGINE & MACH. Co., Ltd., 14H32/40V
2 Serial Number	BA5197-1	BA5197-2	BA5197-3	BA5197-4	BA5197-5	BA5197-6
3 Use (applicable application cycle(s) – NTC 3.2)	E2, D2	E2, D2	E2, D2	E2, D2	E2, D2	E2, D2
4 Rated power (kW) (NTC 1.3.11)	7000	7000	7000	7000	7000	7000
5 Rated speed (RPM) (NTC 1.3.12)	720	720	720	720	720	720
6 Identical engine installed > 2000-01-01 exempted by 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Identical engine installation date as per 13.1.1.2 (yyyy-mm-dd)	-	-	-	-	-	-
8a Major Conversion (yyyy-mm-dd)	13.2.1.1 & 13.2.2	-	-	-	-	-
8b (yyyy-mm-dd)	13.2.1.2 & 13.2.3	-	-	-	-	-
8c	13.2.1.3 & 13.2.3	-	-	-	-	-
9a Tier I	13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b	13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9c	13.2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9d	13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9e	13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a Tier II	13.4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10b	13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10c	13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(Tier III not possible)					
10d	13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10e	13.5.2 (Exemptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f	13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a Tier III	13.5.1.1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11b (ECA NOx only)	13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11c	13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11d	13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 AM <sup>3</sup>	installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	not commercially available at this survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**2.3 Sulphur Oxides (SOx) and particulate matter (Regulation 14)**

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

2.3.1.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or
- 3.50% m/m (not applicable on or after 1 January 2020); or
- 0.50% m/m, and/or

-
X
X

<sup>3</sup> Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66)).



Certificate No: **n1060805-10-wir**  
 Date of issue: **2018-01-02**

- 2.3.1.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m
- 2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.2.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m, and/or
- 2.3.2.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m

**2.4 Volatile organic compounds (VOCs) (Regulation 15)**

- 2.4.1 The tanker has a vapour collection system installed and approved in accordance with IMO MSC/Circ.585<sup>(4)</sup>;
- 2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan
- 2.4.2.2 VOC Management Plan approval reference: -

**2.5 Shipboard Incineration (Regulation 16)**

The ship has an incinerator:

- 2.5.1 installed on or after 1 January 2000 which complies with:
- 2.5.1.1 resolution MEPC.76(40), as amended<sup>5</sup>
- 2.5.1.2 resolution MEPC.244(66)
- 2.5.2 installed before 1 January 2000 which
- 2.5.2.1 complies with resolution MEPC.59(33), as amended<sup>6</sup>
- 2.5.2.2 complies with resolution MEPC.76(40), as amended<sup>6</sup>
- 2.5.2.3 does not comply with resolution MEPC.59(33) or resolution MEPC.76(40)

**2.6 Equivalent (Regulation 4)**

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference

<sup>4</sup> Ships with UNV GL Class notation VCS-1 or VCS-2 (compliance with USCG CFR 46 Part 39) comply with IMO MSC/Circ.585.  
<sup>5</sup> As amended by resolution MEPC.93(45)  
<sup>6</sup> As amended by resolution MEPC.92(45)

Certificate No: **n1060805-10-wir**  
Date of issue: **2018-01-02**

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at **Høvik, Norway** on **2018-01-02**



for **DNV GL**

*This document is signed electronically in accordance with ING  
FAL-5/Circ-39/Rev.2. Validation and authentication can be  
obtained from [rusl.dnvgl.com](http://rusl.dnvgl.com) by using the Unique Tracking  
Number (UTN): n1060805-10-wir and ID: 33161*

**Morten Ingvaldsen**  
Surveyor

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Certificate No: n1109949-udq
DNV GL id No: 33160
Date of issue: 2018-01-19

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of

THE REPUBLIC OF THE MARSHALL ISLANDS

by DNV GL

Particulars of Ship

Table with 2 columns: Particulars of Ship and Value. Includes Name of Ship (DEEPWATER PONTUS), Distinctive Number or Letters (5125), Port of Registry (MAJURO), Gross Tonnage (70095), and IMO Number (9675183).

This is to certify:

- 1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until 2022-07-10 subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Completion date of survey on which this Certificate is based: 2017-07-10

Issued at New Orleans, LA, United States on 2018-01-19



for DNV GL

This document is signed electronically in accordance with IMO TAL S/Circ.39/Rev.2. Validation and authentication can be obtained from trust.dnvgl.com by using the Unique Tracking Number (UTN): n1109949-udq and ID: 33160

Derek Schmidt
Surveyor



Form code: TAPP 101a
UTN: n1109949-udq

Revision: 2017-09

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Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

**Endorsement for annual and intermediate surveys**

THIS IS TO CERTIFY:

that, at a survey required by Regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual/Intermediate<sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual/Intermediate<sup>1</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Annual/intermediate survey in accordance with Regulation 9.8.3**

THIS IS TO CERTIFY that, at an annual/intermediate<sup>1</sup> survey in accordance with Regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

<sup>1</sup> Delete as appropriate.

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 9.3 applies** EEVP

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.3 of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement where the renewal survey has been completed and Regulation 9.4 applies** EEVC

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with Regulation 9.4 of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

**Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 9.5 or 9.6 applies** EEVP

This Certificate shall, in accordance with Regulation 9.5 or 9.6 of Annex VI of the Convention, be accepted as valid until \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

**Endorsement for advancement of anniversary date where Regulation 9.8 applies**

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

In accordance with Regulation 9.8 of Annex VI of the Convention, the new anniversary date is

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Certificate No: n1109949-udq  
Date of issue: 2018-01-19

## SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE (IAPP CERTIFICATE)

### RECORD OF CONSTRUCTION AND EQUIPMENT

In respect of the provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

#### 1. Particulars of ship

Name of Ship: DEEPWATER PONTUS  
IMO Number: 9675183  
Date on which keel was laid or ship was at similar stage of construction: 2015-08-31  
Length of Ship: <sup>2</sup> - m

#### 2. Control of emissions from ships

##### 2.1 Ozone-depleting substances (Regulation 12)

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydro-chlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service.

System equipment	Location on board	Substance

2.1.2 The following systems and equipment containing hydro-chlorofluorocarbons (HCFCs) installed before 1 January 2020 may continue in service.

System equipment	Location on board	Substance

<sup>2</sup> Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NOx emission limit as given by regulation 13.5.1.1 will not apply.

**2.2 Nitrogen Oxides (NOx) (Regulation 13)**

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NOX Technical Code 2008) (AM = Approved Method)	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
1 Manufacturer and model	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V	Hyundai Heavy Industries Co., Ltd., 14H32/40V
2 Serial Number	BA5196-1	BA5196-2	BA5196-3	BA5196-4	BA5196-5	BA5196-6
3 Use (applicable application cycle(s) – NTC 3.2)	E2/D2	E2/D2	E2/D2	E2/D2	E2/D2	E2/D2
4 Rated power (kW) (NTC 1.3.11)	7000	7000	7000	7000	7000	7000
5 Rated speed (RPM) (NTC 1.3.12)	720	720	720	720	720	720
6 Identical engine installed > 2000-01-01 exempted by 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Identical engine installation date as per 13.1.1.2 (yyyy-mm-dd)						
8a Major Conversion (13.2.1.1 & 13.2.2)						
8b (yyyy-mm-dd) (13.2.1.2 & 13.2.3)						
8c (13.2.1.3 & 13.2.3)						
9a Tier I (13.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b (13.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9c (13.2.3.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9d (13.2.3.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9e (13.7.1.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a Tier II (13.4)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10b (13.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10c (13.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10d (Tier III not possible) (13.2.3.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10e (13.5.2 (Exemptions))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f (13.7.1.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a Tier III (13.5.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b (ECA-NOx only) (13.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11c (13.2.3.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11d (13.7.1.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 AM <sup>3</sup> installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 not commercially available at this survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**2.3 Sulphur Oxides (SOx) and particulate matter (Regulation 14)**

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

2.3.1.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or
- 3.50% m/m (not applicable on or after 1 January 2020); or
- 0.50% m/m, and/or

2.3.1.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

<sup>3</sup> Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66)).



Certificate No: **n1109949-udq**  
 Date of issue: **2018-01-19**

- 4.50% m/m (not applicable on or after 1 January 2012); or
  - 3.50% m/m (not applicable on or after 1 January 2020); or
  - 0.50% m/m
- 2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:
- 2.3.2.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m, and/or
- 2.3.2.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:
- 1.00% m/m (not applicable on or after 1 January 2015); or
  - 0.10% m/m
- 2.4 Volatile organic compounds (VOCs) (Regulation 15)**
- 2.4.1 The tanker has a vapour collection system installed and approved in accordance with IMO MSC/Circ.585<sup>(4)</sup>:
- 2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan
- 2.4.2.2 VOC Management Plan approval reference: -
- 2.5 Shipboard Incineration (Regulation 16)**
- The ship has an incinerator:
- 2.5.1 installed on or after 1 January 2000 which complies with:
- 2.5.1.1 resolution MEPC.76(40), as amended<sup>5</sup>
- 2.5.1.2 resolution MEPC.244(66)
- 2.5.2 installed before 1 January 2000 which
- 2.5.2.1 complies with resolution MEPC.59(33), as amended<sup>6</sup>
- 2.5.2.2 complies with resolution MEPC.76(40), as amended<sup>5</sup>
- 2.5.2.3 does not comply with resolution MEPC.59(33) or resolution MEPC.76(40)

**2.6 Equivalent (Regulation 4)**

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference

<sup>4</sup> Ships with DNV GL Class notation VCS-1 or VCS-2 (compliance with USCG CFR 46 Part 39) comply with IMO MSC/Circ.585.  
<sup>5</sup> As amended by resolution MEPC.93(45)  
<sup>6</sup> As amended by resolution MEPC.92(45)

Certificate No: **n1109949-udq**  
Date of issue: **2018-01-19**

THIS IS TO CERTIFY that this Record is correct in all respects.

issued at **New Orleans, LA, United States** on **2018-01-19**

for **DNV GL**



*This document is signed electronically in accordance with IMO  
FAL S/Circ. 39/Rev.2. Validation and authentication can be  
obtained from [trust.dnvgl.com](http://trust.dnvgl.com) by using the Unique Tracking  
Number (UTN): **n1109949-udq** and ID: **33160***

**Derek Schmidt**  
Surveyor

**SUPPLEMENT TO  
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE  
(IAPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT**

**Notes:**

1. This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.
2. The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.
3. Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a (-) for the answers "no" and "not applicable" as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

**1 Particulars of ship**

- 1.1 Name of ship: NOBLE GLOBETROTTER I
- 1.2 IMO number: 9540845
- 1.3 Date on which keel was laid or ship was at a similar stage of construction: 26 March 2010
- 1.4 Length (L)\* metres: N/A

\* Completed only in respect of ships constructed on or after 1 January 2019 that are specially designed, and used solely for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NOx emission limit as given by regulation 13.5.1.1 will not apply.



2.2 Nitrogen oxides (NO<sub>x</sub>) (regulation 13)

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NOx Technical Code 2008) (AM = Approved Method)		Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6	Engine #7	Engine #8
1	Manufacturer and model	Caterpillar INC C280-16	Caterpillar INC C280-16	Caterpillar INC C280-16	Caterpillar INC C280-16	Caterpillar INC C280-16	Caterpillar INC C280-16	Caterpillar INC C280-16	Caterpillar INC C280-16
2	Serial number	NKB00153	NKB00154	NKB00156	NKB00157	NKB00158	NKB00159	NKB00161	NKB00172
3	Use (applicable application cycle(s) - NTC 3.2)	Main Generator Engine	Main Generator Engine	Main Generator Engine	Main Generator Engine	Main Generator Engine	Main Generator Engine	Main Generator Engine	Main Generator Engine
4	Rated power (kW) (NTC 1.3.11)	5060	5060	5060	5060	5060	5060	5060	5060
5	Rated speed (RPM) (NTC 1.3.12)	900	900	900	900	900	900	900	900
6	Identical engine installed ≥ 1/1/2000 exempted by 13.1.1.2	-	-	-	-	-	-	-	-
7	Identical engine installation date(dd/mm/yyyy) as per 13.1.1.2	-	-	-	-	-	-	-	-
8a	Major	13.2.1.1 & 13.2.2	-	-	-	-	-	-	-
8b	Conversion	13.2.1.2 & 13.2.3	-	-	-	-	-	-	-
8c	(dd/mm/yyyy)	13.2.1.3 & 13.2.3	-	-	-	-	-	-	-
9a	Tier I	13.3	-	-	-	-	-	-	-
9b		13.2.2	-	-	-	-	-	-	-
9c		13.2.3.1	-	-	-	-	-	-	-
9d		13.2.3.2	-	-	-	-	-	-	-
9e		13.7.1.2	-	-	-	-	-	-	-
10a	Tier II	13.4	X	X	X	X	X	X	X
10b		13.2.2	-	-	-	-	-	-	-
10c		13.2.2 (Tier III not possible)	-	-	-	-	-	-	-
10d		13.2.3.2	-	-	-	-	-	-	-
10e		13.5.2 (Exemptions)	-	-	-	-	-	-	-
10f		13.7.1.2	-	-	-	-	-	-	-
11a	Tier III (ECA NOx only)	13.5.1.1	-	-	-	-	-	-	-
11b		13.2.2	-	-	-	-	-	-	-
11c		13.2.3.2	-	-	-	-	-	-	-
11d		13.7.1.2	-	-	-	-	-	-	-
12	Installed	-	-	-	-	-	-	-	-
13	AM** not commercially available at this survey	-	-	-	-	-	-	-	-
14	not applicable	-	-	-	-	-	-	-	-

Engine Installation Date 23/03/2011

\*\* Refer to the 2014 Guidelines on the approved method process (resolution MEPC 243(66))

2.3 Sulphur oxides (SO<sub>x</sub>) and particulate matter (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or
- 3.50% m/m (not applicable on or after 1 January 2020); or
- 0.50% m/m, and/or

-
X
X

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012)
- 3.50% m/m (not applicable on or after 1 January 2020)
- 0.50% m/m

-
-
-

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or
- 0.10% m/m, and/or

-
X

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015)
- 0.10% m/m

-
-

2.4 Volatile organic compounds (VOCs) (regulation 15)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585

-
-

2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan

2.4.2.2 VOC Management Plan approval reference: \_\_\_\_\_

-
---

2.5 Shipboard incineration (regulation 16)

The ship has an incinerator:

2.5.1 installed on or after 1 January 2000 that complies with:

- 2.5.1.1 resolution MEPC.76(40), as amended+
- 2.5.1.2 resolution MEPC.244(66)

X
-

2.5.2 installed before 1 January 2000 that complies with:

- 2.5.2.1 resolution MEPC.59(33) as amended++
- 2.5.2.2 resolution MEPC.76(40) as amended+

-
-

+ As amended by resolution MEPC.53(45).  
++ As amended by resolution MEPC.52(45).



**SUPPLEMENT TO  
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE  
(IAPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT**

**Notes:**

1. This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.
2. The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.
3. Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a (-) for the answers "no" and "not applicable" as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

**1 Particulars of ship**

1.1 Name of ship: NOBLE GLOBETROTTER II

1.2 IMO number: 9600786

1.3 Date on which keel was laid or ship was at a similar stage of construction: 26 May 2011

1.4 Length (L)\* metres: N/A

\* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NOx emission limit as given by regulation 13.5.1.1 will not apply.





2.2 Nitrogen oxides (NO<sub>x</sub>) (regulation 13)

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NO <sub>x</sub> Technical Code 2008) (AM = Approved Method)		Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6	Engine #7	Engine #8
1	Manufacturer and model	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16	Caterpillar Inc, C280-16
2	Serial number	NKB00189	NKB00190	NKB00191	NKB00192	NKB00193	NKB00194	NKB00195	NKB00196
3	Use (applicable application cycle(s) - NTC 3.2)	E2	E2	E2	E2	E2	E2	E2	E2
4	Rated power (kW) (NTC 1.3.11)	5060	5060	5060	5060	5060	5060	5060	5060
5	Rated speed (RPM) (NTC 1.3.12)	900	900	900	900	900	900	900	900
6	Identical engine installed ≥ 1/1/2000 exempted by 13.1.1.2	-	-	-	-	-	-	-	-
7	Identical engine installation date(dd/mm/yyyy) as per 13.1.1.2	-	-	-	-	-	-	-	-
8a	Major Conversion (dd/mm/yyyy)	13.2.1.1 & 13.2.2	-	-	-	-	-	-	-
8b		13.2.1.2 & 13.2.3	-	-	-	-	-	-	-
8c		13.2.1.3 & 13.2.3	-	-	-	-	-	-	-
9a	Tier I	13.3	-	-	-	-	-	-	-
9b		13.2.2	-	-	-	-	-	-	-
9c		13.2.3.1	-	-	-	-	-	-	-
9d		13.2.3.2	-	-	-	-	-	-	-
9e		13.7.1.2	-	-	-	-	-	-	-
10a	Tier II	13.4	X	X	X	X	X	X	X
10b		13.2.2	-	-	-	-	-	-	-
10c		13.2.2 (Tier III not possible)	-	-	-	-	-	-	-
10d		13.2.3.2	-	-	-	-	-	-	-
10e		13.5.2 (Exemptions)	-	-	-	-	-	-	-
10f		13.7.1.2	-	-	-	-	-	-	-
11a	Tier III (ECA NO <sub>x</sub> only)	13.5.1.1	-	-	-	-	-	-	-
11b		13.2.2	-	-	-	-	-	-	-
11c		13.2.3.2	-	-	-	-	-	-	-
11d		13.7.1.2	-	-	-	-	-	-	-
12	Installed	-	-	-	-	-	-	-	-
13	AM** not commercially available at this survey	-	-	-	-	-	-	-	-
14	not applicable	-	-	-	-	-	-	-	-

\*\* Refer to the 2014 Guidelines on the approved method process (resolution MEPC 243/66)

2.3 Sulphur oxides (SO<sub>x</sub>) and particulate matter (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or
- 3.50% m/m (not applicable on or after 1 January 2020); or
- 0.50% m/m, and/or

—
X
X

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012)
- 3.50% m/m (not applicable on or after 1 January 2020)
- 0.50% m/m

—
—
—

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or
- 0.10% m/m, and/or

—
X

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015)
- 0.10% m/m

—
—

2.4 Volatile organic compounds (VOCs) (regulation 15)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585

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2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan

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2.4.2.2 VOC Management Plan approval reference: \_\_\_\_\_

—
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2.5 Shipboard incineration (regulation 16)

The ship has an incinerator:

2.5.1 installed on or after 1 January 2000 that complies with:

- 2.5.1.1 resolution MEPC.76(40), as amended+
- 2.5.1.2 resolution MEPC.244(66)

X
—

2.5.2 installed before 1 January 2000 that complies with:

- 2.5.2.1 resolution MEPC.59(33) as amended++
- 2.5.2.2 resolution MEPC.76(40) as amended+

—
—

\* As amended by resolution MEPC.93(45)  
 \*\* As amended by resolution MEPC.92(45)



<b>COMPANY</b>	Shell Offshore Inc
<b>AREA</b>	Mississippi Canyon, Desoto Canyon
<b>BLOCK</b>	MC 391, MC 392, MC 393
<b>LEASE</b>	OCS-G 26252, 26253, 26254
<b>PLATFORM</b>	DP MODU (Drillship)
<b>WELL</b>	See EP Section 1 for details
<b>DISTANCE TO LAND</b>	72
<b>COMPANY CONTACT</b>	Cidney Christie / Joshua O'Brien
<b>TELEPHONE NO.</b>	504-425-3014 / 504-425-9097
<b>REMARKS</b>	Appo sEP AQR MODU1_20200110-BOEM.xlsx

**Drill Ship No. 1 Worksheets: Years 2020-2031**

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL	CONTACT	PHONE	REMARKS									
Shell Offshore Inc	Mississippi Canyon, Desoto Canyon	MC 392, MC 393	OCS-G 26252, 26253, 26254, 26255		See EP Section 1 for details	Cidney Christie / Joshua O'Brien	504-425-3014	Appo sEP AQR MODU1_20200110-BOEM.xlsx									
OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS					
	Diesel Engines	HP	GAL/HR	GAL/D													
	Nat. Gas Engines	HP	SCF/HR	SCF/D													
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO	
MODU - DRILLING	PRIME MOVER>600hp diesel	9387	453	2333	24	365	6.62	7.59	149.38	6.82	49.62	6.21	7.13	140.30	6.41	46.61	
	PRIME MOVER>600hp diesel	9387	453	2333	24	365	6.62	7.59	149.38	6.82	49.62	6.21	7.13	140.30	6.41	46.61	
	PRIME MOVER>600hp diesel	9387	453	2333	24	365	6.62	7.59	149.38	6.82	49.62	6.21	7.13	140.30	6.41	46.61	
	PRIME MOVER>600hp diesel	9387	453	2333	24	365	6.62	7.59	149.38	6.82	49.62	6.21	7.13	140.30	6.41	46.61	
	PRIME MOVER>600hp diesel	9387	453	2333	24	365	6.62	7.59	149.38	6.82	49.62	6.21	7.13	140.30	6.41	46.61	
	PRIME MOVER>600hp diesel	9387	453	2333	24	365	6.62	7.59	149.38	6.82	49.62	6.21	7.13	140.30	6.41	46.61	
	Emergency Generator>600hp diesel	2547	123	2952	1	365	1.80	2.06	61.71	1.85	13.46	0.33	0.38	11.26	0.34	2.46	
	Emergency Air Compressor< 600HP	26	1	30	1	365	0.06	0.02	0.80	0.06	0.17	0.01	0.00	0.15	0.01	0.03	
	All other rig-equipment is electric (e.g cranes) or negligible in emissions potential (e.g. life boats, welding equipment, etc.)																
	Supply Vessel>600hp diesel (general)	10100	488	2566	24	365	7.12	8.16	244.71	7.34	53.39	6.83	7.84	234.91	7.05	51.25	
	Supply Vessel>600hp diesel (general)	10100	488	2566	24	37	7.12	8.16	244.71	7.34	53.39	0.68	0.78	23.49	0.70	5.13	
	Supply Vessel>600hp diesel (general)	10100	488	2566	24	37	7.12	8.16	244.71	7.34	53.39	0.68	0.78	23.49	0.70	5.13	
	Crew Vessel>600hp diesel	8000	386	1391	24	110	5.64	6.47	193.83	5.81	42.29	1.11	1.27	38.20	1.15	8.34	
	SERVICE/SUPPORT Vessel Diesel - General	37500	1811	43470	24	6	26.43	30.31	908.59	27.26	198.24	1.90	2.18	65.42	1.96	14.27	
<b>2020-2031 ANNUAL TOTAL</b>							<b>94.98</b>	<b>108.88</b>	<b>2795.38</b>	<b>97.95</b>	<b>712.08</b>	<b>48.84</b>	<b>56.00</b>	<b>1238.75</b>	<b>50.37</b>	<b>366.24</b>	
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											<b>2397.60</b>	<b>2397.60</b>	<b>2397.60</b>	<b>2397.60</b>	<b>58843.78</b>	
	72.0																

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL
Shell Offshore	Mississippi Canyon,	MC 391, MC 392, MC 393	OCS-G 26252, 26253, 26254	DP MODU (Drillship)	See EP Section 1 for details
Year	Emitted		Substance		
	PM	SOx	NOx	VOC	CO
AQR Emissions if DP MODU(Semi-sub or Drillship) is Utilized					
2020-2031	48.84	56.00	1238.75	50.37	366.24
Allowable	2397.60	2397.60	2397.60	2397.60	58843.78

**Drill Ship No. 2 Years 2020-2023**

<b>COMPANY</b>	Shell Offshore Inc
<b>AREA</b>	Mississippi Canyon, Desoto Canyon
<b>BLOCK</b>	MC 391, MC 392, MC 393
<b>LEASE</b>	OCS-G 26252, 26253, 26254, 25852
<b>PLATFORM</b>	DP MODU 2 (Semi-sub or Drillship)
<b>WELL</b>	See EP Section 1 for details
<b>DISTANCE TO LAND</b>	72
<b>COMPANY CONTACT</b>	Cidney Christie / Joshua O'Brien
<b>TELEPHONE NO.</b>	504-425-3014 / 504-425-9097
<b>REMARKS</b>	Appo sEP AQR MODU2_20200110-BOEM.xlsx



## DRILL SHIP 2 – 2020-2023

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL	CONTACT	PHONE	REMARKS									
Shell Offshore Inc	Mississippi Canyon, Desoto Canyon	MC 391, MC 39	OCS-G 26252, 26253, 26254		See EP Section 1 for details	Cidney Christie / Joshua O'Brian	504-425-3014	Appo sEPAQR MODU2_20200110-BOEM.xlsx									
OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS					
	Diesel Engines	HP	GAL/HR	GAL/D													
	Nat. Gas Engines	HP	SCF/HR	SCF/D													
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO	
MODU - DRILLING	PRIME MOVER>600hp diesel	9387	453	2333	24	345	6.62	7.59	149.38	6.82	49.62	5.87	6.74	132.62	6.06	44.05	
	PRIME MOVER>600hp diesel	9387	453	2333	24	345	6.62	7.59	149.38	6.82	49.62	5.87	6.74	132.62	6.06	44.05	
	PRIME MOVER>600hp diesel	9387	453	2333	24	345	6.62	7.59	149.38	6.82	49.62	5.87	6.74	132.62	6.06	44.05	
	PRIME MOVER>600hp diesel	9387	453	2333	24	345	6.62	7.59	149.38	6.82	49.62	5.87	6.74	132.62	6.06	44.05	
	PRIME MOVER>600hp diesel	9387	453	2333	24	345	6.62	7.59	149.38	6.82	49.62	5.87	6.74	132.62	6.06	44.05	
	PRIME MOVER>600hp diesel	9387	453	2333	24	345	6.62	7.59	149.38	6.82	49.62	5.87	6.74	132.62	6.06	44.05	
	Emergency Generator>600hp diesel	2547	123	2952	1	345	1.80	2.06	61.71	1.85	13.46	0.31	0.36	10.65	0.32	2.32	
	Emergency Air Compressor< 600hp	26	1	30	1	345	0.06	0.02	0.80	0.06	0.17	0.01	0.00	0.14	0.01	0.03	
	All other rig-equipment is electric (e.g cranes) or negligible in emissions potential (e.g. life boats, welding equipment, etc.)																
	Supply Vessel>600hp diesel (general)	10100	488	2566	24	345	7.12	8.16	244.71	7.34	53.39	6.46	7.41	222.04	6.66	48.45	
	Supply Vessel>600hp diesel (general)	10100	488	2566	24	35	7.12	8.16	244.71	7.34	53.39	0.65	0.74	22.20	0.67	4.84	
	Supply Vessel>600hp diesel (general)	10100	488	2566	24	35	7.12	8.16	244.71	7.34	53.39	0.65	0.74	22.20	0.67	4.84	
	Crew Vessel>600hp diesel	8000	386	1391	24	104	5.64	6.47	193.83	5.81	42.29	1.05	1.20	36.11	1.08	7.88	
	SERVICE/SUPPORT Vessel Diesel - General	37500	1811	43470	24	3	26.43	30.31	908.59	27.26	198.24	0.95	1.09	32.71	0.98	7.14	
<b>2020-2023</b>	<b>ANNUAL TOTAL</b>						<b>94.98</b>	<b>108.88</b>	<b>2795.38</b>	<b>97.95</b>	<b>712.08</b>	<b>45.32</b>	<b>51.96</b>	<b>1141.75</b>	<b>46.73</b>	<b>339.82</b>	
<b>EXEMPTION CALCULATION</b>	<b>DISTANCE FROM LAND IN MILES</b>											<b>2397.60</b>	<b>2397.60</b>	<b>2397.60</b>	<b>2397.60</b>	<b>58843.78</b>	
	72.0																

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL
Shell Offshore Inc	Mississippi Canyon, Desoto Canyon	MC 391, MC 392, MC 393	OCS-G 26252, 26253, 26254, 25852	DP MODU 2 (Semi-sub or Drillship)	See EP Section 1 for details
<b>Year</b>	<b>Emitted</b>		<b>Substance</b>		
	<b>PM</b>	<b>SOx</b>	<b>NOx</b>	<b>VOC</b>	<b>CO</b>
<b>AQR Emissions if DP MODU(Semi-sub or Drillship) is Utilized</b>					
<b>2020-2023</b>	<b>45.32</b>	<b>51.96</b>	<b>1141.75</b>	<b>46.73</b>	<b>339.82</b>
<b>Allowable</b>	<b>2397.60</b>	<b>2397.60</b>	<b>2397.60</b>	<b>2397.60</b>	<b>58843.78</b>

**SECTION 9: OIL SPILL INFORMATION**

**A. Oil Spill Response Planning**

All the proposed activities in this EP will be covered by the Regional OSRP filed by Shell Offshore Inc. (0689) in accordance with 30 CFR 254.47 and NTL 2013-N02. Shell’s regional OSRP was approved by BSEE in June 2017, and the biannual update found to be in compliance November 22, 2019.

Spill Response sites are as follows:

<b>Primary Response Equipment Locations</b>	<b>Preplanned Staging Location(s)</b>
Venice, LA; Ft Jackson, LA; Harvey, LA; Stennis, MS; Pascagoula, MS	Venice, LA; Pacagouls, MS ; Mobile, AL

*Table 9.1 – Response Equipment and Staging Areas*

The names of the OSRO’s under contract include Clean Gulf Associates (CGA), Marine Spill Response Company (MSRC), Clean Caribbean America (CCA) and OSRL/EARL.

<b>Category</b>	<b>Regional OSRP</b>	<b>EP</b>
Type of Activity	Exploratory Drilling	Exploratory Drilling
Facility Location (area/block)	MC 812	MC 391
Facility Designation	Subsea well B◊◊	Subsea well 1◊
Distance to Nearest Shoreline (miles)	59	72
Volume		
Storage tanks (total)	N/A	N/A
Flowlines (on facility)	N/A	N/A
Pipelines	N/A	N/A
Uncontrolled blowout (volume per day)	468,000** BOPD	416,414* BOPD
Total Volume	468,000 Bbls	416,414 Bbls
Type of Oil(s) - (crude oil, condensate, diesel)	Crude oil	Crude oil
API Gravity(s)	31°	37.5°

*Table 9.2 - Worst Case Scenario Determination*

**\*24 hour rate (391,808 BOPD 30 day average)**

**\*\*24 hour rate (432,000 BOPD 30 day average)**

◊ This well was reviewed and accepted by BOEM in Plan S-7444 (May 2011) and by BSEE on July 10, 2012 during the drilling of the well. The 30-day average was updated in OSRP in July 2012. The wells in this plan do not exceed the already-approved well for this area.

◊◊ This well was reviewed and accepted by BOEM in Plan N-9840 approved by BOEM on December 31, 2014.

**Certification:** *Since Shell has the capability to respond to the appropriate worst-case spill scenario included in its Regional OSRP, approved June 2017 and the biannual update found to be in compliance November 22, 2019, I hereby certify that Shell has the capability to respond, to the maximum extent practicable, to a worst-case discharge, or a substantial threat of such a discharge, resulting from the activities proposed in our EP.*

**Modeling:**

Shell did not model a potential oil or hazardous substance spill for operations proposed in this plan.

**B. Oil Spill Response Discussion**

**1. Volume of the Worst Case Discharge**

Please refer to Section 2j and 9(iv) of this EP.

**2. Trajectory Analysis**

Trajectories of a spill and the probability of it impacting a land segment have been projected utilizing information in the BSEE Oil Spill Risk Analysis Model (OSRAM) for the Central and Western Gulf of Mexico available on the BSEE website using 30 day impact. Offshore areas along the trajectory between the source and land segment contact could be impacted. The land segment contact probabilities are shown in Table 9.C.1.

Area/Block	OCS-G	Launch Area	Land Segment Contact	%
Exploratory MC 391	26252	57	Cameron, LA	1
			Vermillion, LA	1
			Terrebonne, LA	2
			LaFourche, LA	2
			<b>Plaquemines, LA</b>	<b>21</b>
			St. Bernard, LA	3
			Hancock and Harrison, MS	1
			Jackson, MS	1
			Mobile, AL	1
			Baldwin, AL	1
			Escambia, FL	1
			Okaloosa, FL	1
			Walton, FL	1
Bay, FL	1			

*Table 9.C.1 Probability of Land Segment Impact*

**C. Resource Identification**

The locations identified in Table 9.C.1 are the highest probable land segments to be impacted using the BSEE Oil Spill Risk Analysis Model (OSRAM). The environmental sensitivities are identified using the appropriate National Oceanic and Atmospheric Administration (NOAA) Environmental Sensitivity Index (ESI) maps for the given land segment. ESI maps provide a concise summary of coastal resources that are at risk if an oil spill occurs nearby. Examples of at-risk resources include biological resources (such as birds and shellfish beds), sensitive shorelines (such as marshes and tidal flats), and human-use resources (such as public beaches and parks).

In the event an oil spill occurs, ESI maps can help responders meet one of the main response objectives: reducing the environmental consequences of the spill and the cleanup efforts. Additionally, ESI maps can be used by planners to identify vulnerable locations, establish protection priorities, and identify cleanup strategies.

The following is a list of resources of special economic or environmental importance that potentially could be impacted by the Mississippi Canyon 391 WCD scenario.

**Onshore/Nearshore:** Plaquemines Parish has been identified as the most probable impacted Parish within the Gulf of Mexico for the Greater than 10 Mile Worst Case Discharge and the Exploratory Worst Case Discharge. Plaquemines Parish has a total area of 2,429 square miles of which, 845 square miles of it is land and 1,584 square miles is water. Plaquemines Parish includes two National Wildlife Refuges: Breton National Wildlife Refuge and Delta National Wildlife Refuge. This area is also a nesting ground for the brown pelican, an endangered species. Examples of Environmental Sensitivity maps for Plaquemines Parish are detailed in the following pages. Key ESI maps for Plaquemines Parish and the legend are shown in Figures 9.C.1 through 9.C.5.

**Offshore:** An offshore spill may require an Essential Fishing Habitat (EFH) Assessment. This assessment would include a description of the spill, analysis of the potential adverse effects on EFH and the managed species; conclusions regarding the effects on the EFH; and proposed mitigation, if applicable.

Significant pre-planning of joint response efforts was undertaken in response to provisions of the National Contingency Plan (NCP). Area Contingency Plans (ACPs) were developed to provide a well-coordinated response to oil discharges and other hazardous releases. The One Gulf Plan is specific to the Gulf of Mexico to advance the unity of policy and effort in each of the Gulf Coast ACPs. Strategies used for the response to an oil spill regarding protection of identified resources are detailed in the One Gulf Plan and relevant Gulf Coast ACP.

**D. Worst Case Discharge Response**

Shell will make every effort to respond to the MC391 Worst Case Discharge as effectively as possible. Below is a table outlining the applicable evaporation and surface dispersion quantity:

<b>Mississippi Canyon Block 391</b>		<b>Calculations (BBLs)</b>
<b>i.</b>	<b>TOTAL WCD (based on 30 day average (per day))</b>	<b>391,808</b>
<b>ii.</b>	Approximate loss of volume of oil to natural surface dispersion and evaporation base (approximate bbls per day)* (8% Natural surface evaporation and dispersion in 24 hrs.)	-31,344
<b>APPROXIMATE TOTAL REMAINING</b>		<b>~360,464</b>

*Table 9.D.1 Oil Remaining After Surface Dispersion*

Shell has contracted OSROs to provide equipment, personnel, materials and support vessels as well as temporary storage equipment to be considered in order to cope with a WCD spill. Under adverse weather conditions, major response vessels and Transrec skimmers are still effective and safe in sea states of 6-8 ft. If sea conditions prohibit safe mechanical recovery efforts, then natural dispersion and airborne chemical dispersant application (visibility & wind conditions permitting) may be the only safe and viable recovery option.

<b>MSRC OSRV</b>	8 foot seas
<b>VOSS System</b>	4 foot seas
<b>Expandi Boom</b>	6 foot seas, 20 knot winds
<b>Dispersants</b>	Winds more than 25 knots, Visibility less than 3 nautical miles, or Ceiling less than 1,000 feet.

*Table 9.D.2 Operational Limitations of Response Equipment*

Upon notification of the spill, Shell would request a partial or full mobilization of contracted resources, including, but not limited to, skimming vessels, oil storage vessels, dispersant aircraft, subsea

dispersant, shoreline protection, wildlife protection, and containment equipment. Following is a list of the contracted resources including de-rated recovery capacity, personnel, and estimated response times (procurement, load out, travel time to the site, and deployment). The Incident Commander or designee may contact other service companies if the Unified Command deems such services necessary to the response efforts.

Based on the anticipated worst case discharge scenario, Shell can be onsite with dedicated, contracted on water oil spill recovery equipment with adequate response capacity to contain and recover surface oil, and prevent land impact, within approximately 50 hours (based on the equipment’s Estimated Daily Response Capacity (EDRC) and Storage). Shell will continue to ramp up additional on-water mechanical recovery resources as well as apply dispersants and in-situ burning as needed and as approved under the supervision of the USCG Captain of the Port (COTP) and the Regional Response Team (RRT).

**Subsea Control and Containment:** Shell, as a founding member of the MWCC, will have access to the IRCS that can be rapidly deployed through the MWCC. The IRCS is designed to contain oil flow in the unlikely event of an underwater well blowout, and is designed, constructed, tested, and available for rapid response. Shell’s specific containment response for MC 391 will be addressed in Shell’s NTL 2010-N10 submission at the time the APD is submitted.

Table 9.D.9 Control, Containment, and Subsea Dispersant Package Activation List

**Mechanical Recovery (skimming):** Response strategies include skimming utilizing available OSROs Oil Spill Response Vessels (OSRVs), Oil Spill Response Barges (OSRBs), ID Boats, and Quick Strike OSRVs. There is a combined de-rated recovery rate capability of approximately 1,137,000 barrels/day. Temporary storage associated with the identified skimming and temporary storage equipment equals approximately 7,076,000 barrels.

	De-rated Recovery Rate (bopd)	Storage (bbls)
Offshore Recovery and Storage	897,750	1,061,537
Nearshore Recovery and Storage	239,808	14,762
Total	1,137,558	1,076,299

Table 9.D.3 Mechanical Recovery Combined De-Rated Capability

Table 9.D.4 Offshore On-Water Recovery and Storage Activation List

Table 9.D.5 Nearshore On-Water Recovery and Storage Activation List

**Oil Storage:** The strategy for transferring, storing and disposing of oil collected in these recovery zones is to utilize two 150,000-160,000 ton (dead weight) tankers mobilized by Shell (or any other tanker immediately available). The recovered oil would be transferred to Motiva’s Norco, LA storage and refining facility, or would be stored at Delta Commodities, Inc. Harvey, LA facility.

**Aerial Surveillance:** Aircraft can be mobilized to detect, monitor, and target response to oil spills. Aircraft and spotters can be mobilized within hours of an event.

Table 9.D.6 Aerial Surveillance Activation List

**Aerial Dispersant:** Depending on proximity to shore and water depth, dispersants may be a viable response option. If appropriate and approved, 4 to 5 sorties from three DC-3’s can be made within the first 12 hour operating day of the response. These aerial systems could disperse approximately 7,704 to 9,630 barrels of oil per day. Additionally, 3 to 4 sorties from the BE90 King Air and 3 to 4 sorties from the Hercules C-130A within the first 12 hour operating day of the response could disperse 4,600 to 6,100 barrels of oil per day. For continuing dispersant operations, the CCA’s Aerial Dispersant

Delivery System (ADDS) would be mobilized. The ADDS has a dispersant spray capability of 5,000 gallons per sortie.

Table 9.D.7 Offshore Aerial Dispersant Activation List

**Vessel Dispersant:** Vessel dispersant application is another available response option. If appropriate, vessel spray systems can be installed on offshore vessels of opportunity using inductor nozzles (installed on fire-water monitors), skid mounted systems, or purpose-built boom arm spray systems. Vessels can apply dispersant within the first 12-24 hours of the response and continually as directed.

Table 9.D.8 Offshore Boat Spray Dispersant Activation List

**Subsea Dispersant:** Shell has contracted with Wild Well Control for a subsea dispersant package. Subsea dispersant application has been found to be highly effective at reducing the amount of oil reaching the surface. Additional data collection, laboratory tests and field tests will help in facilitating the optimal application rate and effectiveness numbers. For planning purposes, the system has the potential to disperse approximately 24,500 to 34,000 barrels of oil per day.

Table 9.D.9 Control, Containment, and Subsea Dispersant Package Activation List

**In-Situ Burning:** Open-water in-situ burning (ISB) also may be used as a response strategy, depending on the circumstances of the release. ISB services may be provided by the primary OSRO contractors. If appropriate conditions exist and approvals are granted, one or multiple ISB task forces could be deployed offshore. Task forces typically consist of two to four fire teams, each with two vessels capable of towing fire boom, guide boom or tow line with either a handheld or aerially-deployed oil ignition system. At least one support/safety boat would be present during active burning operations to provide logistics, safety and monitoring support. Depending upon a number of factors, up to 4 burns per 12-hour day could be completed per ISB fire team. Most fire boom systems can be used for approximately 8-12 burns before being replaced. Fire intensity and weather will be the main determining factors for actual burns per system. Although the actual amount of oil that will be removed per burn is dependent on many factors, recent data suggests that a typical burn might eliminate approximately 750 barrels. For planning purposes and based on the above assumptions, a single task force of four fire teams with the appropriate weather and safety conditions could complete four burns per day and remove up to ~12,000 bbls/day. In-situ burning nearshore and along shorelines may be a possible option based on several conditions and with appropriate approvals, as outlined in Section 19, In-situ Burn Plan (OSRP). In-situ burning along certain types of shorelines may be used to minimize physical damage where access is limited or if it is determined that mechanical/manual removal may cause a substantial negative impact on the environment. All safety considerations will be evaluated. In addition, Shell will assess the situation and can make notification within 48 hours of the initial spill to begin ramping up fire boom production through contracted OSRO(s). There are potential limitations that need to be assessed prior to ISB operations. Some limitations include atmospheric and sea conditions; oil weathering; air quality impacts; safety of response workers; and risk of secondary fires.

Table 9.D.10 In-Situ Burn Equipment Activation List

**Shoreline Protection:** If the spill went unabated, shoreline impact in Plaquemines Parish, LA would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Strategies would be based upon surveillance and real time trajectories provided by The Response Group that depict areas of potential impact given actual sea and weather conditions. Strategies from the New Orleans, Louisiana Area Contingency Plan, Unified Command would be consulted to ensure that environmental and special economic resources would be correctly identified and prioritized to ensure optimal protection. Shell has access to shoreline response guides that depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory

personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances.

Table 9.D.11 Shoreline Protection and Wildlife Support List

**Wildlife Protection:** If wildlife is threatened due to a spill, the contracted OSRO's have resources available to Shell, which can be utilized to protect and/or rehabilitate wildlife. The resources under contract for the protection and rehabilitation of affected wildlife are in Table 9.D.11.

**New or unusual technology in regards to spill, prevention, control and clean-up:**

Shell will use our normal well design and construction processes with multiple barrier approach as well as new stipulations mandated by NTL 2008-N05. Response techniques will utilize new learnings from Macondo response to include in-situ burning and subsea dispersant application. Mechanical recovery advancements are continuing to be made to incorporate utilization of Koseq arms outfitted on barges, conversion of Platform Support Vessels for Oil Spill Response, and inclusion of nighttime spill detection radar to improve tracking capabilities (X-Band radar, Infrared sensing, etc.). In addition, new response technologies/techniques are continuing to be considered by Shell and the appropriate government organizations for incorporation into our planned response. Any additional response technologies/techniques presented at the time of response will be used at the discretion of the Unified Command and USCG.



# LOUISIANA

## SHORELINE HABITATS (ESI) 2001 ESI Shoreline Classification

- 1B) EXPOSED, SOLID MAN-MADE STRUCTURES
- 2A) EXPOSED WAVE-CUT PLATFORMS IN CLAY
- 2B) EXPOSED SCARPS AND STEEP SLOPES IN CLAY
- 3A) FINE- TO MEDIUM-GRAINED SAND BEACHES
- 3B) SCARPS AND STEEP SLOPES IN SAND
- 4) COARSE-GRAINED SAND BEACHES
- 5) MIXED SAND AND GRAVEL BEACHES
- 6A) GRAVEL BEACHES
- 6B) RIPRAP
- 7) EXPOSED TIDAL FLATS
- 8A) SHELTERED ROCKY SHORES AND SHELTERED SCARPS IN MUD OR CLAY
- 8B) SHELTERED MAN-MADE STRUCTURES
- 8C) SHELTERED RIPRAP
- 9A) SHELTERED TIDAL FLATS
- 9B) SHELTERED, VEGETATED LOW BANKS
- 10A) SALT- AND BRACKISH-WATER MARSHES
- 10B) FRESHWATER MARSHES
- 10C) FRESHWATER SWAMPS
- 10D) SCRUB-SHRUB WETLANDS

## COASTAL HABITATS From 1988 Digital Shoreline

- 10A) SALT MARSH
- 10A) BRACKISH MARSH
- 10A) INTERMEDIATE MARSH
- 10B) FRESHWATER MARSH
- 10C) FORESTED WETLAND
- 10D) SCRUB-SHRUB WETLAND
- SEAGRASS

## SENSITIVE BIOLOGICAL RESOURCES

- |              |                    |                           |
|--------------|--------------------|---------------------------|
| BIRD         | TERRESTRIAL MAMMAL | REPTILE / AMPHIBIAN       |
| DIVING BIRD  | BAT                | ALLIGATOR                 |
| GULL / TERN  | BEAR               | TURTLE                    |
| PASSERINE    | SMALL MAMMAL       | OTHER REPTILE / AMPHIBIAN |
| RAPTOR       | INVERTEBRATE       | HABITAT                   |
| SHOREBIRD    | BIVALVE            | PLANT                     |
| WADING BIRD  | CEPHALOPOD         | SEAGRASS                  |
| WATERFOWL    | CRAB               | MULTIPLE ELEMENTS         |
| NESTING SITE | CRAYFISH           | THREATENED / ENDANGERED   |
| FISH         | INSECT             | RAR NUMBER                |
| FISH         | SHRIMP             |                           |

## HUMAN-USE FEATURES

- |                                    |                  |  |
|------------------------------------|------------------|--|
| AIRPORT / HELIPORT                 | SENIC RIVER      | PARISH BOUNDARY                          |
| BOAT RAMP                          | STATE PARK       | MANAGEMENT BOUNDARY                      |
| INDIAN RESERVATION                 | WILDLIFE REFUGE  | MAJOR ROAD                               |
| MARINA                             | HUMAN-USE NUMBER | MINOR ROAD                               |
| NATIONAL PARK / NATURE CONSERVANCY |                  | SHORELINE FROM 2001 PHOTO INTERPRETATION |
|                                    |                  | SHORELINE FROM 1988 DIGITAL DATA         |

# ENVIRONMENTAL SENSITIVITY INDEX MAP

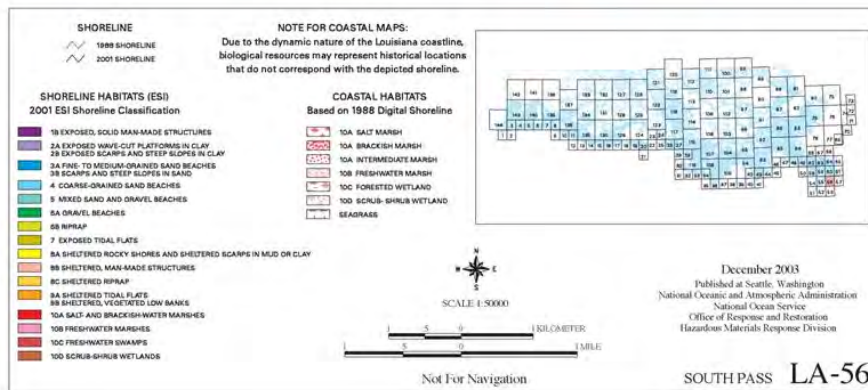
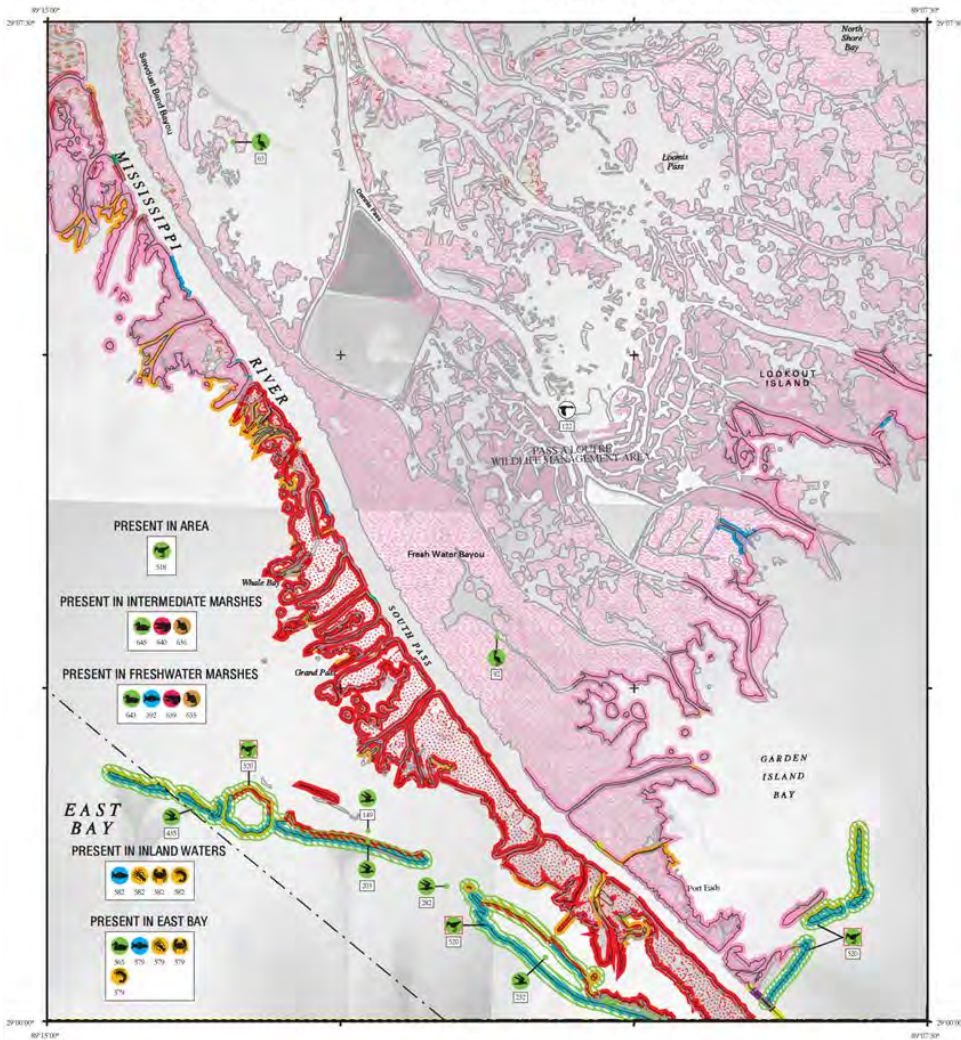


Figure 9.C.2 South Pass ESI Map

# ENVIRONMENTAL SENSITIVITY INDEX MAP

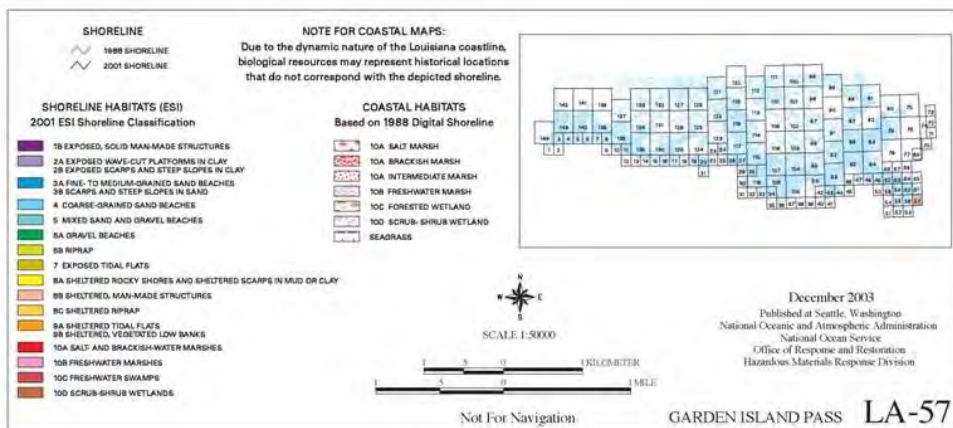
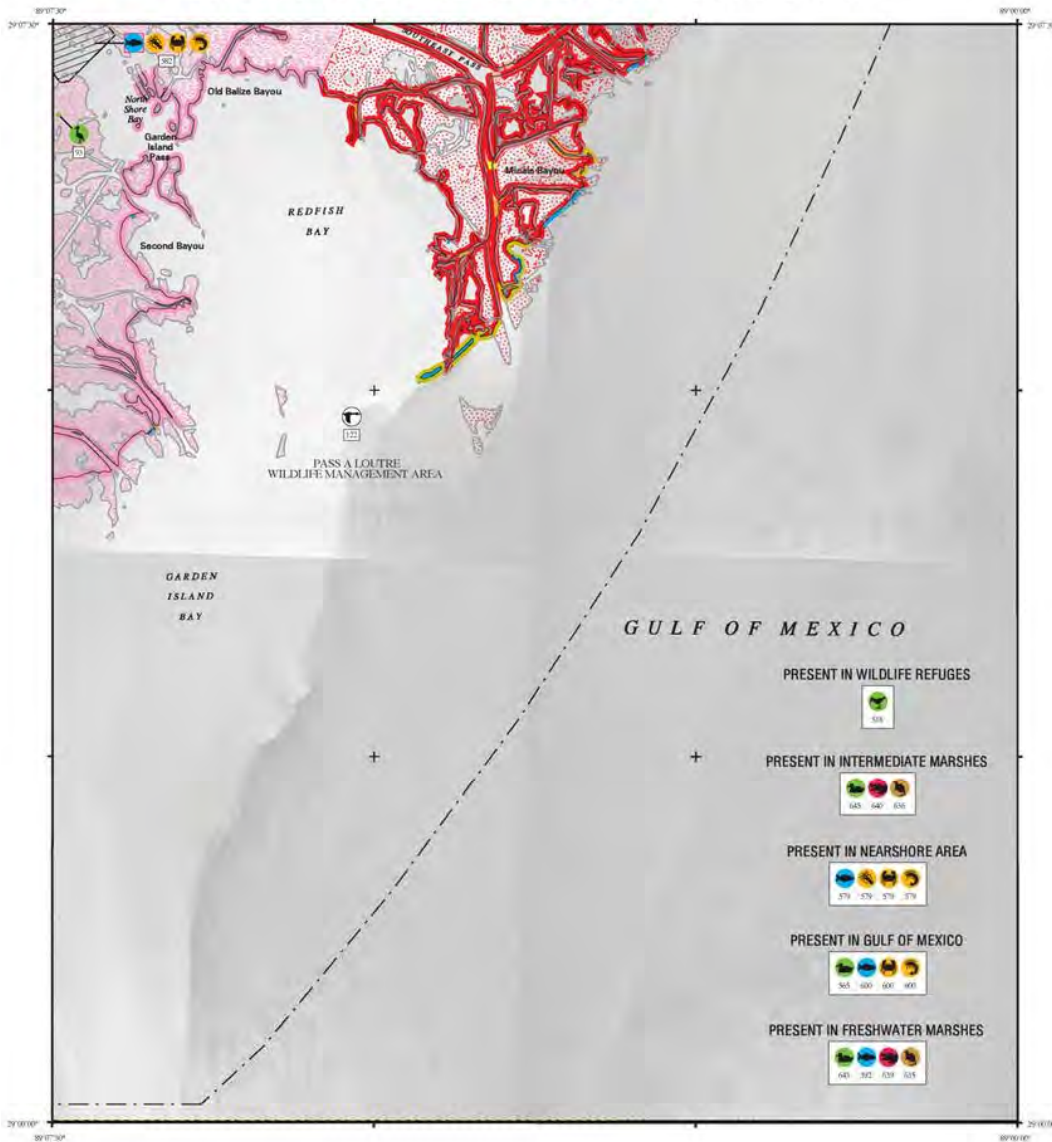


Figure 9.C.3 Garden Island Pass ESI Map

# ENVIRONMENTAL SENSITIVITY INDEX MAP

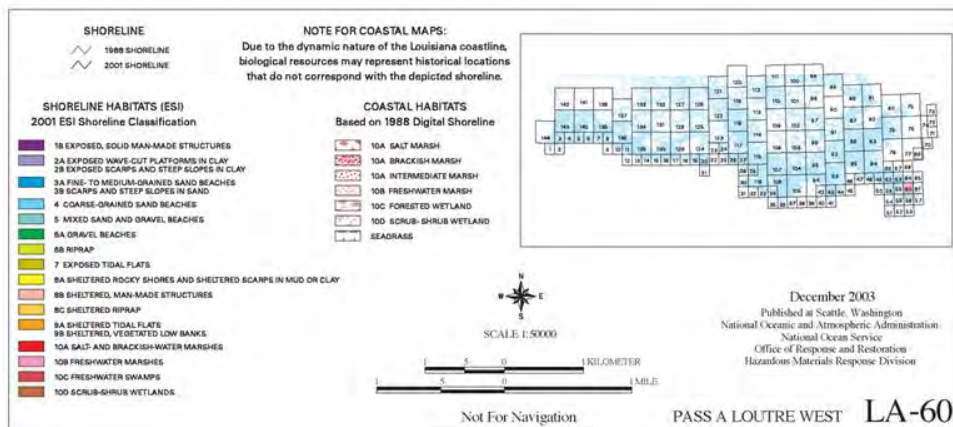
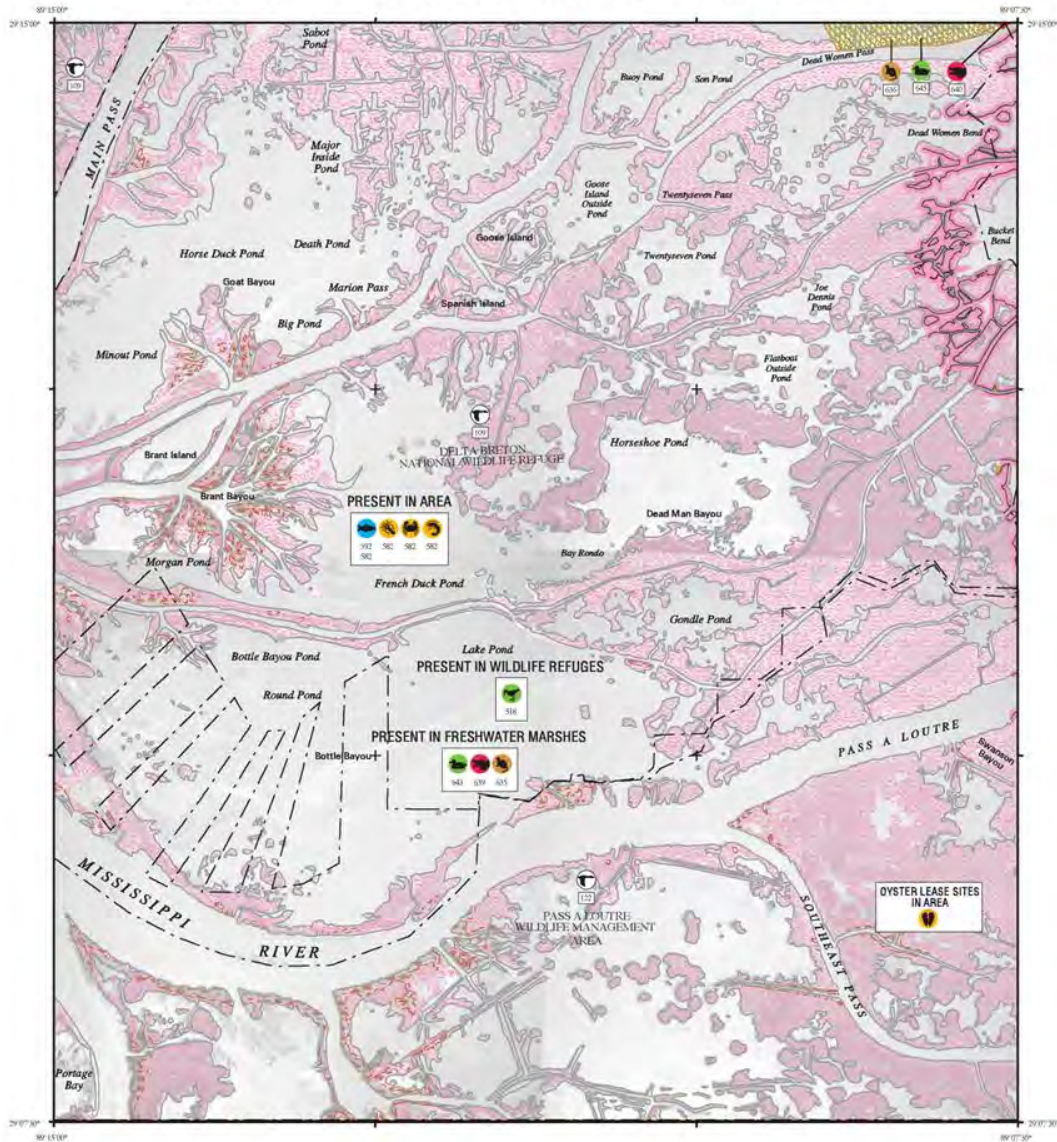


Figure 9.C.4 Pass a Loutre West ESI Map

# ENVIRONMENTAL SENSITIVITY INDEX MAP

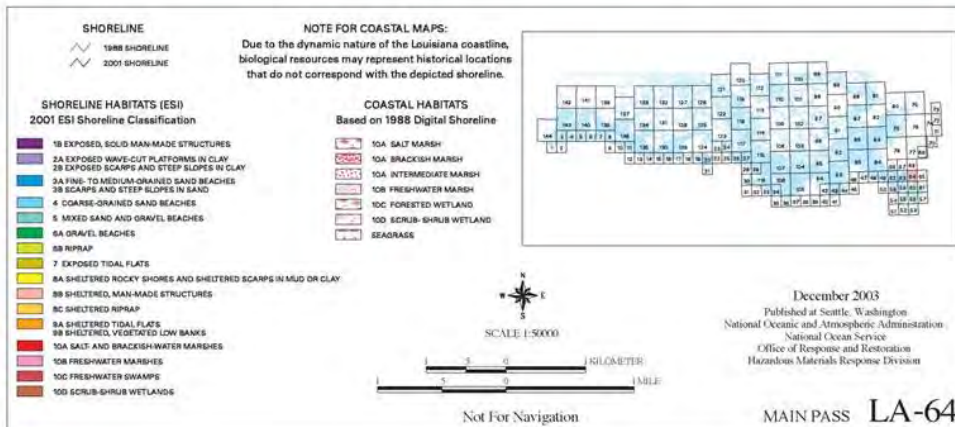
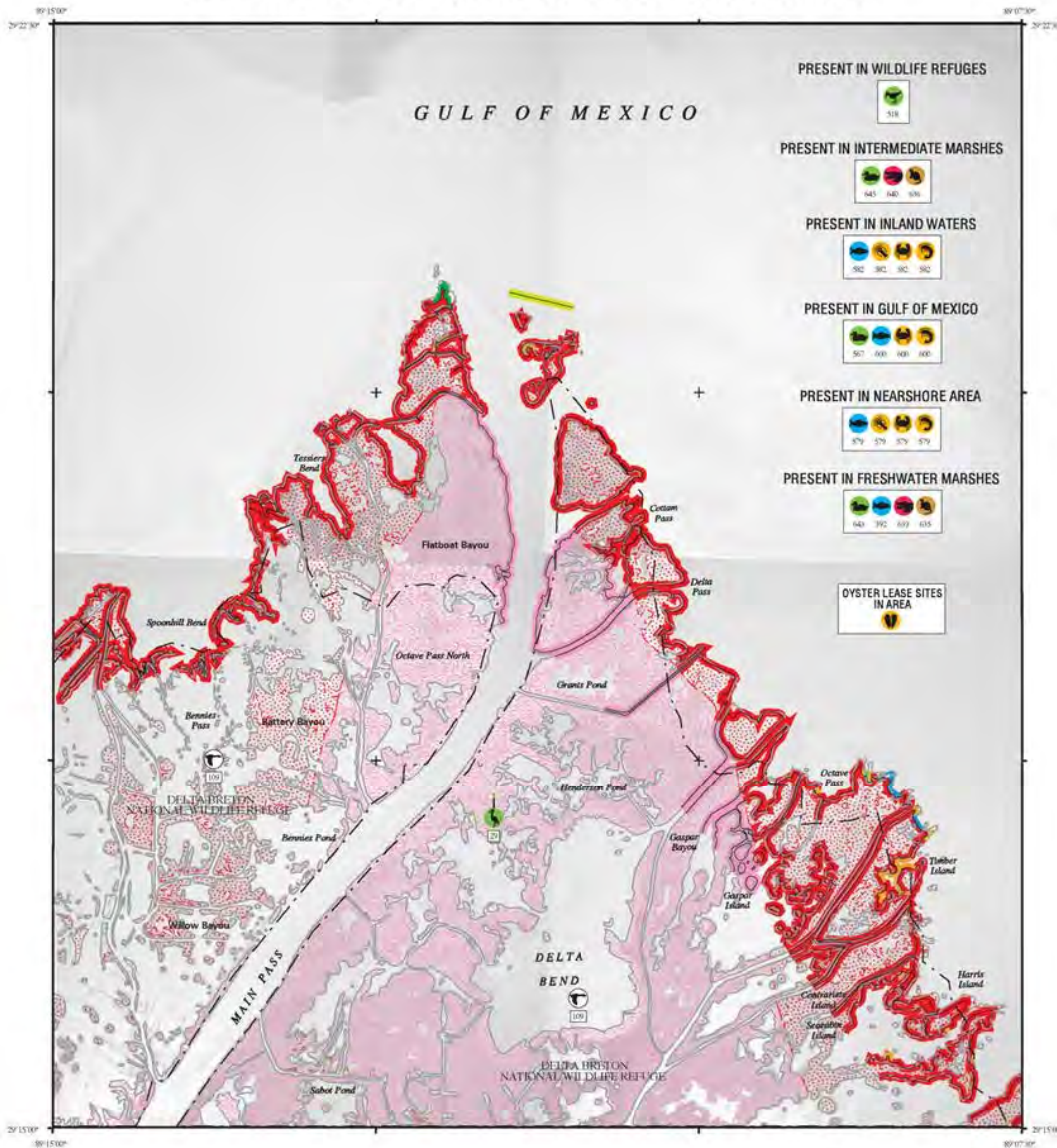


Figure 9.C.5 Main Pass ESI Map

### Mississippi Canyon 391 Exploratory Sample Aerial Surveillance Activation List

Aerial Surveillance System	Supplier & Phone	Airport/City, State	Aerial Surveillance Package	Quantity	Staging Location	Distance to Site from Staging (nautical miles)	Response Times (Hours)			
							Staging ETA	Loadout Time	ETA to Site	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.										
Twin Commander Air Speed - 260 Knots	Airborne Support (985) 851-6391	Houma, LA	Surveillance Aircraft	1	Houma, LA	172	1	0.25	0.57	1.85
			Spotter Personnel	2						
			Crew - Pilots	1						
AW 139 Helicopter Air Speed - 167 knots	PHI (985) 868-1705	Houma, LA	Surveillance Aircraft	1	Houma, LA	172	1	0.25	0.89	2.15
			Spotter Personnel	2						
			Crew - Pilots	1						
Aztec Piper Air Speed - 150 Knots	Airborne Support (985) 851-6391	Houma, LA	Surveillance Aircraft	1	Houma, LA	172	1	0.25	1.00	2.25
			Spotter Personnel	2						
			Crew - Pilots	1						
Eurocopter EC-135 Helicopter Air Speed - 141 knots	PHI (985) 868-1705	Houma, LA	Surveillance Aircraft	1	Houma, LA	172	1	0.25	1.06	2.35
			Spotter Personnel	2						
			Crew - Pilots	1						

Table 9.D.6 Aerial Surveillance Activation List

### Mississippi Canyon 391 Exploratory Sample Subsea Dispersant Package Activation List

Containment System	Supplier & Phone	Warehouse	Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Days)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - Response time may vary depending on Drill Ship's operations and location at the time of deployment.											
Site Assessment and Surveillance	RP	Port Fourchon, LA	Multi-Service Vessel	1	Port Fourchon, LA	139	0	1.5	10	0.5	12
			ROV's	2							
Subsea Dispersant Application	RP / MWCC	Port Fourchon, LA	Multi-Service Vessel	1	Port Fourchon, LA	139	1.5	1.5	10	2	15
			ROV's	2							
			Coil Tubing Unit	1							
		Dispersant	200,000 gal								
		Manifold	1								
Houston, TX	Subsea Dispersant Injection System	1									
Capping Stack	RP / MWCC	Port Fourchon, LA	Anchor Handling Tug Supply Vessel	1	Port Fourchon, LA	139	2*	1.5	10	3	17*
			ROV's	1							
		Houston, TX	Hydraulic System	1							
		Capping Stack	1								
"Top Hat" Unit	RP / MWCC	Port Fourchon, LA	Anchor Handling Tug Supply Vessel	1	Port Fourchon, LA	139	13*	1	10	3	27*
			ROV's	2							
			Multi-Purpose Supply Vessel	1							
			Drill Ship (Processing Vessel)	1							
		Houston, TX	"Top Hat"	1							
		Containment Chamber	1								
Shuttle Barge	1										

Table 9.D.9 Subsea Control, Containment, and Subsea Dispersant Package Activation List

## Mississippi Canyon 391 Exploratory Sample Offshore Aerial Dispersant Activation List

Aerial Dispersant System	Supplier & Phone	Airport/ City, State	Aerial Dispersant Package	Quantity	Staging Location	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Twin Commander Air Speed - 300 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	Aero Commander	1	Houma, LA	172	2	0.4	0.57	0.2	3.20
			Spotter Personnel	2							
			Crew - Pilots	1							
BT-67 (DC-3 Turboprop) Aircraft Air Speed - 194 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA 1st Flight	172	2	0.5	0.88	0.3	3.70
			Dispersant - Gallons	2000							
			Spotter Aircraft	1	Houma, LA 2nd Flight	172	0.88	0.5	0.88	0.3	2.60
			Spotter Personnel	2							
Crew - Pilots	2										
BE-90 King Air Aircraft Air Speed - 213 MPH	MSRC (800) OIL-SPIL	Kiln, MS	BE-90 Dispersant Aircraft	1	Stennis INTL., MS 1st Flight	148	3	0.00	0.70	0.20	3.90
			Dispersant - Gallons	250							
			* Spotter Aircraft	1	Stennis INTL., MS 2nd Flight	148	0.70	0.20	0.70	0.20	1.80
			*Spotter Personnel	2							
Crew - Pilots	2										
DC-3 Aircraft Air Speed - 150 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA 1st Flight	172	2	0.5	1.14	0.3	3.95
			Dispersant - Gallons	1200							
			Spotter Aircraft	1	Houma, LA 2nd Flight	172	1.14	0.5	1.14	0.3	3.10
			Spotter Personnel	2							
Crew - Pilots	2										
DC-3 Aircraft Air Speed - 150 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA 1st Flight	172	2	0.5	1.14	0.3	3.95
			Dispersant - Gallons	1200							
			Spotter Aircraft	1	Houma, LA 2nd Flight	172	1.14	0.5	1.14	0.3	3.10
			Spotter Personnel	2							
Crew - Pilots	2										
C130-A Aircraft Air Speed - 342 MPH	MSRC (800) OIL-SPIL	Kiln, MS	C130-A Disp Aircraft	1	Stennis INTL., MS 1st Flight	148	3	0.0	0.43	0.5	3.95
			Dispersant - Gallons	3250							
			*Spotter Aircraft	1	Stennis INTL., MS 2nd Flight	148	0.50	0.3	0.43	0.5	1.80
			*Spotter Personnel	2							
Crew - Pilots	2										
C130-A Aircraft Air Speed - 342 MPH	MSRC (800) OIL-SPIL	Mesa, AZ	C130-A Disp. Aircraft	1	Stennis INTL., MS 1st Flight	148	7	0.3	0.43	0.5	8.30
			Dispersant - Gallons	3250							
			*Spotter Aircraft	1	Stennis INTL., MS 2nd Flight	148	0.50	0.3	0.43	0.5	1.80
			*Spotter Personnel	2							
Crew - Pilots	2										

\* - These components are additional operational requirements that must be procured in addition to the system(s) identified.  
 \*\* The second flight times listed are to demonstrate subsequent sortie and application timeframes.  
 \*\*\* The dispersants listed is for gallon capacity only not amount stored at each location.

Table 9.D.7 Offshore Aerial Dispersant Activation List

## Mississippi Canyon 391 Exploratory Sample Offshore Aerial Dispersant Activation List

Aerial Dispersant System	Supplier & Phone	Airport/ City, State	Aerial Dispersant Package	Quantity	Staging Location	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
BE-90 King Air Aircraft Air Speed - 213 MPH	MSRC (800) OIL-SPIL	Salisbury, MD	BE-90 Dispersant Aircraft	1	Stennis INTL., MS 1st Flight	148	9	0.30	0.70	0.20	10.20
			Dispersant - Gallons	250							
			* Spotter Aircraft	1	Stennis INTL., MS 2nd Flight	148	0.70	0.20	0.70	0.20	1.80
			*Spotter Personnel	2							
Crew - Pilots	2										
BE-90 King Air Aircraft Air Speed - 213 MPH	MSRC (800) OIL-SPIL	San Juan, PR	BE-90 Dispersant Aircraft	1	Stennis INTL., MS 1st Flight	148	14	0.30	0.70	0.20	15.20
			Dispersant - Gallons	250							
			* Spotter Aircraft	1	Stennis INTL., MS 2nd Flight	148	0.70	0.20	0.70	0.20	1.80
			*Spotter Personnel	2							
Crew - Pilots	2										
BE-90 King Air Aircraft Air Speed - 213 MPH	MSRC (800) OIL-SPIL	Concord, CA	BE-90 Dispersant Aircraft	1	Stennis INTL., MS 1st Flight	148	15	0.30	0.70	0.20	16.20
			Dispersant - Gallons	250							
			* Spotter Aircraft	1	Stennis INTL., MS 2nd Flight	148	0.70	0.20	0.70	0.20	1.80
			*Spotter Personnel	2							
Crew - Pilots	2										
ADDS PACK Air Speed - 330 MPH	Oil Spill Response Ltd. +44 (0) 1224-72-8859	South Hampton, UK	L-382 Hercules Aircraft	1	Stennis INTL, MS 1st Flight	148	6-24	2-4	0.45	0.5	8.95 to 28.95
			ADDS PACK	1							
			Dispersant - Gallons	5000	Stennis INTL, MS 2nd Flight	148	0.45	0.3	0.45	0.5	1.70
			Spotter Aircraft	1							
			Spotter Personnel	2							
Crew - Pilots	2										
ADDS PACK Air Speed - 330 MPH	Oil Spill Response Ltd. +44 (0) 1224-72-8859	Singapore, SG	L-382 Hercules Aircraft	1	Stennis INTL, MS 1st Flight	148	6-24	2-4	0.45	0.5	8.95 to 28.95
			ADDS PACK	1							
			Dispersant - Gallons	5000	Stennis INTL, MS 2nd Flight	148	0.45	0.3	0.45	0.5	1.70
			Spotter Aircraft	1							
			Spotter Personnel	2							
Crew - Pilots	2										
ADDS PACK	Oil Spill Response Ltd. (954) 983-9880	Ft. Lauderdale, FL	C-130 Aircraft (contractor)	1	Clearwater, FL 1st Flight	512	24-48	1	1.55	0.5	27.1 to 51.1
			ADDS PACK	1							
			Dispersant - Gallons	5000	Stennis INTL, MS 2nd Flight	148	0.45	0.3	0.45	0.5	1.70
			Spotter Aircraft	1							
			Spotter Personnel	2							
Crew - Pilots	2										

\* - These components are additional operational requirements that must be procured in addition to the system(s) identified.  
 \*\* The second flight times listed are to demonstrate subsequent sortie and application timeframes.  
 \*\*\* The dispersants listed is for gallon capacity only not amount stored at each location.

Table 9.D.7 Offshore Aerial Dispersant Activation List (continued)



## Mississippi Canyon 391 Exploratory Sample Offshore Boat Spray Dispersant Activation List

Boat Spray Dispersant System	Supplier & Phone	Warehouse	Boat Spray Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured by OSROs in addition to the system(s) identified.											
Vessel Based Dispersant Spray System	CGA (888) 242-2007	Harvey, LA	Dispersant Spray System	1	Venice, LA	117	4	0.5	8.5	1	14
			* Dispersant (Gallons)	330							
			Personnel	4							
			* Utility Boat	1							
Fire Monitor Induction Dispersant Spray System	AMPOL (800) 482-6765	Port Fourchon, LA	Dispersant Spray System	1	Venice, LA	117	5.75	0.5	8.5	1	15.75
			Dispersant (Gallons)	500							
			Personnel	4							
			* 110' Utility Boat	1							
USCG SMART Team	USCG	Mobile, AL	Personnel	4	Venice, LA	117	6	1	8.5	0.5	16
			* Crew Boat	1							
Fire Monitor Induction Dispersant Spray System	AMPOL (800) 482-6765	Cameron, LA	Dispersant Spray System	1	Venice, LA	117	7.75	0.5	8.5	1	17.75
			Dispersant (Gallons)	500							
			Personnel	4							
			* 110' Utility Boat	1							
Vessel Based Dispersant Spray System	CGA (888) 242-2007	Aransas Pass, TX	Dispersant Spray System	1	Venice, LA	117	12.25	0.5	8.5	1	22.25
			Dispersant (Gallons)	330							
			Personnel	4							
			* Utility Boat	1							

Table 9.D.8 Offshore Boat Spray Dispersant Activation List

## Mississippi Canyon 391 Exploratory Sample In-Situ Burn Equipment Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.											
ISB Fire-Fighting Team	TBD	TBD	* Offshore Firefighting Vessels	2	Venice, LA	117	4	1	8.5	1	14.5
			* Cranes	2							
			* Roll-off Boxes	2							
			Personnel	8							
			* Air Monitoring Equipment	2							
SMART In-Situ Burn Monitoring Team	USCG	Mobile, AL	* Air Monitoring Equipment	1	Venice, LA	117	4	1	8.5	1	14.5
			* Offshore Vessel	1							
			Personnel	4							
Safety Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Venice, LA	117	4	1	8.5	1	14.5
			* Offshore Vessel	1							
			Personnel	4							
Wildlife Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Venice, LA	117	4	1	8.5	1	14.5
			* Offshore Vessel	1							
			Personnel	4							
Aerial Spotting Team (per 2 ISB Task Forces)	TBD	TBD	Fixed Wing Aircraft	1	Venice, LA	117	4	1	8.5	1	14.5
			Trained ISB Spotter	2							
			ISB Documenter	1							
Fire Team (In-Situ Burn Fire System)	CGA (888) 242-2007	Harvey, LA	Fire Boom (ft)	500	Venice, LA	117	4	1	8.5	1	14.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	CGA (888) 242-2007	Harvey, LA	Fire Boom (ft)	500	Venice, LA	117	4	1	8.5	1	14.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Fire Boom (ft)	500	Venice, LA	117	5.75	1	8.5	1	16.25
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Fire Boom (ft)	500	Venice, LA	117	5.75	1	8.5	1	16.25
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Fire Boom (ft)	500	Venice, LA	117	5.75	1	8.5	1	16.25
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Lake Charles, LA	Fire Boom (ft)	500	Venice, LA	117	7	1	8.5	1	17.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							

Table 9.D.10 In-Situ Burn Equipment Activation List

**Mississippi Canyon 391 Exploratory  
Sample In-Situ Burn Equipment Activation List**

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.											
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Lake Charles, LA	Fire Boom (ft)	500	Venice, LA	117	7	1	8.5	1	17.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Lake Charles, LA	Fire Boom (ft)	500	Venice, LA	117	7	1	8.5	1	17.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Lake Charles, LA	Fire Boom (ft)	500	Venice, LA	117	7	1	8.5	1	17.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 1)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 2)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 3)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 4)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 5)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 6)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							

Table 9.D.10 In-Situ Burn Equipment Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample In-Situ Burn Equipment Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.											
Fire Team (In-Situ Burn Fire System 7)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 8)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 9)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 10)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 11)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 12)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 13)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 14)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 15)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							

Table 9.D.10 In-Situ Burn Equipment Activation List (continued)

**Mississippi Canyon 391 Exploratory  
Sample In-Situ Burn Equipment Activation List**

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.											
Fire Team (In-Situ Burn Fire System 16)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 17)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 18)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 19)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 20)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 21)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 22)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 23)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 24)	MSRC (800) OIL-SPIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							

Table 9.D.10 In-Situ Burn Equipment Activation List (continued)

**Mississippi Canyon 391 Exploratory  
Sample In-Situ Burn Equipment Activation List**

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.											
Fire Team (In-Situ Burn Fire System 25)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 26)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 27)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 28)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 29)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 30)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 31)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 32)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System 33)	MSRC (800) OIL-SPIIL	Houston, TX	Fire Boom (ft)	500	Venice, LA	117	9	1	8.5	1	19.5
			Tow Line (ft)	600							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
<b>TOTAL FIRE BOOM AVAILABLE (FEET)</b>										<b>21,000</b>	

Table 9.D.10 In-Situ Burn Equipment Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
FRV Breton Island	CGA (888) 242-2007	Venice, LA	Lamor Brush Skimmer	2	12,342	249	Venice, LA	117	2	0	5.5	1	9
			38" Boom	64									
			95' Vessel	1									
			X Band Radar	1									
FRV H.I. Rich	CGA (888) 242-2007	Leeville, LA	Lamor Brush Skimmer	2	12,342	249	Leeville, LA	139	2	0	6.5	1	10
			38" Boom	64									
			95' Vessel	1									
			X Band Radar	1									
Mississippi Responder Transrec-350	MSRC (800) OIL-SPIL	Pascagoula, MS	Transrec Skimmer	1	10,567	4,000	Pascagoula, MS	125	2	1	9	1	13
			Backup- Stress 1 Skimmer	1									
			Operational 67" Boom	2640'									
			210' Vessel	1									
Louisiana Responder Transec 350	MSRC (800) OIL-SPIL	Fort Jackson, LA	Transrec (Backup: Stress I)	1	10,567	4,000	Fort Jackson, LA	126	2	1	9	1	13
			Operational 67" Boom	2640'									
			210' Vessel	1									
			Personnel	10-12									
Deep Blue Responder LFF 100 Brush	MSRC (800) OIL-SPIL	Port Fourchon, LA	LFF 100 Brush Skimmer	1	18,086	4,000	Port Fourchon, LA	139	2	1	10	1	14
			Operational 67" Boom	2640'									
			210' Vessel	1									
			Personnel	10-12									
FRU 3.0 - Foilex 150 TDS	CGA (888) 242-2007	Harvey, LA	Weir Skimmer	1	1,131	0	Venice, LA	117	4	1	8.5	1	15
			Personnel	4									
			* Utility Boat (<100')	1									
			50 bbl Portable tank	1									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Harvey, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	4	1	8.5	1	15
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Venice, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	4	1	8.5	1	15
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Venice, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	4	1	8.5	1	15
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
FOILEX 250	MSRC (800) OIL-SPIL	Belle Chasse, LA	Offshore Skimmer	1	3,977	0	Venice, LA	117	4	1	8.5	1	15
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									

\* - These components are additional operational requirements that must be procured in addition to the system identified.

\*\* - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.

Table 9.D.4 Offshore On-Water Recovery Storage Activation List

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
FOILEX 200	MSRC (800) OIL-SPIL	Belle Chasse, LA	Offshore Skimmer	1	1,089	0	Venice, LA	117	4	1	8.5	1	15
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												
GT-185	MSRC (800) OIL-SPIL	Belle Chasse, LA	Offshore Skimmer	1	1,371	0	Venice, LA	117	4	1	8.5	1	15
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												
Walosep W-4	MSRC (800) OIL-SPIL	Belle Chasse, LA	Offshore Skimmer	1	3,017	0	Venice, LA	117	4	1	8.5	1	15
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												
Stress 1	MSRC (800) OIL-SPIL	Belle Chasse, LA	Offshore Skimmer	1	15,840	0	Venice, LA	117	4	1	8.5	1	15
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Morgan City, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	5	1	8.5	1	16
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
			** Crew Boat	1									
** Add'l Storage	1												
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Leeville, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	5.5	1	8.5	1	16
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
			** Crew Boat	1									
** Add'l Storage	1												
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Leeville, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	5.5	1	8.5	1	16
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
			** Crew Boat	1									
** Add'l Storage	1												
Stress 1	MSRC (800) OIL-SPIL	Pascagoula, MS	Offshore Skimmer	1	15,840	0	Venice, LA	117	5.5	1	8.5	1	16
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												
Stress 2	MSRC (800) OIL-SPIL	Pascagoula, MS	Offshore Skimmer	1	3,017	0	Venice, LA	117	5.5	1	8.5	1	16
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												
WP-1	MSRC (800) OIL-SPIL	Pascagoula, MS	Offshore Skimmer	1	3,017	0	Venice, LA	117	5.5	1	8.5	1	16
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew Boat	1									
			* Utility Boat	1									
* Temporary Storage	1												

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)



## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Stress 1	MSRC (800) OIL-SPIL	Port Fourchon, LA	Offshore Skimmer	1	15,840	0	Venice, LA	117	5.75	1	8.5	1	17
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1	500											
FRU 3.0 - Foilex 150 TDS	CGA (888) 242-2007	Lake Charles, LA	Weir Skimmer	1	1,131	0	Venice, LA	117	7	1	8.5	1	18
			Personnel	4									
			* Utility Boat (<100')	1									
			50 bbl Portable tank	1									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Lake Charles, LA	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	7	1	8.5	1	18
			Personnel	4									
			Utility Boat	1									
			** 67" Sea Sentry	440'									
			** Crew Boat	1									
** Add'l Storage	1	100											
Stress 1	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer	1	15,840	0	Venice, LA	117	7	1	8.5	1	18
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
Temporary Storage	1	500											
FOILEX 250	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer	1	3,977	0	Venice, LA	117	7	1	8.5	1	18
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
Temporary Storage	1	500											
DESMI OCEAN	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer	1	3,017	0	Venice, LA	117	7	1	8.5	1	18
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
Temporary Storage	1	500											
GT-185	MSRC (800) OIL-SPIL	Port Arthur, TX	Offshore Skimmer	1	1,371	0	Venice, LA	117	8	1	8.5	1	19
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1	500											
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Galveston, TX	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	9.5	1	8.5	1	20
			Personnel	4									
			* 100-165' Utility Boat	1									
			** 67" Sea Sentry	440'									
			** Crew Boat	1									
** Add'l Storage	1	100											
PT 150 Aquaguard Skimmer (1)	CGA (888) 242-2007	Galveston, TX	Brush skimmer	1	22,780	0	Venice, LA	117	9.5	1	8.5	1	20
			Personnel	4									
			* Offshore Utility Boat	1									
			* Add'l Storage	1									
PT 150 Aquaguard Skimmer (2)	CGA (888) 242-2007	Galveston, TX	Brush skimmer	1	22,780	0	Venice, LA	117	9.5	1	8.5	1	20
			Personnel	4									
			* Offshore Utility Boat	1									
			* Add'l Storage	1									
FRU 3.0 - Foilex 150 TDS	CGA (888) 242-2007	Galveston, TX	Weir Skimmer	1	1,131	0	Venice, LA	117	9.5	1	8.5	1	20
			Personnel	4									
			* Utility Boat (<100')	1									
			50 bbl Portable tank	1									
Walosep W-4	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Skimmer	1	3,017	0	Venice, LA	117	9.5	1	8.5	1	20
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			* Utility Boat	1									
* Temporary Storage	1	500											

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
FOILEX 250	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Skimmer	1	3,977	0	Venice, LA	117	9.5	1	8.5	1	20
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
			*Temporary Storage	1									
Stress 1	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Skimmer	1	15,840	0	Venice, LA	117	9.5	1	8.5	1	20
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
			*Temporary Storage	1									
GT-185	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Skimmer	1	1,371	0	Venice, LA	117	9.5	1	8.5	1	20
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
			*Temporary Storage	1									
MSRC-452 Offshore Barge	MSRC (800) OIL-SPIL	Fort Jackson, LA	Offshore Barge	1	14,139	45,000	Fort Jackson, LA	126	4	1	14	1	20
			67" Offshore Boom	2640'									
			Crucial Disc Skimmer	1									
			Desmi Ocean	1									
			* Crew/Support Boat	1-2									
			Personnel	6-18									
			* Offshore Tug	2									
			X Band Radar	1									
			Infrared Camera	1									
MSRC-402 Offshore Barge	MSRC (800) OIL-SPIL	Pascagoula, MS	Offshore Barge	1	22,244	40,300	Pascagoula, MS	125	4	1	14	1	20
			67" Offshore Boom	2640'									
			Crucial Disc Skimmer	2									
			* Crew/Support Boat	1-2									
			Personnel	6-18									
			* Offshore Tug	2									
			X Band Radar	1									
			Infrared Camera	1									
FRV Galveston Island	CGA (888) 242-2007	Galveston, TX	Lamor Brush Skimmer	2	12,342	249	Galveston, TX	414	2	0	19	1	22
			38" Boom	64									
			95' Vessel	1									
			X Band Radar	1									
			Personnel	4									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Aransas Pass, TX	Foilex 250 Skimmer	1	4,251	100	Venice, LA	117	12.25	1	8.5	1	23
			Personnel	4									
			* 100-165' Utility Boat	1									
			** 67" Sea Sentry	440'									
			** Crew Boat	1									
			** Add'l Storage	1									
FOILEX 250	MSRC (800) OIL-SPIL	Ingleside, TX	Offshore Skimmer	1	3,977	0	Venice, LA	117	12.25	1	8.5	1	23
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
			*Temporary Storage	1									
Stress 1	MSRC (800) OIL-SPIL	Ingleside, TX	Offshore Skimmer	1	15,840	0	Venice, LA	117	12.25	1	8.5	1	23
			67" Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
			*Temporary Storage	1									

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
GT-185	MSRC (800) OIL-SPIL	Jacksonville, FL	Offshore Skimmer	1	1,371	500	Venice, LA	117	11.75	1	8.5	1	23
			67' Offshore Boom	60'									
			Personnel	4									
			* Crew Boat	1									
			* >110' Utility Boat	1									
*Towable Bladder	1												
Stress 1	MSRC (800) OIL-SPIL	Savannah, GA	Offshore Skimmer	1	15,840	0	Venice, LA	117	13.5	1	8.5	1	24
			67' Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
*Temporary Storage	1												
Walosep W-4	MSRC (800) OIL-SPIL	Savannah, GA	Offshore Skimmer	1	3,017	500	Venice, LA	117	13.5	1	8.5	1	24
			67' Offshore Boom	330'									
			Utility Boat	1									
			Personnel	4									
			>110' Utility Boat	1									
*Towable Bladder	1												
GT-185 w/ adapter	MSRC (800) OIL-SPIL	Tampa, FL	Offshore Skimmer	1	1,371	0	Venice, LA	117	13	1	8.5	1	24
			67' Offshore Boom	110'									
			Personnel	4									
			* Crew Boat	1									
			*Utility Boat	1									
*Temporary Storage	1												
Stress 1	MSRC (800) OIL-SPIL	Tampa, FL	Offshore Skimmer	1	15,840	0	Venice, LA	117	13	1	8.5	1	24
			67' Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
*Temporary Storage	1												
DESMI OCEAN	MSRC (800) OIL-SPIL	Miami, FL	Offshore Skimmer	1	3,017	500	Venice, LA	117	16	1	8.5	1	27
			67' Offshore Boom	330'									
			* Crew Boat	1									
			Personnel	4									
			* >110' Utility Boat	1									
Towable Bladder	1												
Walosep W-4	MSRC (800) OIL-SPIL	Miami, FL	Offshore Skimmer	1	3,017	500	Venice, LA	117	16	1	8.5	1	27
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
Towable Bladder	1												
GT-185 w/ adapter	MSRC (800) OIL-SPIL	Miami, FL	Offshore Skimmer	1	1,371	500	Venice, LA	117	16	1	8.5	1	27
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
Towable Bladder	1												
Stress 1	MSRC (800) OIL-SPIL	Miami, FL	Offshore Skimmer	1	15,840	0	Venice, LA	117	16	1	8.5	1	27
			67' Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
*Temporary Storage	1												
CGA-200 HOSS Barge (OSRB)	CGA (888) 242-2007	Harvey, LA	Belt Skimmer	4	43,000	4,000	Harvey, LA	179	4	0	22.5	1	28
			67' Sea Sentry	2640'									
			Personnel	8									
			* Tug - 1,200 HP	2									
			X Band Radar	1									
* Tug - 1,800 HP	1												

\* - These components are additional operational requirements that must be procured in addition to the system identified.

\*\* - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified. ** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
Gulf Coast Responder Transreo-350	MSRC (800) OIL-SPIL	Lake Charles, LA	Transrec Skimmer	1	10,567	4,000	Lake Charles, LA	355	2	1	25.5	1	30
			Backup- Stress 1 Skimmer	1									
			Operational 67" Boom	2640'									
			210' Vessel	1									
			Personnel	10-12									
			32' Support Boat	1									
			X Band Radar	1									
Infrared Camera	1												
GT-185	MSRC (800) OIL-SPIL	Virginia Beach, VA	Offshore Skimmer	1	1,371	500	Venice, LA	117	19.5	1	8.5	1	30
			67" Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Personnel	4												
Crew Boat	1												
>110' Utility Boat	1												
*Towable Bladder	1												
GT-185	MSRC (800) OIL-SPIL	Virginia Beach, VA	Offshore Skimmer	1	1,371	500	Venice, LA	117	19.5	1	8.5	1	30
			67" Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Personnel	4												
Crew Boat	1												
>110' Utility Boat	1												
*Towable Bladder	1												
GT-185	MSRC (800) OIL-SPIL	Baltimore, MD	Offshore Skimmer	1	1,371	500	Venice, LA	117	20.25	1	8.5	1	31
			67" Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
			Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Utility Boat	1												
Personnel	4												
>110' Utility Boat	1												
*Towable Bladder	1												
Walosep W-4	MSRC (800) OIL-SPIL	Chesapeake City, MD	Offshore Skimmer	1	3,017	500	Venice, LA	117	21.25	1	8.5	1	32
			67" Offshore Boom	330'									
			Personnel	4									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
			67" Offshore Boom	330'									
Personnel	4												
Crew Boat	1												
>110' Utility Boat	1												
*Towable Bladder	1												
GT-185	MSRC (800) OIL-SPIL	Chesapeake City, MD	Offshore Skimmer	1	1,371	500	Venice, LA	117	21.25	1	8.5	1	32
			67" Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Personnel	4												
Crew Boat	1												
>110' Utility Boat	1												
*Towable Bladder	1												
GT-185	MSRC (800) OIL-SPIL	Chesapeake City, MD	Offshore Skimmer	1	1,371	500	Venice, LA	117	21.25	1	8.5	1	32
			67" Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Personnel	4												
Crew Boat	1												
>110' Utility Boat	1												
*Towable Bladder	1												
Texas Responder Transreo-350	MSRC (800) OIL-SPIL	Galveston, TX	Transrec Skimmer	1	10,567	4,000	Galveston, TX	414	2	1	20.5	1	34
			Backup- Stress 1 Skimmer	1									
			Operational 67" Boom	2640'									
			210' Vessel	1									
			Personnel	10-12									
			32' Support Boat	1									
			X Band Radar	1									
Infrared Camera	1												
GT-185	MSRC (800) OIL-SPIL	Bayonne, NJ	Offshore Skimmer	1	1,371	500	Venice, LA	117	22.75	1	8.5	1	34
			67" Offshore Boom	60'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Utility Boat	1												
Personnel	4												
>110' Utility Boat	1												
*Towable Bladder	1												
Walosep W-4	MSRC (800) OIL-SPIL	Edison/Perth Amboy, NJ	Offshore Skimmer	1	3,017	500	Venice, LA	117	22.75	1	8.5	1	34
			67" Offshore Boom	330'									
			Utility Boat	1									
			Personnel	4									
			>110' Utility Boat	1									
			*Towable Bladder	1									
			Offshore Skimmer	1									
67" Offshore Boom	330'												
Utility Boat	1												
Personnel	4												
>110' Utility Boat	1												
*Towable Bladder	1												

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
Desmi Ocean	MSRC (800) OIL-SPIL	Edison/Perth Amboy, NJ	Offshore Skimmer	1	3,017	500	Venice, LA	117	22.75	1	8.5	1	34
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
*Towable Bladder	1												
GT-185	MSRC (800) OIL-SPIL	Edison/Perth Amboy, NJ	Offshore Skimmer	1	1,371	500	Venice, LA	117	22.75	1	8.5	1	34
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
*Towable Bladder	1												
PSV-VOO Skimming System (Brush)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Brush Skimmer	1	18,086	0	Port Fourchon, LA	139	24	1	10	1	36
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
* Marine Portable Tank	2												
PSV-VOO Skimming System (Brush)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Brush Skimmer	1	18,086	0	Port Fourchon, LA	139	24	1	10	1	36
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
* Marine Portable Tank	2												
PSV-VOO Skimming System (Brush)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Brush Skimmer	1	18,086	0	Port Fourchon, LA	139	24	1	10	1	36
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
* Marine Portable Tank	2												
PSV-VOO Skimming System (Brush)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Brush Skimmer	1	18,086	0	Port Fourchon, LA	139	24	1	10	1	36
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
* Marine Portable Tank	2												
PSV-VOO Skimming System (Brush)	MSRC (800) OIL-SPIL	Port Fourchon, LA	Brush Skimmer	1	18,086	0	Port Fourchon, LA	139	24	1	10	1	36
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
* Marine Portable Tank	2												
GT-185	MSRC (800) OIL-SPIL	Providence, RI	Offshore Skimmer	1	1,371	500	Venice, LA	117	26	1	8.5	1	37
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
*Towable Bladder	1												
Desmi Ocean	MSRC (800) OIL-SPIL	Everett, MA	Offshore Skimmer	1	3,017	500	Venice, LA	117	26	1	8.5	1	37
			67' Offshore Boom	330'									
			Utility Boat	1									
			Personnel	4									
			>110' Utility Boat	1									
*Towable Bladder	1												
Koseq Skimming Arms (6)	CGA (888) 242-2007	Galliano, LA	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	4	24	10	1	39
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
Koseq Skimming Arms (7)	CGA (888) 242-2007	Galliano, LA	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	4	24	10	1	39
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
Koseq Skimming Arms (8)	CGA (888) 242-2007	Galliano, LA	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	4	24	10	1	39
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
Koseq Skimming Arms (9)	CGA (888) 242-2007	Galliano, LA	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	4	24	10	1	39
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
						2,000							
Koseq Skimming Arms (10)	CGA (888) 242-2007	Harvey, LA	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	4	24	10	1	39
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
						2,000							
Koseq Skimming Arms (11)	CGA (888) 242-2007	Harvey, LA	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	4	24	10	1	39
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
						2,000							
Saddle Back w/ Desmi 250	MSRC (800) OIL-SPIL	Portland, ME	Offshore Skimmer	1	2,112		Venice, LA	117	28	1	8.5	1	39
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
*Towable Bladder	1												
						500							
GT-185	MSRC (800) OIL-SPIL	Portland, ME	Offshore Skimmer	1	1,371		Venice, LA	117	28	1	8.5	1	39
			67' Offshore Boom	330'									
			Personnel	4									
			Crew Boat	1									
			>110' Utility Boat	1									
*Towable Bladder	1												
						500							
Stress 1	MSRC (800) OIL-SPIL	Portland, ME	Offshore Skimmer	1	15,840	0	Venice, LA	117	28	1	8.5	1	39
			67' Offshore Boom	110'									
			Personnel	4									
			* Crew/Support Boat	1									
			*Utility Boat	1									
						500							
PSV-VOO Skimming System (Transrec)	MSRC (800) OIL-SPIL	Houma, LA	Transrec 350 Skimmer	1	10,567	0	Houma, LA	200	24	1	14.5	1	41
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
						1,000							
Koseq Skimming Arms (5)	CGA (888) 242-2007	Galveston, TX	15m rigid skimming arm	2	17,829	0	Port Fourchon, LA	139	8.75	24	10	1	44
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
						2,000							
Southern Responder Transrec-350	MSRC (800) OIL-SPIL	Ingleside, TX	Transrec Skimmer	1	10,567	4,000	Ingleside, TX	566	2	1	40.5	1	45
			Backup- Stress 1 Skimmer	1									
			Operational 67' Boom	2640'									
			210' Vessel	1									
			Personnel	10-12									
			32' Support Boat	1									
			X Band Radar	1									
Infrared Camera	1												
MSRC Offshore Tank Barge 360	MSRC (800) OIL-SPIL	Tampa, FL	Offshore Barge	1	11,122	36,000	Tampa, FL	357	4	1	39.5	1	46
			67' Offshore Boom	2640'									
			Cruical Disc Skimmer	1									
			* Crew/Support Boat	1-2									
			Personnel	8-18									
			* Offshore Tug	2									
			X Band Radar	1									
Infrared Camera	1												

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified. ** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
Florida Responder Transrec-350	MSRC (800) OIL-SPIL	Miami, FL	Transrec Skimmer	1	10,567	4,000	Miami, FL	628	2	1	45	1	49
			Backup- Stress 1 Skimmer	1									
			Operational 67' Boom	2640'									
			210' Vessel	1									
			Personnel	10-12									
			32' Support Boat	1									
			X Band Radar	1									
Infrared Camera	1												
PSV-VOO Skimming System (Crucial Disc)	MSRC (800) OIL-SPIL	Lake Charles, LA	Crucial Disc Skimmer	1	11,122	0	Lake Charles, LA	355	24	1	25.5	1	52
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
			* Marine Portable Tank	2									
PSV-VOO Skimming System (Crucial Disc)	MSRC (800) OIL-SPIL	Lake Charles, LA	Crucial Disc Skimmer	1	11,122	0	Lake Charles, LA	355	24	1	25.5	1	52
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
			* Marine Portable Tank	2									
PSV-VOO Skimming System (Transrec)	MSRC (800) OIL-SPIL	Lake Charles, LA	Transrec 350 Skimmer	1	10,567	0	Lake Charles, LA	355	24	1	25.5	1	52
			67' Boom	1320'									
			* PSV-VOO	1									
			Personnel	3									
			* Support Vessel	1									
			* Marine Portable Tank	2									
MSRC-570 Offshore Barge	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Barge	1	22,244	56,900	Galveston, TX	414	4	1	46	1	52
			67' Offshore Boom	2640'									
			Crucial Disc Skimmer	2									
			* Crew/Support Boat	1-2									
			Personnel	6-18									
			* Offshore Tug	2									
			X Band Radar	1									
			Infrared Camera	1									
			15m rigid skimming arm	2									
			Personnel	4									
Koseq Skimming Arms (3)	CGA (888) 242-2007	Galveston, TX	15m rigid skimming arm	2	17,829	0	Galveston, TX	414	4	24	29.5	1	59
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
			2,000										
Koseq Skimming Arms (4)	CGA (888) 242-2007	Galveston, TX	15m rigid skimming arm	2	17,829	0	Galveston, TX	414	4	24	29.5	1	59
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
			2,000										
Koseq Skimming Arms (2)	CGA (888) 242-2007	Galveston, TX	15m rigid skimming arm	2	17,829	0	Galveston, TX	414	4	24	29.5	1	59
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
			2,000										
Koseq Skimming Arms (1)	CGA (888) 242-2007	Galveston, TX	15m rigid skimming arm	2	17,829	0	Galveston, TX	414	4	24	29.5	1	59
			Personnel	4									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
			* 500 bbl Portable tank	4									
			2,000										
MSRC-403 Offshore Barge	MSRC (800) OIL-SPIL	Ingleside, TX	Offshore Barge	1	11,122	40,300	Ingleside, TX	566	4	1	63	1	69
			67' Offshore Boom	2640'									
			Crucial Disc Skimmer	1									
			* Crew/Support Boat	1-2									
			Personnel	6-18									
			* Offshore Tug	2									
			X Band Radar	1									
			Infrared Camera	1									

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
Moran/ New Hampshire	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	118,838	Houma, LA	200	24-72	0	24.5	1	50
			Personnel	4									to
			Offshore Tug	1									98
Moran/ Georgia	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	118,794	Houma, LA	200	24-72	0	24.5	1	50
			Personnel	4									to
			Offshore Tug	1									98
Moran/ Charleston	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	118,638	Houma, LA	200	24-72	0	24.5	1	50
			Personnel	4									to
			Offshore Tug	1									98
Moran/ Massachusetts	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	137,123	Houma, LA	200	24-72	0	24.5	1	50
			Personnel	4									to
			Offshore Tug	1									98
Moran/ Philadelphia	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	118,694	Houma, LA	200	24-72	0	24.5	1	50
			Personnel	4									to
			Offshore Tug	1									98
K-Sea DBL 134 Offshore Barge	CGA (888) 242-2007	Belle Chasse, LA	Offshore Barge	1	N/A	135,755	Houma, LA	200	24-72	0	24.5	1	50
			Personnel	10									to
			* Offshore Tug	1									98
New Jersey Responder Transrec-350	MSRC (800) OIL- SPIL	Edison/Perth Amboy, NJ	Transrec Skimmer	1	10,567	4,000	Edison/Perth Amboy, NJ	1725	2	1	123	1	127
			67' Offshore Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			32' Support Boat	1									
			X Band Radar	1									
Delaware Responder Transrec-350	MSRC (800) OIL- SPIL	Chesapeake City, MD	Transrec Skimmer	1	10,567	4,000	Chesapeake City, MD	1725	2	1	123	1	127
			67' Offshore Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			32' Support Boat	1									
			X Band Radar	1									
<b>DERATED RECOVERY RATE (BBL/DAY)</b>												<b>897,750</b>	
<b>STORAGE CAPACITY INCLUDING SKIMMING VESSELS (BARRELS)</b>												<b>1,061,537</b>	

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)



## Mississippi Canyon 391 Exploratory Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
FRV M/V Grand Bay	CGA (888) 242-2007	Venice, LA	Lori Brush Skimmer	2	5,000	65	Venice, LA	117	2	0	5.5	1	9
			36" Boom	46'									
			48" Vessel	1									
			Personnel	4									
SWS CGA-74 Trinity Shallow Water Skimmer	CGA (888) 242-2007	Venice, LA	Marco Belt Skimmer	2	21,500	249	Venice, LA	117	2	1	5.5	1	10
			36" Auto Boom	150'									
			Personnel	5									
			56" SWS Vessel	1									
			* 14'-16" Alum. Flatboat	2									
SWS CGA-73 Trinity Shallow Water Skimmer	CGA (888) 242-2007	Leeville, LA	Marco Belt Skimmer	2	21,500	249	Leeville, LA	149	2	1	7	1	11
			36" Auto Boom	150'									
			Personnel	5									
			56" SWS Vessel	1									
			* 14'-16" Alum. Flatboat	2									
FRV M/V RW Armstrong	CGA (888) 242-2007	Morgan City, LA	Lori Brush Skimmer	2	5,000	65	Morgan City, LA	239	2	0	11	1	14
			36" Boom	46'									
			48" Vessel	1									
			Personnel	4									
SWS CGA-72 Trinity Shallow Water Skimmer	CGA (888) 242-2007	Morgan City, LA	Marco Belt Skimmer	2	21,500	249	Morgan City, LA	239	2	1	11	1	15
			36" Auto Boom	150'									
			Personnel	5									
			56" SWS Vessel	1									
			* 14'-16" Alum. Flatboat	2									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Belle Chasse, LA	Offshore Skimmer	1	905	400	Venice, LA	117	4	1	8.5	1	15
			18" Boom	50'									
			Personnel	4									
			* Push Boat	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Belle Chasse, LA	Marco I Skimmer	1	3,588	24	Venice, LA	117	4	1	8.5	1	15
			Personnel	4									
			30' Shallow Water Vessel	1									
			Offshore Skimmer	1									
SBS w/ GT-185 w/adaptor	MSRC (800) OIL-SPIL	Baton Rouge, LA	Offshore Skimmer	1	1,371	400	Venice, LA	117	5	1	8.5	1	16
			18" Boom	50'									
			Personnel	6									
			Non-self-propelled barge	1									
			Push Boat	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Pascagoula, MS	Marco I Skimmer	1	3,588	24	Venice, LA	117	5.5	1	8.5	1	16
			Personnel	4									
			30' Shallow Water Vessel	1									
			Skimmer	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Pascagoula, MS	18" Boom	50'	905	400	Venice, LA	117	5.5	1	8.5	1	16
			Personnel	4									
			* Push Boat	1									
			Skimmer	1									
SBS w/ AardVAC	MSRC (800) OIL-SPIL	Pascagoula, MS	Skimmer	1	3,840	400	Venice, LA	117	5.5	1	8.5	1	16
			18" Boom	50'									
			Personnel	4									
			Push Boat	1									
			Skimmer	1									
GT-185	MSRC (800) OIL-SPIL	Pascagoula, MS	Skimmer	1	1,371	0	Venice, LA	117	6	1	8.5	1	16
			87" Boom	110'									
			Personnel	4									
			* Crew/Utility Boat	1									
			* Utility Boat	1									
Temporary Storage	1												
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer	1	905	400	Venice, LA	117	7	1	8.5	1	18
			18" Boom	50'									
			Personnel	4									
			* Push Boat	1									

Table 9.D.5 Nearshore On-Water Recovery Activation List

## Mississippi Canyon 391 Exploratory Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC In Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
FRV M/V Bastian Bay	CGA (888) 242-2007	Lake Charles, LA	Lori Brush Skimmer 38" Boom 48' Vessel Personnel	2 48' 1 4	5,000	65	Lake Charles, LA	355	2	0	16	1	19
SWS CGA-52 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Venice, LA	Marco Belt Skimmer * 18" Boom (contractor) Personnel 38' Skimming Vessel	1 100' 3 1	3,588	34	Venice, LA	117	4	1	13	1	19
			Shallow Water Barge	1		249							
SWS CGA-55 Egmopol Shallow Water Skimmer	CGA (888) 242-2007	Morgan City, LA	Belt Skimmer * 18" Boom (contractor) Personnel 38' Skimming Vessel Shallow Water Barge	1 100' 3 1 1	3,000	90	Venice, LA	117	5	1	13	1	20
						249							
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Galveston, TX	Marco I Skimmer Personnel 30' Shallow Water Vessel	1 4 1	3,588	24	Venice, LA	117	9.5	1	8.5	1	20
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Galveston, TX	Skimmer 18" Boom Personnel Push Boat	1 50' 6 1	905	400	Venice, LA	117	9.5	1	8.5	1	20
SBS w/ GT-185 w/adapter	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Skimmer 18" Boom Personnel Non-self-propelled barge Push Boat	1 50' 6 1 1	1,371	400	Venice, LA	117	9.5	1	8.5	1	20
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Memphis, TN	Offshore Skimmer 18" Boom Personnel * Push Boat	1 60' 4 1	905	400	Venice, LA	117	9.5	1	8.5	1	20
SWS CGA-53 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Leeville, LA	Marco Belt Skimmer * 18" Boom (contractor) Personnel 38' Skimming Vessel	1 100' 3 1	3,588	34	Venice, LA	117	5.5	1	13	1	21
SWS CGA-51 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Lake Charles, LA	Marco Belt Skimmer * 18" Boom (contractor) Personnel 34' Skimming Vessel Shallow Water Barge	1 100' 3 1 1	3,588	20	Venice, LA	117	7	1	13	1	22
						249							

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC In Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Offshore Skimmer 18" Boom Personnel * Push Boat	1 50' 4 1	905	400	Venice, LA	117	7	1	8.5	1	18
FRV M/V Bastian Bay	CGA (888) 242-2007	Lake Charles, LA	Lori Brush Skimmer 36" Boom 48' Vessel Personnel	2 46' 1 4	5,000	65	Lake Charles, LA	355	2	0	16	1	19
SWS CGA-52 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Venice, LA	Marco Belt Skimmer * 18" Boom (contractor) Personnel 38' Skimming Vessel Shallow Water Barge	1 100' 3 1 1	3,588	34	Venice, LA	117	4	1	13	1	19
SWS CGA-55 Egmopol Shallow Water Skimmer	CGA (888) 242-2007	Morgan City, LA	Belt Skimmer * 18" Boom (contractor) Personnel 38' Skimming Vessel Shallow Water Barge	1 100' 3 1 1	3,000	90	Venice, LA	117	5	1	13	1	20
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Galveston, TX	Marco I Skimmer Personnel 30' Shallow Water Vesse	1 4 1	3,588	24	Venice, LA	117	9.5	1	8.5	1	20
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Galveston, TX	Skimmer 18" Boom Personnel Push Boat	1 50' 6 1	905	400	Venice, LA	117	9.5	1	8.5	1	20
SBS w/ GT-185 w/adapter	MSRC (800) OIL-SPIL	Galveston, TX	Offshore Skimmer 18" Boom Personnel Non-self-propelled barge Push Boat	1 50' 6 1 1	1,371	400	Venice, LA	117	9.5	1	8.5	1	20
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Memphis, TN	Offshore Skimmer 18" Boom Personnel * Push Boat	1 60' 4 1	905	400	Venice, LA	117	9.5	1	8.5	1	20
SWS CGA-53 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Leeville, LA	Marco Belt Skimmer * 18" Boom (contractor) Personnel 38' Skimming Vessel	1 100' 3 1	3,588	34	Venice, LA	117	5.5	1	13	1	21
SWS CGA-51 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Lake Charles, LA	Marco Belt Skimmer * 18" Boom (contractor) Personnel 34' Skimming Vessel Shallow Water Barge	1 100' 3 1 1	3,588	20	Venice, LA	117	7	1	13	1	22

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC In Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
FRV CGA 58 Timbalier Bay	CGA (888) 242-2007	Aransas Pass, TX	Lon Brush Skimmer	2	5,000	65	Galveston, TX	414	2	0	19	1	22
			36" Boom	46'									
			48" Vessel	1									
SWS CGA-71 Trinity Shallow Water Skimmer	CGA (888) 242-2007	Galveston, TX	Marco Belt Skimmer	2	21,500	249	Galveston, TX	414	2	1	19	1	23
			36" Auto Boom	150'									
			Personnel	5									
			56" SWS Vessel	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Ingleside, TX	* 14'-16" Alum. Flatboat	2	3,588	24	Venice, LA	117	12.25	1	8.5	1	23
			Marco I Skimmer	1									
			Personnel	4									
SBS w/ GT-185 w/adaptor	MSRC (800) OIL-SPIL	Ingleside, TX	30' Shallow Water Vesse	1	1,371	400	Venice, LA	117	12.25	1	8.5	1	23
			Skimmer	1									
			18" Boom	50'									
WP-1	MSRC (800) OIL-SPIL	Tampa, FL	Personnel	4	3,017	500	Venice, LA	117	13	1	8.5	1	24
			* Crew Boat	1									
			Towable Bladder	1									
			Offshore Skimmer	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Savannah, GA	18" Boom	50'	3,588	24	Venice, LA	117	13.5	1	8.5	1	24
			Personnel	4									
			30' Shallow Water Vesse	1									
CGA-54 Egmopol Shallow Water Skimmer	CGA (888) 242-2007	Galveston, TX	Marco I Skimmer	1	3,000	90	Venice, LA	117	10	1	13	1	25
			* 18" Boom (contractor)	100'									
			Personnel	3									
			34' Skimming Vessel	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Roxana, IL	Shallow Water Barge	1	905	400	Venice, LA	117	14	1	8.5	1	25
			Offshore Skimmer	1									
			18" Boom	60'									
			Personnel	4									
WP-1	MSRC (800) OIL-SPIL	Miami, FL	* Push Boat	1	3,017	500	Venice, LA	117	16	1	8.5	1	27
			Offshore Skimmer	1									
			20" Boom	50'									
			Personnel	4									
Barge Boat w/ AARDVAC	MSRC (800) OIL-SPIL	Miami, FL	* Utility Boat	2	3,840	500	Venice, LA	117	16	1	8.5	1	27
			Offshore Skimmer	1									
			20" Boom	50'									
			Personnel	4									
Barge Boat w/ AARDVAC	MSRC (800) OIL-SPIL	Miami, FL	* Barge Boat	1	3,840	500	Venice, LA	117	16	1	8.5	1	27
			Offshore Skimmer	1									
			20" Boom	50'									
			Personnel	4									
			* Towable Bladder	1									

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC In Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Whiting, IN	Offshore Skimmer	1	905	400	Venice, LA	117	17.25	1	8.5	1	28
			18" Boom	60'									
			Personnel	4									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Toledo, OH	Offshore Skimmer	1	905	400	Venice, LA	117	18.5	1	8.5	1	29
			18" Boom	60'									
			Personnel	4									
MSRC "Quick Strike"	MSRC (800) OIL-SPIL	Lake Charles, LA	LORI Brush Skimmer	2	5,000	50	Lake Charles, LA	355	2	1	25.5	1	30
			Personnel	4									
			47" Fast Response Boat	1									
MSRC "Lightning"	MSRC (800) OIL-SPIL	Tampa, FL	LORI Brush Skimmer	2	5,000	50	Tampa, FL	357	2	1	25.5	1	30
			Personnel	4									
			47" Fast Response Boat	1									
SBS w/ AardVAC	MSRC (800) OIL-SPIL	Virginia Beach, VA	Offshore Skimmer	1	3,840	400	Venice, LA	117	20	1	8.5	1	30
			18" Boom	50'									
			Personnel	4									
			* Barge Boat	1									
SBS w/ Stress 1	MSRC (800) OIL-SPIL	Chesapeake City, MD	Offshore Skimmer	1	15,840	400	Venice, LA	117	21.25	1	8.5	1	32
			18" Boom	50'									
			Personnel	4									
SBS w/ Stress 1	MSRC (800) OIL-SPIL	Edison/Perth Amboy, NJ	Offshore Skimmer	1	15,840	400	Venice, LA	117	23	1	8.5	1	34
			18" Boom	50'									
			Personnel	4									
			* Barge Boat	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Edison/Perth Amboy, NJ	Marco I Skimmer	1	3,588	24	Venice, LA	117	22.75	1	8.5	1	34
			Personnel	4									
			30' Shallow Water Vesse	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Edison/Perth Amboy, NJ	Marco I Skimmer	1	3,588	24	Venice, LA	117	22.75	1	8.5	1	34
			Personnel	4									
			30' Shallow Water Vesse	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Everett, MA	Offshore Skimmer	1	905	400	Venice, LA	117	26	1	8.5	1	37
			18" Boom	50'									
			Personnel	4									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Portland, ME	Marco I Skimmer	1	3,588	24	Venice, LA	117	28	1	8.5	1	39
			Personnel	4									
			30' Shallow Water Vesse	1									
SBS w/ WP-1	MSRC (800) OIL-SPIL	Portland, ME	Offshore Skimmer	1	3,017	400	Venice, LA	117	28	1	8.5	1	39
			18" Boom	50'									
			* Utility Boat	1									
			Personnel	4									
MSRC "Relentless"	MSRC (800) OIL-SPIL	Norfolk, VA	LORI Brush Skimmer	2	5,000	50	Norfolk, VA	1643	2	1	117.5	1	122
			Personnel	4									
			47" Fast Response Boat	1									
<b>DERATED RECOVERY RATE (BBL/DAY)</b>											<b>239,808</b>		
<b>SKIMMING VESSEL STORAGE CAPACITY (BARRELS)</b>											<b>14,762</b>		

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

## Mississippi Canyon 391 Exploratory Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
AMPOL (800) 482-6765	Harvey, LA	Containment Boom - 18" to 24"	28,600'	Venice, LA	4	1	1	6
		Containment Boom - 6" to 10"	2,400'					
		Response Boats - 14' to 20'	1					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	2					
		Shallow Water Skimmers	1					
Response Personnel	18							
USES Environmental (888) 534-2744	Belle Chasse, LA	Containment Boom - 18" to 24"	600'	Venice, LA	4	1	1	6
USES Environmental (888) 534-2744	Meraux, LA	Containment Boom - 18" to 24"	6000'	Venice, LA	4	1	1	6
		Containment Boom - 6" to 10"	1000'					
		Response Boats - 14' to 20'	13					
		Response Boats - 21' to 36'	4					
		Portable Skimmers	3					
Response Personnel	44							
USES Environmental (888) 534-2744	Harvey, LA	Containment Boom - 18" to 24"	300'	Venice, LA	4	1	1	6
USES Environmental (888) 534-2744	Marrero, LA	Containment Boom - 18" to 24"	600'	Venice, LA	4	1	1	6
USES Environmental (888) 534-2744	Venice, LA	Containment Boom - 18" to 24"	10,000'	Venice, LA	4	1	1	6
		Response Boats - 14' to 20'	8					
		Response Boats - 21' to 36'	3					
		Portable Skimmers	2					
		Shallow Water Skimmers	1					
OMI (800) 645-6671	Belle Chasse, LA	Containment Boom - 18" to 24"	21,000'	Venice, LA	4	1	1	6
		Containment Boom - 6" to 10"	500'					
		Response Boats - 14' to 20'	6					
		Response Boats - 21' to 36'	5					
		Portable Skimmers	23					
		Shallow Water Skimmers	1					
		Bird Scare Cannons	20					
		Response Personnel	18					
CGA (888) 242-2007	Harvey, LA	Wildlife Rehab Trailer	1	Venice, LA	4	1	1	6
		Wildlife Husbandry Trailer	1					
		Support Trailer	1					
		Contract Truck (Third Party)	3					
		Personnel (Responder/Mechanic)	4					
Wildlife Ctr. of Texas (713) 861-9453	Baton Rouge, LA	Wildlife Specialist - Personnel	6 to 20	Venice, LA	5	1	1	7
USES Environmental (888) 534-2744	Geismar, LA	Containment Boom - 18" to 24"	1000'	Venice, LA	4.75	1	1	7
		Response Boats - 14' to 20'	3					
		Portable Skimmers	1					
		Response Personnel	9 to 18					
USES Environmental (888) 534-2744	Hahnville, LA	Containment Boom - 18" to 24"	500'	Venice, LA	4.25	1	1	7
USES Environmental (888) 534-2744	Amelia, LA	Containment Boom - 18" to 24"	1000'	Venice, LA	5	1	1	7
USES Environmental (888) 534-2744	Lafitte, LA	Containment Boom - 18" to 24"	1000'	Venice, LA	4.25	1	1	7
		Response Boats - 14' to 20'	2					

Table 9.D.11 Shoreline Protection and Wildlife Support List

## Mississippi Canyon 391 Exploratory Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
Clean Harbors (800) 645-8265	Baton Rouge, LA	Containment Boom - 18" to 24"	14,000'	Venice, LA	5	1	1	7
		Response Boats - 14' to 20'	1					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	3					
		Response Personnel	10					
USES Environmental (888) 534-2744	Biloxi, MS	Containment Boom - 18" to 24"	2,000'	Venice, LA	5	1	1	7
		Response Boats - 14' to 20'	1					
		Portable Skimmers	2					
OMI (800) 645-6671	Port Allen, LA	Containment Boom - 18" to 24"	2500'	Venice, LA	5	1	1	7
		Containment Boom - 6" to 10"	500'					
		Response Boats - 14' to 20'	3					
		Response Boats - 21' to 36'	3					
		Portable Skimmers	3					
		Response Personnel	18					
OMI (800) 645-6671	Morgan City, LA	Containment Boom - 18" to 24"	1000'	Venice, LA	5	1	1	7
		Containment Boom - 6" to 10"	500'					
		Response Boats - 14' to 20'	1					
		Portable Skimmers	1					
		Response Personnel	8					
ES&H Environmental (877) 437-2634	Houma, LA	Containment Boom - 18" to 24"	45,600'	Venice, LA	4.75	1	1	7
		Containment Boom - 6" to 10"	15,000'					
		Response Boats - 14' to 20'	38					
		Response Boats - 21' to 36'	13					
		Portable Skimmers	35					
		Shallow Water Skimmers	1					
		Bird Scare Cannons	200					
		Response Personnel	11					
ES&H Environmental (877) 437-2634	Morgan City, LA	Containment Boom - 18" to 24"	2,000'	Venice, LA	5	1	1	7
		Containment Boom - 6" to 10"	1,200'					
		Response Boats - 14' to 20'	7					
		Response Boats - 21' to 36'	8					
		Portable Skimmers	6					
		Response Personnel	6					
Lawson Environmental Service (985) 876-0420	Houma, LA	Containment Boom - 18" to 24"	50,000'	Venice, LA	4.75	1	1	7
		Containment Boom - 6" to 10"	9,500'					
		Response Boats - 14' to 20'	38					
		Response Boats - 21' to 36'	21					
		Portable Skimmers	6					
		Shallow Water Skimmers	2					
USES Environmental (888) 534-2744	Mobile, AL	Containment Boom - 18" to 24"	5,000'	Venice, LA	6	1	1	8
		Containment Boom - 6" to 10"	800'					
		Response Boats - 14' to 20'	3					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	3					
Clean Harbors (800) 645-8265	New Iberia, LA	Containment Boom - 18" to 24"	33,800'	Venice, LA	6	1	1	8
		Containment Boom - 6" to 10"	500'					
		Response Boats - 21' to 36'	4					
		Portable Skimmers	22					
		Shallow Water Skimmers	1					
		Response Personnel	10					

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

## Mississippi Canyon 391 Exploratory Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
AMPOL (800) 482-6765	New Iberia, LA	Containment Boom - 6" to 10"	750'	Venice, LA	6	1	1	8
		Containment Boom - 18" to 24"	4,3950'					
		Response Boats - 14' to 20'	3					
		Response Boats - 21' to 36'	10					
		Portable Skimmers	27					
		Shallow Water Skimmers	2					
		Bird Scare Cannons	7					
Response Personnel	70							
OMI (800) 645-6671	New Iberia, LA	Containment Boom - 18" to 24"	3,500'	Venice, LA	6	1	1	8
		Containment Boom - 6" to 10"	500'					
		Response Boats - 14' to 20'	6					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	6					
		Response Personnel	8					
ES&H Environmental (877) 437-2634	Port Fourchon, LA	Containment Boom - 18" to 24"	1000'	Venice, LA	5.75	1	1	8
		Containment Boom - 6" to 10"	200'					
		Response Boats - 14' to 20'	3					
		Portable Skimmers	3					
		Response Personnel	2					
MSRC (800) OIL-SPIL	Lake Charles, LA	Wildlife Trailer	1	Venice, LA	7	1	1	9
		Contract Truck (Third Party)	1					
		Personnel (Responder/Mechanic)	1					
Clean Harbors (800) 645-8265	Lake Charles, LA	Containment Boom - 18" to 24"	3000'	Venice, LA	7	1	1	9
		Response Boats - 21' to 36'	4					
		Portable Skimmers	1					
		Response Personnel	18					
SWS Environmental (877) 742-4215	Pensacola, FL	Containment Boom - 18" to 24"	2,500'	Venice, LA	6.75	1	1	9
		Response Boats - 14' to 20'	3					
		Shallow Water Skimmers	2					
		Response Personnel	20					
NRC System 212 WD-107 (800) 899-4672	Sulphur, LA	Containment Boom - 18" to 24"	24,000'	Venice, LA	7	1	1	9
		Containment Boom - 6" to 10"	600'					
		Response Boats - 14' to 20'	7					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	6					
		Shallow Water Skimmers	1					
Response Personnel	49							
Clean Harbors (800) 645-8265	Port Arthur, TX	Containment Boom - 18" to 24"	3,000'	Venice, LA	8	1	1	10
		Response Boats - 14' to 20'	7					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	3					
		Response Personnel	10					
Gamer Environmental (800) 424-1716	Port Arthur, TX	Containment Boom - 6" to 10"	21,000'	Venice, LA	8	1	1	10
		Response Boats - 14' to 20'	7					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	5					
		Bird Scare Cannons	7					
Miller Env. Services (361) 269-9800	Beaumont, TX	Containment Boom - 18" to 24"	14,000'	Venice, LA	7.75	1	1	10
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	1					
		Response Personnel	47					

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)



## Mississippi Canyon 391 Exploratory Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
OMI (800) 645-6671	Port Arthur, TX	Containment Boom - 18" to 24"	4000'	Venice, LA	8	1	1	10
		Response Boats - 14' to 20'	6					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	5					
		Shallow Water Skimmers	1					
	Response Personnel	8						
Horizon Environmental (866) 609-6208	Houston, TX	Containment Boom - 18" to 24"	28,600'	Venice, LA	9	1	1	11
		Containment Boom - 6" to 10"	400'					
		Response Boats - 14' to 20'	3					
		Response Boats - 21' to 36'	5					
		Portable Skimmers	11					
Clean Harbors (800) 645-8265	Houston, TX	Containment Boom - 18" to 24"	4000'	Venice, LA	9	1	1	11
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	5					
		Portable Skimmers	1					
		Shallow Water Skimmers	1					
		Response Personnel	18					
SWS Environmental (877) 742-4215	Panama City, FL	Containment Boom - 18" to 24"	12,000'	Venice, LA	8.75	1	1	11
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	3					
		Bird Scare Cannons	7					
		Response Personnel	20					
SWS Environmental (877) 742-4215	Houston, TX	Containment Boom - 18" to 24"	10,000'	Venice, LA	9	1	1	11
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	1					
		Response Personnel	20					
Gamer Environmental (800) 424-1716	Deer Park, TX	Containment Boom - 6" to 10"	24,900'	Venice, LA	8.75	1	1	11
		Response Boats - 14' to 20'	14					
		Response Boats - 21' to 36'	4					
		Portable Skimmers	18					
		Shallow Water Skimmers	3					
		Bird Scare Cannons	1					
Phoenix Pollution Control & Environmental Services (281) 838-3400	Baytown, TX	Containment Boom - 18" to 24"	17,000'	Venice, LA	8.75	1	1	11
		Containment Boom - 6" to 10"	1,150'					
		Response Boats - 14' to 20'	9					
		Response Boats - 21' to 36'	3					
		Portable Skimmers	24					
		Shallow Water Skimmers	2					
Miller Env. Services (361) 289-9800	Houston, TX	Containment Boom - 18" to 24"	14,000'	Venice, LA	9	1	1	11
OMI (800) 645-6671	Houston, TX	Containment Boom - 18" to 24"	4000'	Venice, LA	9	1	1	11
		Response Boats - 14' to 20'	4					
		Response Boats - 21' to 36'	2					
		Portable Skimmers	1					
USES Environmental (888) 534-2744	Houston, TX	Containment Boom - 18" to 24"	5,000'	Venice, LA	9	1	1	11
		Containment Boom - 6" to 10"	500'					
		Response Boats - 14' to 20'	4					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	1					
Wildlife Ctr. of Texas (713) 861-9453	Houston, TX	Wildlife Specialist - Personnel	6 to 20	Venice, LA	9	1	1	11

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

## Mississippi Canyon 391 Exploratory Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
T&T Marine (409) 744-1222 (281) 488-5757	Houston/ Galveston, TX	Containment Boom - 18" to 24"	50,000'	Venice, LA	9.5	1	1	12
		Containment Boom - 6" to 10"	1,000'					
		Response Boats - 14' to 20'	12					
		Portable Skimmers	17					
Gamer Environmental (800) 424-1716	La Marque, TX	Containment Boom - 6" to 10"	10,800'	Venice, LA	9.25	1	1	12
		Response Boats - 14' to 20'	5					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	4					
SWS Environmental (877) 742-4215	Tampa, FL	Containment Boom - 18" to 24"	1,700'	Venice, LA	13	1	1	15
		Response Boats - 21' to 36'	1					
		Portable Skimmers	2					
		Response Personnel	20					
Miller Env. Services (361) 289-9800	Corpus Christi, TX	Containment Boom - 18" to 24"	50,000'	Venice, LA	12.25	1	1	15
		Containment Boom - 6" to 10"	2,000'					
		Response Boats - 14' to 20'	10					
		Vikoma Fasflo Skimmer	3					
		4-Band Rope Mop Skim	1					
		Portable Skimmers	6					
		Shallow Water Skimmers	2					
* 110' Utility Boat	142							
SWS Environmental (877) 742-4215	St. Petersburg, FL	Containment Boom - 18" to 24"	13,000'	Venice, LA	13.5	1	1	16
		Response Boats - 14' to 20'	1					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	1					
		Response Personnel	20					
TRI-STATE (302) 737-9543	Newark, DE	Wildlife Specialist - Personnel	6 to 12	Venice, LA	21	1	1	23

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

## **SECTION 10: ENVIRONMENTAL MONITORING INFORMATION**

### **A. Monitoring Systems**

A rig based Acoustic Doppler Current Profiler (ADCP) is used to continuously monitor the current beneath the rig. Metocean conditions such as sea states, wind speed, ocean currents, etc. will also be continuously monitored. Shell will comply with NTL 2015-G04.

### **B. Incidental Takes**

Although marine mammals and other protected marine species may be seen in the area, Shell does not believe that its operations proposed under this EP will result in any incidental takes. Shell implements the mitigation measures and monitors for incidental takes of protected species according to the following notices to lessees and operators from the BOEM/BSEE:

NTL 2015-BSEE-G03 "Marine Trash and Debris Awareness and Elimination"  
NTL 2016-BOEM-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting"  
NTL 2016-BOEM-G02 "Implementation of Seismic Survey Mitigation Measures & Protected Species Observer Program"

Additionally, the NMFS 2020 Endangered Species Act, Section 7 Consultation – Biological Opinion discusses the potential for entrapment or entanglement of listed marine species from proposed operations, and specifically references the use of areas commonly called "moon pools." Shell provides the following information regarding the use of moon pools on vessels supporting the proposed operations:

- The area that may be referred to as a "moon pool" on a DP semi-submersible rig is an open area under the rig and is not enclosed and poses no risk to marine life.
- The typical drillship MODUs that may be used to conduct the operations stated in this plan will be selected from our common fleet and the sizes of the moonpools range from approximately 82 x 41 ft to 111 x 36 ft.
- Regardless of which MODU will be used, all moon pool/open areas for these operations will be used for deploying casing and well heads, tools supporting drilling, blow-out preventers, and riser system components. The moon pool will not be used to deploy remote-operated vehicles (ROVs).
- Moon pools on MODUs intended to be used do not have doors. Some MODUs have wave breakers, but these will not be used during drilling operations. All MODUs have flexible lines, which are drape hoses, to support drilling operations, see image below. By definition, drape hoses have a U-shaped bend or 'drape' in the line that allows for relative movement between the inner barrel of the telescopic joint and the outer barrel of the telescopic joint as the MODU moves (ISO 13624-1:2009 Petroleum and Natural Gas Industries). The purpose of the flexible lines is to connect a choke, kill, or auxiliary line (e.g. hydraulic) terminal fitting on the telescopic joint to the appropriate piping on the drilling structure (API Specification 16Q). These drape hoses do not present a potential entanglement or entrapment threat to listed species.



Figure 1 Moon Pool on Transocean MODU

Specific to monitoring of the moon pool during operations, there is a minimum of one camera monitoring each moon pool 24/7. During operations there are generally two or more personnel monitoring the drilling unit and overseeing the moon pool.

At the time of this submission, the MODU contractor is not selected. Once this is determined, the following mitigations will be adhered to. Shell is committed to protecting marine life and will mitigate the potential for entrapment of endangered marine species in a moon pool area specific to these activities as follows:

1. The presence of Endangered Species Act listed marine species (listed species) in moon pools will be documented in MODU daily reports and logs. If a listed species is observed, rig/vessel personnel will follow actions listed in Bullet 3.
2. MODU personnel will take steps to avoid the presence or use of multiple flexible lines or ropes and/or nettings in the moon pool in a way that potentially may result in the entrapment or entanglement of a listed species. In the event critical operational and/or safety lines, ropes or nettings will be present, camera monitoring of the moon pool area as specified below will be in place. As stated above, drape hoses are not considered a type of flexible line that potentially may result in the entanglement or entrapment of listed species.
3. Cameras will monitor the moon pool area for the presence of listed species. Camera footage will be

transmitted to the control room where personnel will monitor for presence of listed species. The occurrence of sea turtles or other listed species in a moon pool will be documented in operations daily report logs and personnel will alert our environmental lead on duty, who will immediately contact NMFS at [nmfs.psoreview@noaa.gov](mailto:nmfs.psoreview@noaa.gov) and BSEE at 985-722-7902 and [protectedspecies@bsee.gov](mailto:protectedspecies@bsee.gov) for additional guidance on any operation restrictions, continued monitoring requirements, recovery assistance needs (if required), and incidental report information.

- a. If a listed species is observed in the moon pool prior to the start of operations, appropriate rig/vessel personnel will be notified by the control room before operations will be allowed to begin.
- b. If operations have not commenced and conditions within the moonpool are such that visibility is limited to visually detect a listed species, rig/vessel personnel will monitor the moon pool for 30 minutes prior to start of activities in the moon pool. If operations are ongoing and conditions within the moonpool are such that visibility is limited, rig/vessel personnel will continue to monitor the moon pool and adjust operations (e.g., deploy or retrieve equipment) when it is safe to do so to minimize any potential interaction with an undetected listed species.
- c. If any listed species is detected in the moon pool, personnel will assess whether ongoing operations have the potential to entangle or entrap the listed species:
  - If ongoing operations in the moon pool pose no potential threat of entrapment or entanglement to the listed species (e.g. drill pipe), operations will proceed and monitoring by rig/vessel operations personnel will continue.
  - If personnel determine that a potential threat exists, operations will pause until the threat is eliminated (e.g., the animal exits the moon pool on its own).
  - If pausing operations cannot eliminate the threat (e.g., the animal cannot or will not exit the moon pool within a reasonable time on its own volition) and/or the animal is dead, in distress, or injured, personnel will alert our environmental lead on duty, who will immediately contact NMFS at [nmfs.psoreview@noaa.gov](mailto:nmfs.psoreview@noaa.gov) and BSEE at 985-722-7902 and [protectedspecies@bsee.gov](mailto:protectedspecies@bsee.gov) for additional guidance on any operation restrictions, continued monitoring requirements, recovery assistance needs (if required), and incidental report information.

### **C. Flower Garden Banks National Marine Sanctuary**

The operations proposed in this EP will not be conducted within the Protective Zones of the Flower Garden Banks and Stetson Bank.

## **SECTION 11: LEASE STIPULATIONS INFORMATION**

**OCS-G 26252, Mississippi Canyon Block 391 (Unit)**  
**OCS-G 26253, Mississippi Canyon Block 392 (Unit)**  
**OCS-G 26254, Mississippi Canyon Block 393 (Unit)**

Shell Offshore Inc. became operator effective January 2015 of the following leases:

ALL OF BLOCK 391, Mississippi Canyon  
ALL OF BLOCK 392, Mississippi Canyon  
ALL OF BLOCK 393, Mississippi Canyon

These leases are located in Military Warning Area EWTA-1 and 3 are designated as having high potential for containing archeological properties. Shell will enter into an agreement with the Commander, Eglin AFB, prior to exploratory activities in this area.

These leases are not part of a biological sensitive area, known chemosynthetic area, or shipping fairway. See Section 6 of this plan for site specific archeological information. The following stipulations are associated with these leases:

### *Stipulation No. 6 – Protected Species*

This Stipulation is addressed in the following sections of this plan:

Section 6, Threatened or endangered species, critical habitat and marine mammal information  
Section 10, Environmental Monitoring Information, Incidental takes  
Section 12, Environmental Mitigation Measures Information, Incidental takes  
Section 18, Environmental Impact Assessment

## **SECTION 12: ENVIRONMENTAL MITIGATION MEASURE INFORMATION**

### **A. Impacts to Marine and coastal environments**

The proposed action will implement mitigation measures required by laws and regulations, including all applicable Federal & State requirements concerning air emissions, discharges to water and solid waste disposal, as well as any additional permit requirements and Shell policies. Project activities will be conducted in accordance with the Regional OSRP. Section 18 of this plan discusses impacts and mitigation measures, including Coastal Habitats and Protected Areas.

### **B. Incidental Takes**

We do not anticipate any incidental takes related to the proposed operations. Shell implements the mitigation measures and monitors for incidental takes of protected species according to the following notices to lessees and operators from the BOEM/BSEE:

NTL 2015-BSEE-G03	"Marine Trash and Debris Awareness and Elimination"
NTL 2016-BOEM-G01	"Vessel Strike Avoidance and Injured/Dead Protected Species Reporting"
NTL 2016-BOEM-G02	"Implementation of Seismic Survey Mitigation Measures & Protected Species Observer Program"

NMFS 2020 Endangered Species Act, Section 7 Consultation – Biological Opinion:

- Appendix A: No seismic survey activities will take place in the Exploration Plan.
- Appendix B: Shell will comply with GOM Marine and Trash Requirements in Appendix B 2020 NMFS BiOp and BOEM/BSEE Regulations.

- Appendix C: Shell will comply with GOM Vessel Strike Avoidance and Protected Species Reporting Requirements in Appendix C and BOEM/BSEE Regulations.
- Appendix J: There will be no explosive severance operations conducted in this Exploration Plan that may result in potential for entanglement or entrapment of endangered marine species. Shell intends to follow the monitoring and reporting procedures outlined in Section 12 and apply the measures in Appendix J, if appropriate, based on consultation with NMFS.

### **SECTION 13: RELATED FACILITIES AND OPERATIONS INFORMATION**

Information regarding Related Facilities and Operations Information, transportation systems & produced liquid hydrocarbon transportation vessels are not included in this EP as such information is only necessary in the case of DOCDs.

No new pipelines to shore or pile-driving activities are associated with this Plan.



**SECTION 14: SUPPORT VESSELS AND AIRCRAFT INFORMATION**

**A. General**

Type	Maximum Fuel Tank Storage Capacity (Gals)	Maximum No. In Area at Any Time	Trip Frequency or Duration
Crew Boats	8,000	1	Twice per week
Offshore Support Vessels	120,000	2	Twice per week
Helicopter	760	1	Once per day

**B. Diesel Oil Supply Vessels**

Size of Fuel Supply Vessel	Capacity of Fuel Supply Vessel	Frequency of Fuel Transfers	Route Fuel Supply Vessel Will Take
280 foot length	100,000 gals.	1 week	6 miles from Port Fourchon to the mouth of Bayou Lafourche, then to MC 392

Vessels associated with this proposed activity will not transit the designated Bryde’s whale area in the NMFS 2020 Endangered Species Act, Section 7 Consultation – Biological Opinion.

**C. Drilling Fluids Transportation**

According to NTL 2008-G04, this information is only required when activities are proposed in the State of Florida. (Note: All surface locations are in Louisiana waters.)

Type of Material	Quantity Being Transported	Transportation Method
Synthetic-based drilling fluids	51,000 bbls/well	Storage tanks on supply boats to MODU
Well completion fluids (CaBr <sub>2</sub> /NaBr)	7,600 bbls/well	Storage tanks on supply boats to MODU
Barite/weighting agent	50# bags	Drums on supply boats to MODU

**D. Solid and Liquid Wastes Transportation**

See Section 7, Table 7B.

**E. Vicinity Map**

See Attachment 14A for Vicinity Map.



**SECTION 15: ONSHORE SUPPORT FACILITIES INFORMATION**

**A. General**

<b>Name</b>	<b>Location</b>	<b>Existing/New/Modified</b>
Fourchon	Port Fourchon, LA	Existing
Boothville Heliport	Boothville, LA	Existing

The onshore support bases for water and air transportation will be the existing terminals in Boothville and Fourchon, Louisiana. The Fourchon boat facility is operated by Shell and is located on Bayou Lafourche, south of Leeville, LA approximately 3 miles from the Gulf of Mexico. The existing onshore air support base in Boothville, LA is located at 38963 Hwy. 23, Boothville, LA 70041.

**B. Support Base Construction or Expansion**

This does not apply to this EP as Shell does not plan to construct a new onshore support base or expand an existing one to accommodate the activities proposed in this EP.

**C. Support Base Construction or Expansion Timetable**

Since no onshore support base construction or expansion is planned for these activities, a timetable for land acquisition and construction or expansion is not applicable.

**D. Waste Disposal**

See Section 7, Tables 7A and 7B.

**E. Air emissions**

Not required by BOEM GOM.

**F. Unusual solid and liquid wastes**

Not required by BOEM GOM.

**SECTION 16: SULPHUR OPERATIONS INFORMATION**

Information regarding Sulphur Operations is not included in this EP as we are not proposing to conduct sulphur operations.

**SECTION 17: COASTAL ZONE MANAGEMENT ACT (CZMA) INFORMATION**

Louisiana CZM concurrence for these leases were obtained in previous plans listed below and is not required for Supplemental EP's:

OCS-G 26252, Mississippi Canyon Block 391	Plan N-9387
OCS-G 26253, Mississippi Canyon Block 392	Plan N-9387
OCS-G 26254, Mississippi Canyon Block 393	Plan N-8379

CZM concurrence is required for the State of Alabama and the State of Texas and is included in this plan.

**ALABAMA**  
COASTAL ZONE MANAGEMENT  
CONSISTENCY CERTIFICATION

**EXPLORATION PLAN**

Type of Plan

**OCS-G 26252, Mississippi Canyon Block 391**  
**OCS-G 26253, Mississippi Canyon Block 392**  
**OCS-G 26254, Mississippi Canyon Block 393**

Lease Number and Area/Blocks

The proposed activities described in detail in this Plan will comply with Alabama's approved Coastal Resources Program and Coastal Area Management Program Policies.

SHELL OFFSHORE INC.

Operator



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Sylvia A. Bellone  
Certifying Official

01/21/2020

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Date

## Coastal Zone Management Consistency Information For the State of Alabama

In accordance with 30 CFR 550.226, Shell is hereby providing the following information in support of Section 18 (Environmental Impact Analysis) of our Plan for this lease.

The regulations found in 15 CFR 930.58 identifies necessary data and information to be furnished to the State agency. The information is as follows:

- CONSISTENCY CERTIFICATION

A Coastal Zone Consistency Certification for activities that affect the State of Alabama is provided in Section 17 of this plan.

- OTHER INFORMATION

(1) Shell shall utilize a shore base in Fourchon, Louisiana for water support and PHI's Boothville terminal for air traffic for the proposed activities.

(2) As per NTL 2008-G04, the following items have been identified as being required:

- A discussion of the method of disposal of wastes and discharges is provided in Section 7 of this EP.
- Oil Spill Information is provided in Section 9 of this plan.
- All operations are covered by Shell's Regional OSRP, which has approved by BOEM April 2013. Revisions to the plan have been approved (see Section 9). The Plan is available upon request.

(3) The following is an evaluation that includes findings relating to the coastal effects of the proposed activities and associated facilities to the relevant enforceable policies of the Alabama's Coastal Management Program:

All activities shall be consistent with Alabama's coastal management program and shall comply with all relevant rules and regulations. Pollution shall be prevented or reduced at the source; pollution that cannot be prevented shall be recycled in an environmentally safe manner; pollution that cannot be prevented or recycled shall be treated in an environmentally safe manner; and disposal or other release into the environment shall be employed only as a last resort and should be conducted in an environmentally safe manner. All activities comply with all applicable provisions of the administrative code. No activities are planned within special management areas. Activities will be carried out to avoid unnecessary conflicts with other uses of the vicinity.

### COASTAL RESOURCE USE POLICIES

Coastal Development – All activities shall be conducted in a manner that minimizes significant impacts to coastal resources. No adverse effects to Alabama's coastal area are expected in association with the proposed activities.

Mineral Resource Exploration and Extraction – No conflicts with any other mineral resource exploration and extraction are expected.

Commercial Fishing – All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable adverse disruptions to fishery migratory patterns.

Hazard Management- Effective emergency plans are in place, practiced and updated as necessary. The best practical techniques shall be utilized to prevent the release of pollutants or toxic substances into the environment.

Shoreline Erosion - All uses and activities shall be planned, sited, designed, constructed operated and maintained to avoid to the maximum extent practicable adverse alteration of protective coastal features

Recreation – We have considered the general factors utilized by permitting authorities and have determined that the proposed activities shall cause no adverse impacts on areas of public use or concern and all uses and activities shall be planned, sited, designed, constructed operated and maintained to avoid to the maximum extent practicable adverse alteration of these areas. BOEM has regulations in place which explicitly prohibit the disposal of equipment, cables, chains, chains, containers or other materials which may pose an unreasonable risk to public health, property, aquatic life, wildlife, recreation, navigation, commercial fishing, or other uses of the ocean into offshore waters. Although marine debris gets lost from time to time, the impact on Gulf Coast recreational beaches is expected to be minimal. No impacts are expected to adversely affect Public access to tidal and submerged lands, navigable waters and beaches or other public recreational resources.

Transportation - Alabama's transportation resources are not expected to be impacted, as shore bases in Fourchon and Amelia, Louisiana will be utilized for the proposed operations. Also, boats will not travel through any sensitive coastal areas off of the coast of Alabama.

#### NATURAL RESOURCE PROTECTION POLICIES

Biological Productivity - All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable adverse alteration of biologically valuable areas. All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable reductions in long-term biological productivity of the coastal ecosystem. No impacts are expected to adversely affect the biological productivity of the area.

Water Quality - The proposed activities shall be carried out in conformance with applicable water quality laws, standards and regulations. All discharges shall be covered by an NPDES permit. There shall be no discharge of untreated produced water, drilling muds, or cuttings resulting from energy exploration and production activities to the coastal waters of Alabama. Produced waters that are discharged offshore are diluted and dispersed to very near background levels at a distance of 1,000 m and are undetectable at a distance of 3,000 m from the discharge point. The BOEM regulations, the USEPA's NPDES general permit and the USCG regulations implementing MARPOL 73/78 Annex V prohibit the disposal of any trash and debris into the marine environment.

Water Resources - All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable detrimental discharges into coastal waters.

Air Quality - The proposed activities shall be carried out in conformance with applicable air quality laws, standards and regulations. Emissions from the proposed activities are not expected to have significant impacts on onshore air quality because of the prevailing atmospheric conditions, emission heights, emission rates and the distance of these emissions from the coastline.

Wetlands and Submerged Grass beds - All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable reductions of natural circulation patterns within or into wetlands and submerged grass beds. Pipeline and navigation canals are considered the most significant impacting factors to wetlands and neither is proposed in the plan. Proposed activities are not expected to have any adverse impact on sea grass communities.

Beach and Dune Protection - Effective environmental protection plans are in place, practiced and updated as necessary. No significant impacts to the physical shape and structure of barrier beaches and associated dunes are expected to occur. In the unlikely event of a spill contacting a barrier beach, sand removal during cleanup would be minimized.

Wildlife Habitat Protection - We have considered the general factors utilized by permitting authorities and have determined that the proposed activities shall cause no adverse impacts on wildlife habitat areas. All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable adverse alteration of wildlife habitats or coastal wildlife. Proposed activities are in OCS waters, so they are located away from critical wildlife and vegetation areas. Access routes from shore base operations shall pose no adverse impacts on

### Endangered Species

No impacts are expected to adversely affect wildlife and fishery habitat, especially the designated Critical Habitats of Endangered Species.

*Beach mice* – Potential impacts include oil spills, oil-spill response activities, consumption of beach trash and debris and coastal habitat degradation. No significant impacts to beach mice are expected to occur. Protective measures required under the Endangered Species Act should prevent any oil-spill response and cleanup activities from having significant impact to beach mice and their habitat.

*Marine birds*– Potential impact-producing factors for marine birds in the offshore environment include helicopter and service vessel traffic and noise, air emissions, degradation of water quality, habitat degradation and ingestion discarded trash and debris from service vessels and OCS structures. Adverse impacts to endangered coastal and marine birds are expected to be sublethal.

*Sea turtles* – Potential impact-producing factors from the proposed activities that may affect sea turtles include water quality degradation from operational discharges, noise from helicopter and vessel traffic and operating platforms, vessel collisions, brightly lit platforms and swallowing or getting tangled in OCS-related trash and debris. Routine activities are expected to be sublethal and unlikely to have significant adverse effects on the size and recovery of any sea turtle species or population in the Gulf of Mexico.

*Sturgeon* – Drilling mud discharges may contain chemicals toxic to sturgeon, at concentrations four or five orders of magnitude higher than concentrations found a few meters from the discharge point. These discharges dilute to background levels within 1000m of the discharge point. No impacts from the proposed activities are expected.

Cultural Resources Protection -All uses and activities shall be planned, sited, designed, constructed, operated and maintained to avoid to the maximum extent practicable adverse alteration of cultural resources. No impacts are expected to adversely affect historical, architectural, or archaeological sites. Should any historical, architectural, or archaeological resource be discovered in the course of conducting authorized activities, the Alabama Department of Environmental Management and the Alabama State Historical Officer shall be notified.



TEXAS  
COASTAL ZONE MANAGEMENT  
CONSISTENCY CERTIFICATION

Exploration Plan

Type of Plan

**OCS-G 26252, Mississippi Canyon Block 391**

**OCS-G 26253, Mississippi Canyon Block 392**

**OCS-G 26254, Mississippi Canyon Block 393**

Lease Number and Area/Blocks

The proposed activities described in detail in this Plan will comply with Texas' State and Local Coastal Resources Management Act of 1978, Coastal Resources Program, and Coastal Area Management Enforceable Policies.

SHELL OFFSHORE INC.

Operator



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Sylvia A. Bellone  
Certifying Official

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01/21/2020

Date

**Coastal Zone Management Consistency Information  
For the State of Texas**

In accordance with Subpart E of 15 CFR 903 "Consistency for Outer Continental Shelf (OCS) Exploration, Development and Production Activities" and as required by 15 CFR 930.58, Shell is hereby providing the following information in support of the Environmental Impact Analysis submitted as Section 18 of this plan.

15 CFR 930.58 identifies necessary data and information to be furnished to the State agency. The information is as follows:

**(a) CONSISTENCY CERTIFICATION**

A Coastal Zone Consistency Certification for activities that affect the State of Texas is provided in Section 17 of the EP.

**OTHER INFORMATION**

A detailed description of the proposed activities, coastal effects, and comprehensive information sufficient to support this Consistency Certification is presented in Section 17 of the EP. As per NTL 2008-G04, the following items have been identified as being required:

- A discussion of the method of disposal of wastes and discharges is provided in Section 7 of the EP.
- Oil Spill Information is provided in Section 9 of the EP. All operations are covered by Shell's Regional Oil Spill Response Plan. The Plan is available upon request.

(2) Following is an evaluation that includes findings relating the coastal effects of the proposed activities and associated facilities to the relevant enforceable policies of the Texas' Coastal Management Program (TCMP), Title 31, Part 16, Chapter 501, Subchapter B:

**(Category 2)**

**Construction, Operation & Maintenance of Oil & Gas Exploration & Production Facilities**

No operations are proposed in or near any critical areas. The proposed activities are not development in nature, and no facility construction is proposed. The proposed activities are >100 miles from the Texas shoreline; therefore, we expect no adverse impacts to CNRAs or beach access and use rights of the public. All activities shall be conducted in a manner that minimizes significant impacts to coastal resources. No adverse effects to Texas' coastal area are expected in association with the proposed activities.

**(Category 3)**

**Discharges of Wastewater and Disposal of Waste from Oil and Gas Exploration and Production Activities**

No discharge of wastewater or disposal of waste from the proposed activities will occur in the Texas' coastal zone, therefore no impact to Texas' coastal waters is expected.

**(Category 4)**

**Construction and Operation of Solid Waste Treatment, Storage, and Disposal Facilities**

No construction of solid waste facilities or expansion of existing facilities in the coastal zone are proposed in the attached plan, therefore, no adverse effects on any features of Texas' coastal zone are expected.

**(Category 5)**

**Prevention, Response, and Remediation of Oil Spills**

The proposed activities will be covered under an approved Regional Oil Spill Response Plan. The plan is in place, practiced, and updated as necessary. The best practical techniques shall be utilized to prevent the release of pollutants or toxic substances into the environment. All involved vessels and facilities are designed to be capable of prompt response and adequate removal of accidental discharges of oil. In addition, the proposed activities are >100 miles from shore; therefore, no damages to natural resources are expected as the result of an unauthorized discharge of oil into coastal waters.

**(Category 6)**

**Discharge of Municipal and Industrial Waste Water to Coastal Waters**

No discharges from the proposed activities will occur in coastal waters. The proposed activities are >100 miles from shore, therefore there will be no effect on coastal waters.

**(Category 8)**

**Development in Critical Areas**

None of the proposed activities will occur in a critical area; therefore, no effects to Texas' coastal zone are expected. The activity will not jeopardize the continued existence of species listed as endangered or threatened and will not result in likelihood of the destruction or adverse modification of a habitat determined to be a critical habitat under the Endangered Species Act. The activity will not cause or contribute to violation of any applicable surface water quality standards. The activity will not violate any requirement imposed to protect a marine sanctuary.

**(Category 9)**

**Construction of Waterfront Facilities and Other Structures on Submerged lands**

No waterfront facilities or other structures are proposed on submerged lands in the Texas coastal zone, therefore the proposed activities are not expected to have any adverse impacts on submerged lands.

**(Category 10)**

**Dredging and Dredged Material Disposal and Placement**

No dredging or disposal/placement of dredged material is proposed, therefore no adverse effects to coastal waters, submerged lands, critical areas, coastal shore areas, or Gulf beaches are expected.

**(Category 11)**

**Construction in the Beach / Dune System**

The proposed activities do not include any construction projects in critical dune areas or areas adjacent to or on Gulf beaches, therefore, no impact to Texas' beach or dune systems are expected.

**(Category 15)**

**Alteration of Coastal Historic Areas**

The proposed activities do not include any alteration or disturbance of a coastal historic area; therefore, no impacts to are expected to adversely affect any historical, architectural, or archaeological site in Texas' coastal zone.

**(Category 16)**

**Transportation**

The proposed activities do not include any transportation construction projects within the coastal zone; therefore, no impacts to Texas' coastal zone are expected.

**(Category 17)**

**Emission of Air Pollutants**

The proposed activities shall be carried out in conformance with applicable air quality laws, standards, and regulations. Emissions from the proposed activities are not expected to have significant impacts on onshore air quality because of the prevailing atmospheric conditions, emission heights, emission rates, and the distance of these emissions from the coastline. The proposed activities will occur >100 miles from shore and will be within the exemption limits set by BOEM, therefore, no impacts to Texas' coastal zone is expected.

**(Category 18)**

**Appropriations of Water**

The proposed activities do not include the impoundment or diversion of state water, therefore, no impacts to Texas' coastal zone is expected.

**(Category 20)**

**Marine Fishery Management**

The proposed activities are located >100 miles from shore and are not expected to have any effect on marine fishery management or fishery migratory patterns within waters in the coastal zone of Texas.

**(Category 22)**

**Administrative Policies**

The necessary information for applicable agencies to make an informed decision on the proposed activities has been provided

In conclusion, all activities shall be consistent with Texas' coastal management program and shall comply with all relevant rules and regulations. No activities are planned within any critical areas. Activities will be carried out avoiding unnecessary conflicts with other uses of the vicinity.

**SECTION 18: ENVIRONMENTAL IMPACT ANALYSIS (EIA)**

**Environmental Impact Analysis**

**For a**

**Supplemental Exploration Plan**

**Mississippi Canyon Block 391 (OCS-G 26252)**

**Mississippi Canyon Block 392 (OCS-G 26253)**

**Mississippi Canyon Block 393 (OCS-G 26254)**

Offshore Louisiana

June 2020

**Prepared for:**

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## Acronyms and Abbreviations

ac	acre	NMFS	National Marine Fisheries Service
ADIOS	Automated Data Inquiry for Oil Spills	NOAA	National Oceanic and Atmospheric Administration
AQR	Air Quality Emissions Report	NO <sub>x</sub>	nitrogen oxides
AQRV	Air Quality Related Values	NPDES	National Pollutant Discharge Elimination System
bbl	barrel	NTL	Notice to Lessees and Operators
BOEM	Bureau of Ocean Energy Management	NWR	National Wildlife Refuge
BSEE	Bureau of Safety and Environmental Enforcement	OCS	Outer Continental Shelf
CFR	Code of Federal Regulations	OCSLA	Outer Continental Shelf Lands Act
CH <sub>4</sub>	methane	OSRA	Oil Spill Risk Analysis
CO	carbon monoxide	OSRP	Oil Spill Response Plan
CO <sub>2</sub>	carbon dioxide	PAH	polycyclic aromatic hydrocarbon
dB	decibel	PM	particulate matter
DP	dynamically positioned	re	referenced to
DPS	distinct population segment	s	second
EEZ	exclusive economic zone	SBM	synthetic-based mud
EFH	Essential Fish Habitat	Shell	Shell Offshore Inc.
EIA	Environmental Impact Analysis	SO <sub>x</sub>	sulfur oxides
EIS	Environmental Impact Statement	USCG	U.S. Coast Guard
EP	Exploration Plan	USDOl	U.S. Department of the Interior
ESA	Endangered Species Act	USEPA	U.S. Environmental Protection Agency
FAD	fish-aggregating device	USFWS	U.S. Fish and Wildlife Service
FR	Federal Register	VOC	volatile organic compound
GMFMC	Gulf of Mexico Fishery Management Council	WBM	water-based drilling muds
H <sub>2</sub> S	hydrogen sulfide	WCD	worst case discharge
ha	hectare	WMA	Wildlife Management Area
HAPC	Habitat Area of Particular Concern		
Hz	hertz		
IPF	impact-producing factor		
kHz	kilohertz		
μPa	micropascal		
MARPOL	International Convention for the Prevention of Pollution from Ships		
MC	Mississippi Canyon		
MMC	Marine Mammal Commission		
MMPA	Marine Mammal Protection Act		
MMS	Minerals Management Service		
MODU	mobile offshore drilling unit		
MWCC	Marine Well Containment Company		
NAAQS	National Ambient Air Quality Standards		
NEPA	National Environmental Policy Act		

# Introduction

## Project Summary

Shell Offshore Inc. (Shell) is submitting a Supplemental Exploration Plan (EP) for Mississippi Canyon (MC) Blocks 391 (MC 391) for six wells (AW007, AW007 Alt, IW001, IW001 Alt, IW004, and IW005), 392 (MC 392) for five wells (AC002, AE002, AE003, IE002, IE002Alt), and 393 (MC 393) for two wells (VX001 and VX001 Alt). The Environmental Impact Analysis (EIA) provides information on potential impacts to environmental resources that could be affected by Shell's proposed activities in the project area under this EP.

The project area is in the Central Planning Area, approximately 72 miles (116 km) from the nearest shoreline (Louisiana), 142 miles (238 km) from the onshore support base at Port Fourchon, Louisiana, and 97 miles (156 km) from the helicopter base in Boothville, Louisiana. Estimated water depths at the proposed well sites range from approximately 7,158 to 7,404 ft (2,182 to 2,257 m). All distances are in statute miles.

Two mobile offshore drilling units (MODU), which will be either a dynamically positioned (DP) drillship or a DP semisubmersible rig will be used for this project. Drilling operations are expected to require up to 365 days per year from 2020 to 2031 for MODU 1 and 345 days per year from 2020 to 2023 for MODU 2. The EIA addresses the environmental impacts from the proposed EP activities.

## Purpose of the Environmental Impact Analysis

The EIA was prepared pursuant to the requirements of the Outer Continental Shelf Lands Act (OCSLA), 43 United States Code §§ 1331-1356 as well as regulations including 30 Code of Federal Regulations (CFR) 550.212 and 550.227. The EIA is a project- and site-specific analysis of Shell's planned activities under this EP.

The EIA presents data, analyses, and conclusions to support the Bureau of Ocean Energy Management (BOEM) reviews as required by the National Environmental Policy Act (NEPA) and other relevant federal laws, including the Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA). The EIA addresses impact-producing factors (IPFs), resources, and impacts associated with the proposed project activities. It identifies mitigation measures to be implemented in connection with the planned activities. Potential environmental impacts of a blowout scenario and worst-case discharge (WCD) are also analyzed.

Potential impacts have been analyzed at a broader level in the 2017 to 2022 Programmatic Environmental Impact Statement (EIS) for the Outer Continental Shelf (OCS) Oil and Gas Leasing Program (BOEM, 2016a) and in multisale EISs for the Western and Central Gulf of Mexico Planning Areas (BOEM, 2012a,b, 2013, 2014, 2015, 2016b, 2017a).

The most recent multisale EISs update environmental baseline information in light of the Macondo (*Deepwater Horizon*) incident and address potential impacts of a catastrophic spill (BOEM, 2012a,b, 2013, 2014, 2015, 2016b, 2017a). Numerous technical studies have also been conducted to address the impacts of the incident. The findings of the post-Macondo incident studies have been incorporated into this report and are supplemented by site-specific analyses, where applicable. The EIA relies on the analyses from these documents, technical studies, and

post--Macondo incident studies, where applicable, to provide BOEM and other regulatory agencies with the necessary information to evaluate Shell's EP and ensure that oil and gas exploration activities are performed in an environmentally sound manner, with minimal impacts on the environment.

## OCS Regulatory Framework

The regulatory framework for OCS activities in the Gulf of Mexico is summarized by BOEM in its Final Programmatic EIS for the OCS Oil and Gas Leasing Program for 2017 to 2022 (BOEM, 2016a). Under the OCSLA, the U.S. Department of the Interior (USDOI) is responsible for the administration of mineral exploration and development of the OCS. Within the USDOI, BOEM and the Bureau of Safety and Environmental Enforcement (BSEE) are responsible for managing and regulating the development of OCS oil and gas resources in accordance with the provisions of the OCSLA. The BSEE offshore regulations are in 30 CFR Chapter II, Subchapter B. BOEM offshore regulations are in 30 CFR Chapter V, Subchapter B.

In implementing its responsibilities under the OCSLA and NEPA, BOEM consults numerous federal departments and agencies that have authority to comment on permitting documents under their jurisdiction and maintain ocean resources pursuant to other federal laws. Among these are the U.S. Coast Guard (USCG), U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA) through the National Marine Fisheries Service (NMFS). Federal regulations (e.g., the ESA, MMPA, Coastal Zone Management Act of 1972, Magnuson-Stevens Fishery Conservation and Management Act) establish the consultation and coordination processes with federal, state, and local agencies. The NMFS Biological Opinion on the Federally Regulated Oil and Gas Program Activities in the Gulf of Mexico assess impacts and mitigation measures to listed species (NMFS, 2020).

In addition, Notices to Lessees and Operators (NTLs) are formal documents issued by BOEM and BSEE that provide clarification, description, or interpretation of pertinent regulations or standards. **Table 1** lists and summarizes the NTLs applicable to the EIA.

Table 1. Notices to Lessees and Operators (NTLs) that are applicable to this Environmental Impact Analysis (EIA), ordered from most recent to oldest.

NTL	Title	Summary
BOEM-2016-G01	Vessel Strike Avoidance and Injured/Dead Protected Species Reporting	Recommends protected species identification training; recommends that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species; and requires operators to report sightings of any injured or dead protected species.
BSEE-2015-G03	Marine Trash and Debris Awareness and Elimination	Instructs operators to exercise caution in the handling and disposal of small items and packaging materials; requires the posting of placards at prominent locations on offshore vessels and structures; and mandates a yearly marine trash and debris awareness training and certification process.



Table 1. (Continued).

NTL	Title	Summary
BOEM-2015-N02	Elimination of Expiration Dates on Certain Notice to Lessees and Operators Pending Review and Reissuance	Eliminates the expiration dates on past or upcoming expiration dates from NTLs currently posted on the Bureau of Ocean Energy Management website.
BOEM-2015-N01	Information Requirements for Exploration Plans, Development and Production Plans, and Development Operations Coordination Documents on the Outer Continental Shelf (OCS) for Worst Case Discharge (WCD) Blowout Scenarios	Provides guidance regarding information required in WCD descriptions and blowout scenarios.
BOEM-2014-G04	Military Warning and Water Test Areas	Provides contact links to individual command headquarters for the military warning and water test areas in the Gulf of Mexico.
BSEE-2014-N01	Elimination of Expiration Dates on Certain Notices to Lessees and Operators Pending Review and Reissuance	Eliminates expiration dates (past or upcoming) of all NTLs currently posted on the Bureau of Safety and Environmental Enforcement website.
BSEE-2012-N06	Guidance to Owners and Operators of Offshore Facilities Seaward of the Coast Line Concerning Regional Oil Spill Response Plans	Provides clarification, guidance, and information for preparation of regional Oil Spill Response Plans. Recommends description of response strategy for WCD scenarios to ensure capability to respond to oil discharges is both efficient and effective.
2011-JOINT-G01	Revisions to the List of OCS Blocks Requiring Archaeological Resource Surveys and Reports	Provides new information on which OCS blocks require archaeological surveys and reports and line spacing required in each block. This NTL augments NTL 2005-G07.
2010-N10	Statement of Compliance with Applicable Regulations and Evaluation of Information Demonstrating Adequate Spill Response and Well Containment Resources	Informs operators using subsea or surface blowout preventers on floating facilities that applications for well permits must include a statement signed by an authorized company official stating that the operator will conduct all activities in compliance with all applicable regulations, including the increased safety measures regulations ( <i>75 Federal Register</i> 63346). Informs operators that the Bureau of Ocean Energy Management will be evaluating whether each operator has submitted adequate information demonstrating that it has access to and can deploy containment resources to promptly respond to a blowout or other loss of well control.

Table 1. (Continued).

NTL	Title	Summary
2009-G40	Deepwater Communities Benthic	Provides guidance for avoiding and protecting high-density deepwater benthic communities (including chemosynthetic and deepwater coral communities) from damage caused by OCS oil and gas activities in water depths greater than 984 ft (300 m). Prescribes separation distances of 2,000 ft (610 m) from each mud and cuttings discharge location and 250 ft (76 m) from all other seafloor disturbances.
2009-G39	Biologically Sensitive Underwater Features and Areas	Provides guidance for avoiding and protecting biologically sensitive features and areas (i.e., topographic features, pinnacles, low-relief live bottom areas, and other potentially sensitive biological features) when conducting OCS operations in water depths less than 984 ft (300 m) in the Gulf of Mexico.
2009-N11	Air Quality Jurisdiction on the OCS	Clarifies jurisdiction for regulation of air quality in the Gulf of Mexico OCS.
2008-G04	Information Requirements for Exploration Plans and Development Operations Coordination Documents	Provides guidance on the information requirements for OCS plans, including EIA requirements and information regarding compliance with the provisions of the Endangered Species Act and the Marine Mammal Protection Act.
2005-G07	Archaeological Resource Surveys and Reports	Provides guidance on regulations regarding archaeological discoveries, specifies requirements for archaeological resource surveys and reports, and outlines options for protecting archaeological resources.

## Oil Spill Prevention and Contingency Planning

Shell has an approved Gulf of Mexico Regional Oil Spill Response Plan (OSRP) as a fundamental component of the planned drilling program that certifies Shell’s capability to respond to the maximum extent practicable to a WCD (30 CFR 254.2) (see **EP Section 9**). The OSRP demonstrates Shell’s capability to rapidly and effectively manage oil spills that may result from drilling operations. Despite the extremely low likelihood of a large oil spill occurring during the project, Shell has designed its response program based on a regional capability of responding to a range of spill volumes that increase from small operational spills to a WCD from a well blowout. Shell’s program is intended to meet the response planning requirements of the relevant coastal states and federal oil spill planning regulations. The OSRP includes information regarding Shell’s regional oil spill organization, dedicated response assets, potential spill risks, and local environmental sensitivities. The OSRP presents specific information on the response program that includes a description of personnel and equipment mobilization, the incident management team organization, and the strategies and tactics used to implement effective and sustained spill containment and recovery operations.

## EIA Organization

The EIA is organized into **Sections A** through **I** corresponding to the requirements of NTL 2008-G04 (as extended by NTL 2015-N02), which provides guidance regarding information required by 30 CFR Part 550 for EIAs. The main impact-related discussions are in **Section A** (Impact-Producing Factors) and **Section C** (Impact Analysis).

## A. Impact-Producing Factors

Based on the description of Shell’s proposed activities, a series of IPFs have been identified. **Table 2** identifies the environmental resources that may be affected in the left column and identifies sources of impacts associated with the proposed project across the top. **Table 2** was adapted from Form BOEM-0142 and developed *a priori* to focus the impact analysis on those environmental resources that may be impacted as a result of one or more IPFs. The tabular matrix indicates which routine activities and accidental events could affect specific resources. An “X” indicates that an IPF could reasonably be expected to affect a certain resource, and a dash (–) indicates no impact or negligible impact. Where there may be an effect, an analysis is provided in **Section C**. Potential IPFs for the proposed activities are listed below and briefly discussed in the following sections.

- MODU presence (including noise and lights);
- Physical disturbance to the seafloor;
- Air pollutant emissions;
- Effluent discharges;
- Water intake;
- Onshore waste disposal;
- Marine debris;
- Support vessel and helicopter traffic; and
- Accidents.

Table 2. Matrix of impact producing- factors and affected environmental resources. X = potential impact on the resource; dash (--) = no impact or negligible impact on the resource.

Environmental Resources	Impact-producing Factors									Accidents	
	MODU Presence (incl. noise & lights)	Physical Disturbance to Seafloor	Air Pollutant Emissions	Effluent Discharges	Water Intake	Onshore Waste Disposal	Marine Debris	Support Vessel/Helicopter Traffic	Small Fuel Spill	Large Oil Spill	
<b>Physical/Chemical Environment</b>											
Air quality	--	--	X(5)	--	--	--	--	--	X(6)	X(6)	
Water quality	--	--	--	X	--	--	--	--	X(6)	X(6)	
<b>Seafloor Habitats and Biota</b>											
Soft bottom benthic communities	--	X	--	X	--	--	--	--	--	X(6)	
High-density deepwater benthic communities	--	--(4)	--	--(4)	--	--	--	--	--	X(6)	
Designated topographic features	--	--(1)	--	--(1)	--	--	--	--	--	--	
Pinnacle trend area live bottoms	--	--(2)	--	--(2)	--	--	--	--	--	--	
Eastern Gulf live bottoms	--	--(3)	--	--(3)	--	--	--	--	--	--	
<b>Threatened, Endangered, and Protected Species and Critical Habitat</b>											
Sperm whale (endangered)	X(8)	--	--	--	--	--	--	X(8)	X(6,8)	X(6,8)	
Bryde's whale (endangered)	X(8)	--	--	--	--	--	--	X(8)	X(6,8)	X(6,8)	
West Indian manatee (endangered)	--	--	--	--	--	--	--	X(8)	--	X(6,8)	
Non-endangered marine mammals (protected)	X	--	--	--	--	--	--	X	X(6)	X(6)	
Sea turtles (endangered/threatened)	X(8)	--	--	--	--	--	--	X(8)	X(6,8)	X(6,8)	
Piping Plover (threatened)	--	--	--	--	--	--	--	--	--	X(6)	
Whooping Crane (endangered)	--	--	--	--	--	--	--	--	--	X(6)	
Oceanic whitetip shark (threatened)	X	--	--	--	--	--	--	--	--	X(6)	
Giant manta ray (threatened)	X	--	--	--	--	--	--	--	--	X(6)	
Gulf sturgeon (threatened)	--	--	--	--	--	--	--	--	--	X(6)	
Nassau grouper (threatened)	--	--	--	--	--	--	--	--	--	X(6)	
Beach mice (endangered)	--	--	--	--	--	--	--	--	--	X(6)	
Threatened coral species	--	--	--	--	--	--	--	--	--	X(6)	
<b>Coastal and Marine Birds</b>											
Marine birds	X	--	--	--	--	--	--	X	X(6)	X(6)	
Coastal birds	--	--	--	--	--	--	--	X	--	X(6)	
<b>Fisheries Resources</b>											
Pelagic communities and ichthyoplankton	X	--	--	X	X	--	--	--	X(6)	X(6)	
Essential Fish Habitat	X	--	--	X	X	--	--	--	X(6)	X(6)	
<b>Archaeological Resources</b>											
Shipwreck sites	--	--(7)	--	--	--	--	--	--	--	X(6)	
Prehistoric archaeological sites	--	--(7)	--	--	--	--	--	--	--	X(6)	
<b>Coastal Habitats and Protected Areas</b>											
Coastal Habitats and Protected Areas	--	--	--	--	--	--	--	X	--	X(6)	
<b>Socioeconomic and Other Resources</b>											
Recreational and commercial fishing	X	--	--	--	--	--	--	--	X(6)	X(6)	
Public health and safety	--	--	--	--	--	--	--	--	--	X(6)	
Employment and infrastructure	--	--	--	--	--	--	--	--	--	X(6)	
Recreation and tourism	--	--	--	--	--	--	--	--	--	X(6)	
Land use	--	--	--	--	--	--	--	--	--	X(6)	
Other marine uses	--	--	--	--	--	--	--	--	--	X(6)	

Numbers in parentheses refer to table footnotes on the following page. MODU = mobile offshore drilling unit.

## **Table 2 Footnotes and Applicability:**

- (1) *Activities that may affect a marine sanctuary or topographic feature. Specifically, if the well, platform site, or any anchors will be on the seafloor within the following:*
  - (a) *4-mile zone surrounding the Flower Garden Banks, or the 3-mile zone of Stetson Bank;*
  - (b) *1,000-m, 1-mile, or 3-mile zone of any topographic feature (submarine bank) protected by the Topographic Features Stipulation attached to an Outer Continental Shelf (OCS) lease;*
  - (c) *Essential Fish Habitat (EFH) criteria of 500 ft from any no-activity zone; or*
  - (d) *Proximity of any submarine bank (500-ft buffer zone) with relief greater than 2 m that is not protected by the Topographic Features Stipulation attached to an OCS lease.*
  - None of these conditions (a through d) are applicable. The project area is not within the given range (buffer zone) of any marine sanctuary, topographic feature, or no-activity zone. There are no submarine banks in the project area.
- (2) *Activities with any bottom disturbance within an OCS lease block protected through the Live Bottom (Pinnacle Trend) Stipulation attached to an OCS lease.*
  - The Live Bottom (Pinnacle Trend) Stipulation is not applicable to the project area.
- (3) *Activities within any Eastern Gulf OCS block and portions of Pensacola and Destin Dome area blocks in the Central Planning Area where seafloor habitats are protected by the Live Bottom (Low-Relief) Stipulation attached to an OCS lease.*
  - The Live Bottom (Low-Relief) Stipulation is not applicable to the project area.
- (4) *Activities on blocks designated by the Bureau of Ocean Energy Management (BOEM) as being in water depths 300 m or greater.*
  - No impacts on high-density deepwater benthic communities are anticipated. A wellsite assessment found that no features indicative of high-density chemosynthetic communities or coral communities were identified within 2,000 ft (610 m) of the proposed well locations (Fugro Geoservices, Inc., 1996; 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b).
- (5) *Exploration or production activities where hydrogen sulfide (H<sub>2</sub>S) concentrations greater than 500 parts per million might be encountered.*
  - Mississippi Canyon Blocks 391, 392, and 393 are classified as H<sub>2</sub>S “present” (10 to 40 ppm). Shell will submit an H<sub>2</sub>S Contingency Plan prepared according to 30 CFR 250.490 before commencing the proposed exploration activities.
- (6) *All activities that could result in an accidental spill of produced liquid hydrocarbons or diesel fuel that you determine would impact these environmental resources. If the proposed action is located a sufficient distance from a resource that no impact would occur, the Environmental Impact Analysis (EIA) can note that in a sentence or two.*
  - Accidental hydrocarbon spills could affect the resources marked (X) in the matrix, and impacts are analyzed in **Section C**.
- (7) *All activities that involve seafloor disturbances, including anchor emplacements, in any OCS block designated by the BOEM as having high-probability for the occurrence of shipwrecks or prehistoric sites, including such blocks that will be affected that are adjacent to the lease block in which your planned activity will occur. If the proposed activities are located a sufficient distance from a shipwreck or prehistoric site that no impact would occur, the EIA can note that in a sentence or two.*
  - No impacts on archaeological resources are expected from routine activities. Mississippi Canyon Blocks 391, 392, and 393 are not on BOEM’s list of archaeology survey blocks (BOEM, 2011), but the locations of the proposed activities are well beyond the 197 ft (60 m) depth contour used by BOEM as the seaward extent for prehistoric archaeological site potential in the Gulf of Mexico. A dynamically positioned mobile offshore drilling unit (MODU) will be used; therefore, seafloor disturbances due to anchoring will not occur.
- (8) *All activities that might have an adverse effect on endangered or threatened marine mammals or sea turtles or their critical habitats.*
  - IPFs that may affect marine mammals or sea turtles include mobile offshore drilling unit presence and emissions, support vessel and helicopter traffic, and accidents. See **Section C**.
- (9) *Production activities that involve transportation of produced fluids to shore using shuttle tankers or barges.*
  - Not applicable.

## A.1 Mobile Offshore Drilling Unit Presence (including noise and lights)

The MODUs to be used for the wells will be either a DP drillship or a DP semisubmersible drilling rig that will be on site for an estimated up to 365 days per year from 2020 to 2031 for MODU 1 and 345 days from 2020 to 2023 for MODU 2. DP MODUs are self-propelled and maintain position using a global positioning system, specific computer software, and sensors in conjunction with a series of thrusters or azimuth propellers. Potential impacts to marine resources from the MODUs include the physical presence of the MODUs in the ocean, increased light from working and safety lighting on the vessel, and noise audible above and below the water surface.

The physical presence of a MODU in the ocean can attract pelagic fishes and other marine life. The MODU would be a single structure that may concentrate small epipelagic fish species, resulting in the attraction of epipelagic predators. See **Section C.5.1** for further discussion.

The MODUs will maintain exterior lighting for working at night and navigational and aviation safety in accordance with federal navigation and aviation safety regulations (International Regulations for Preventing Collisions at Sea, 1972 [72 COLREGS], Part C). Artificial lighting may attract and directly or indirectly impact natural resources, particularly birds, as discussed in **Section C.4**.

MODUs can be expected to produce noise from station keeping, drilling, and maintenance operations. The noise levels produced by DP vessels largely depend on the level of thruster activity required to keep position and, therefore, vary based on environmental site conditions and operational requirements. Representative source levels for vessels in DP mode range from 184 to 190 decibels referenced to one micropascal meter (dB re 1  $\mu$ Pa m) from the source, with a primary frequency below 600 hertz (Hz) (Blackwell and Greene Jr., 2003, McKenna et al., 2012, Kyhn et al., 2014). Drilling operations produce noise that includes strong tonal components at low frequencies (Minerals Management Service [MMS], 2000). When drilling, the drill string represents a long vertical sound source (McCauley, 1998). Sound source levels associated with drilling activities have a maximum broadband (10 Hz to 10 kilohertz [kHz]) energy of approximately 190 dB re 1  $\mu$ Pa m (Hildebrand, 2005). Based on available data, sound source levels generated from MODUs during drilling and in the absence of thrusters can be expected to range between 154 and 176 dB re 1  $\mu$ Pa m (Nedwell et al., 2001). The use of thrusters, whether drilling or not, can elevate sound source levels from a drillship or semisubmersible to approximately 188 dB re 1  $\mu$ Pa m (Nedwell and Howell, 2004).

The response of marine mammals, sea turtles, and fishes to a perceived marine sound depends on a range of factors, including 1) the sound pressure level, frequency, duration, and novelty of the sound; 2) the physical and behavioral state of the animal at the time of perception; and 3) the ambient acoustic features of the environment (Hildebrand, 2004).

## A.2 Physical Disturbance to the Seafloor

The seven proposed wells will be drilled using two DP MODUs. Therefore, there will be minimal disturbance to the seafloor and soft bottom communities during positioning of the wellbore and blowout preventers. Physical disturbance of the seafloor will be limited to the proximal area where the wellbore penetrates the substrate and where mud and drill cuttings will be deposited.

## A.3 Air Pollutant Emissions

Estimates of air pollutant emissions are provided in **EP Section 8**. Offshore air pollutant emissions will result from operations of the MODUs as well as service vessels and helicopters. These emissions occur mainly from combustion of diesel. Primary air pollutants typically associated with OCS activities are suspended particulate matter (PM), sulfur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), and carbon monoxide (CO) (Reşitoğlu et al., 2015).

The project is located westward of 87.5° W longitude; thus, air quality is under BOEM jurisdiction, as explained in NTL 2009-N11. Anticipated emissions from the proposed project activities are calculated in the Air Quality Emissions Report (AQR) (see **EP Section 8**) prepared in accordance with BOEM requirements provided in 30 CFR 550 Subpart C. The AQR shows that the projected emissions associated with the proposed activities meet BOEM's exemption criteria.

#### **A.4 Effluent Discharges**

Effluent discharges from drilling operations are summarized in **EP Section 7**. Discharges from MODUs are required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Oil and Gas Activities (Permit No. GMG290103). Support vessel discharges are expected to be in accordance with USCG regulations.

Water-based drilling muds (WBM) and cuttings will be released at the seafloor during the initial well intervals before the marine riser is set, which allows their return to the surface vessel. Excess cement slurry and blowout preventer fluid will also be released at the seafloor.

A synthetic-based mud (SBM) system will be used for drilling activities after the marine riser is installed, which allows recirculation of the SBM fluids and cuttings. Unused or residual SBM will be collected and transported to Port Fourchon, Louisiana, for recycling. Drill cuttings wetted with SBM will be discharged overboard via a downpipe below the water surface, after treatment that complies with the NPDES permit limits for synthetic fluid retained on cuttings. The estimated volume of drill cuttings to be discharged is provided in **EP Section 7**.

Other effluent discharges from the MODUs and support vessels are expected to include treated sanitary and domestic wastes, deck drainage, non-contaminated well treatment and completion fluids, desalination unit discharge, blowout preventer fluid, ballast water, bilge water, cement slurry, fire water, hydrate inhibitor, and non-contact cooling water. All discharges shall comply with the NPDES General Permit and/or USCG regulations, as applicable.

#### **A.5 Water Intake**

Seawater will be drawn from several meters below the ocean surface for various services, including firewater and once-through, non-contact cooling of machinery on the MODUs (**EP Table 7a**).

Section 316(b) of the Clean Water Act requires NPDES permits to ensure that the location, design, construction, and capacity of cooling water intake structures reflect the best technology available to minimize adverse environmental impacts from impingement and entrainment of aquatic organisms. The NPDES General Permit No. GMG290103 specifies requirements for new facilities for which construction commenced after July 17, 2006, with cooling water intake structures having a design intake capacity of greater than 2 million gallons of water per day, of which at least 25% is used for cooling purposes.

The MODUs selected for this project meets the described applicability for new facilities, and the vessel's water intakes are expected to be in compliance with the design, monitoring, and recordkeeping requirements of the NPDES permit.



## **A.6 Onshore Waste Disposal**

Wastes generated during exploration activities are tabulated in **EP Section 7**. Used SBMs and additives will be transported to shore for recycling, reconditioning, or deep well injection at Halliburton Drilling Fluids, MiSwaco, Newpark Drilling Fluids, Ecoserv, or R360 Environmental Solutions, in Port Fourchon, Louisiana. Exploration and production wastes and cuttings wetted with SBMs will be transported to shore for deep well injection or landfarm at Ecoserv or R360 Environmental Solutions, in Port Fourchon, Louisiana. Completion fluids will be transported to shore for recycling or deep well injection at Halliburton, Baker Hughes, Tetra, Superior, Ecoserv, or R360 Environmental Solutions in Port Fourchon, Louisiana. Salvage hydrocarbons will be transported to shore for recycling or deep well injection at PSC Industrial Outsourcing, Inc. in Jeanerette, Louisiana.

Recyclable trash and debris will be generated during the proposed project and will be recycled at Omega Waste Management in West Patterson, Louisiana, Lamp Environmental in Hammond, Louisiana, or at a similarly permitted facility. Non-recyclable trash and debris will be transported to the Republic/BFI landfill in Sorrento, Louisiana; the parish landfill in Avondale, Louisiana; or to a similarly permitted facility. Used oil and glycol will be transported to Omega Waste Management in West Patterson, Louisiana. Non-hazardous waste will be transported to the Republic/BFI landfill in Sorrento, Louisiana; Lamp Environmental in Hammond, Louisiana; or to a similarly permitted facility. Non-hazardous oilfield waste will be transported to Ecoserv in Port Arthur, Texas. Universal waste items such as batteries, lamps, glass, and mercury contaminated waste will be sent to Lamp Environmental Services in Hammond, Louisiana, for processing. Hazardous waste will be sent to Omega Waste Management in West Patterson, Louisiana; Lamp Environmental in Hammond, Louisiana; or to a similarly permitted facility. Wastes will be recycled or disposed according to applicable regulations at the respective onshore facilities.

## **A.7 Marine Debris**

Trash and debris released into the marine environment can harm marine animals through entanglement and ingestion. Shell will adhere to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) Annex V requirements, USEPA and USCG regulations, and BSEE regulations and NTLs regarding solid wastes. BSEE regulations at 30 CFR 250.300(a) and (b)(6) prohibit operators from deliberately discharging containers and other materials (e.g., trash and debris) into the marine environment, and BSEE regulation 30 CFR 250.300(c) requires durable identification markings on equipment, tools and containers (especially drums), and other material. USCG and USEPA regulations require operators to become proactive in avoiding accidental loss of solid waste items by developing waste management plans, manifesting trash sent to shore, and using special precautions such as covering outside trash bins to prevent accidental loss of solid waste. Additionally, the debris awareness training, instruction, and placards required by the Protected Species Lease Stipulation should minimize the amount of debris that is accidentally lost overboard by offshore personnel (NMFS [2020] Appendix B). Shell will comply with NTL BSEE-2015-G03, which instructs operators to exercise caution in the handling and disposal of small items and packaging materials, requires the posting of informational placards at prominent locations on offshore vessels and structures, and mandates a yearly marine trash and debris awareness training and certification process. Compliance with these requirements is expected to result in either no or negligible impacts from this factor.

## A.8 Support Vessel and Helicopter Traffic

Shell will use existing shore-based facilities at Port Fourchon, Louisiana, for onshore support of vessels and at Boothville, Louisiana, for air transportation support. No terminal expansion or construction is planned at either location.

The supply base at Port Fourchon, Louisiana, is operated by Shell and located on Bayou Lafourche, approximately 3 miles (5 km) from the Gulf of Mexico. There will likely be at least one support vessel in the field at all times during drilling activities. NMFS (2020) has found that support vessel traffic has the potential to disturb protected species (e.g., marine mammals, sea turtles, and fishes) and creates a risk of vessel strikes. The probability of a vessel strike depends on the number, size, and speed of vessels as well as the distribution, abundance, and behavior of the species (Conn and Silber, 2013; Hazel et al., 2007; Jensen and Silber, 2004; Laist et al., 2001; Vanderlaan and Taggart, 2007; NMFS, 2020). To reduce the potential for vessel strikes, BOEM issued NTL BOEM-2016-G01, which recommends protected species identification training and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. Supply vessels will normally move to the project area via the most direct route from the shorebase.

Helicopters transporting personnel and small supplies will normally take the most direct route of travel between the helicopter base in Boothville, Louisiana, and the project area when air traffic and weather conditions permit. Helicopters typically maintain a minimum altitude of 700 ft (213 m) while in transit offshore; 1,000 ft (305 m) over unpopulated areas or across coastlines; and 2,000 ft (610 m) over populated areas and sensitive habitats such as wildlife refuges and park properties. Additional guidelines and regulations specify that helicopters maintain an altitude of 1,000 ft (305 m) within 300 ft (91 m) of marine mammals (NMFS, 2020).

Vessel noise is one of the main contributors to overall noise in the sea (National Research Council, 2003b, Jasny et al., 2005). Offshore supply and service vessels associated with the proposed project will contribute to the overall acoustic environment by transmitting noise through both air and water. The support vessels will use conventional diesel-powered screw propulsion. Vessel noise is a combination of narrow-band (tonal) and broadband sound (Richardson et al., 1995, Hildebrand, 2009, McKenna et al., 2012). The vessel tonal noise typically dominates frequencies up to approximately 50 Hz, whereas broadband sounds may extend to 100 kHz. The primary sources of vessel noise are propeller cavitation, propeller singing (high-pitched, clear harmonic tone), and propulsion; other sources include auxiliary engine noise, flow noise from water dragging along the hull, and bubbles breaking in the vessel's wake while moving through the water (Richardson et al., 1995). The intensity of noise from service vessels is approximately related to ship size, weight, and speed. Large ships tend to be noisier than small ones, and ships underway with a full load (or towing or pushing a load) produce more noise than unladen vessels. For any given vessel, relative noise tends to increase with increased speed, and propeller cavitation is usually the dominant underwater noise source. Broadband source levels for most small ships (a category that includes support vessels) are anticipated to be in the range of 150 to 180 dB re 1  $\mu$ Pa m (Richardson et al., 1995, Hildebrand, 2009, McKenna et al., 2012).

Helicopters used for offshore oil and gas operational support are potential sources of noise to the marine environment. Helicopter noise is generated from their jet turbine engines, airframe, and rotors. The dominant tones for helicopters are generally below 500 Hz (Richardson et al., 1995).

Richardson et al. (1995) reported received sound pressure levels in water of 109 dB re 1  $\mu$ Pa from a Bell 212 helicopter flying at an altitude of 500 ft (152 m). Penetration of aircraft noise below the sea surface is greatest directly below the aircraft; at angles greater than 13 degrees from vertical, much of the sound is reflected from the sea surface and so does not penetrate into the water (Richardson et al., 1995). The duration of underwater sound from passing aircraft is much shorter in water than air. For example, a helicopter passing at an altitude of 500 ft (152 m) that is audible in air for 4 minutes may be detectable under water for only 38 seconds at 10 ft (3 m) depth and for 11 seconds at 59 ft (18 m) depth (Richardson et al., 1995). Additionally, the sound amplitude is greatest as the aircraft approaches or leaves a location.

## A.9 Accidents

The analysis in the EIA focuses on two types of potential accidents:

- a small fuel spill (<1,000 barrels [bbl]), which is the most likely type of spill during OCS exploration and development activities; and
- an oil spill resulting from an uncontrolled blowout. A blowout resulting in a large oil spill (>1,000 bbl) is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures detailed in **EP Section 2j**.

The following subsections summarize assumptions about the sizes and fates of these spills as well as Shell's spill response plans. Impacts are analyzed in **Section C**.

The lease sale EISs (BOEM, 2012a, 2015, 2016b, 2017a) discuss other types of accidents: loss of well control, pipeline failures, vessel collisions, chemical and drilling fluid spills, and H<sub>2</sub>S release. These are briefly discussed in this section. No other site-specific issues have been identified for the EIA. The analysis in the lease sale EISs for these topics is incorporated by reference.

Loss of Well Control. A loss of well control is the uncontrolled flow of a reservoir fluid that may result in the release of gas, condensate, oil, drilling fluids, sand, or water. Loss of well control is a broad term that includes very minor up to the most serious well control incidents, while blowouts are considered to be a subset of more serious incidents with greater risk of oil spill or human injury (BOEM, 2016a, 2017a). Loss of well control may result in the release of drilling fluid or loss of oil. Not all loss of well control events result in blowouts (BOEM, 2012a). In addition to the potential release of gas, condensate, oil, sand, or water, the loss of well control can also suspend and disperse bottom sediments (BOEM, 2012a, 2017a). BOEM (2016a) noted that most OCS blowouts have resulted in the release of gas; ABSG Consulting Inc. (2018) reported that most loss of well control event spills were <1,000 bbl.

Shell has a robust system in place to prevent loss of well control. Included in this EP is Shell's response to NTL 2015-N01, which includes descriptions of measures to prevent a blowout, reduce the likelihood of a blowout, and conduct effective and early intervention in the event of a blowout. Shell will comply with NTL 2010-N10, as extended under NTL 2015-N02, as well as the Final Drilling Safety Rule, which specify additional safety measures for OCS activities. See **EP Sections 2j** and **9b** for further information.

Pipeline Failures. Pipeline failures can result from mass sediment movements and mudslides, impacts from anchor drops, and accidental excavation in the case that the exact location of a pipeline is uncertain (BOEM, 2012a, 2013, 2015). The project area has been evaluated through

geologic and geohazard surveys and found to be geologically suitable for the proposed exploration drilling (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b).

Vessel Collisions. BSEE data show that there were 171 OCS-related collisions between 2007 and 2018 (BSEE, 2018). Most collision mishaps are the result of service vessels colliding with platforms or vessel collisions with pipeline risers. Approximately 10% of vessel collisions with platforms in the OCS resulted in diesel spills, and in several collision incidents, fires resulted from hydrocarbon releases. To date, the largest diesel spill associated with a collision occurred in 1979 when an anchor-handling boat collided with a drilling platform in the Main Pass project area, spilling 1,500 bbl. Diesel fuel is the product most frequently spilled, but oil, natural gas, corrosion inhibitor, hydraulic fluid, and lube oil have also been released as the result of vessel collisions. Human error accounted for approximately half of all reported vessel collisions from 2006 to 2009. As summarized by BOEM (2017c), vessel collisions occasionally occur during routine operations. Some of these collisions have caused spills of diesel fuel or chemicals. Shell intends to comply with all USCG- and BOEM-mandated safety requirements to minimize the potential for vessel collisions.

Chemical Spills. Chemicals are stored and used for pipeline hydrostatic testing, and during drilling and in well completion operations. The relative quantities of their use is reflected in the largest volumes spilled (BOEM, 2017c). Completion, workover, and treatment fluids are the largest quantity used and comprise the largest releases. Between 2007 and 2014, an average of two chemical spills <50 bbl in volume and three chemical spills >50 bbl in volume occurred each year (BOEM, 2017a).

Drilling Fluid Spills. There is the potential for drilling fluids, specifically SBMs to be spilled due to an accidental riser disconnect (BOEM, 2017a). SBMs are relatively nontoxic to the marine environment and have the potential to biodegrade (BOEM, 2014). The majority of SBM releases are <50 bbl in size, but accidental riser disconnects may result in the release of medium (238 to 2,380 bbl) to large (>2,381 bbl) quantities of drilling fluids. In the event of an SBM spill, there could be short-term localized impacts on water quality and the potential for localized benthic impacts due to SBM deposition on the seafloor. Benthic impacts would be similar to those described in **Section C.2.1**. The potential for riser disconnect SBM spills will be minimized by adhering to the requirements of applicable regulations.

H<sub>2</sub>S Release. MC 391, MC 392, and MC 393 are classified as H<sub>2</sub>S present. Per 30 CFR 250.490, Shell will submit an H<sub>2</sub>S Contingency Plan before commencing the proposed exploration activities. See **EP Section 4** for more details.

### **A.9.1 Small Fuel Spill**

Spill Size. According to the analysis by BOEM (2017a), the most likely type of small spill (<1,000 bbl) resulting from OCS activities is a failure related to the storage of oil or diesel fuel. Historically, most diesel spills have been ≤1 bbl, and this is predicted to be the most common spill volume in ongoing and future OCS activities in the Western and Central Gulf of Mexico Planning Areas (Anderson et al., 2012). As the spill volume increases, the incident rate declines dramatically (BOEM, 2017a). The median size for spills ≤1 bbl is 0.024 bbl, and the median volume for spills of 1 to 10 bbl is 3 bbl (Anderson et al., 2012). For the EIA, a small diesel fuel spill of 3 bbl is used.

Operational experience suggests that the most likely cause of such a spill would be a rupture of the fuel transfer hose resulting in a loss of contents (<3 bbl of fuel) (BOEM, 2012a).

Spill Fate. The fate of a small fuel spill in the project area would depend on meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of spill response activities. However, given the open ocean location of the project area and the short duration of a small spill, it is expected that the opportunity for impacts to occur would be very brief.

The water-soluble fractions of diesel are dominated by two- and three-ringed polycyclic aromatic hydrocarbons (PAHs), which are moderately volatile (National Research Council, 2003a). The constituents of these oils are light to intermediate in molecular weight and can be readily degraded by aerobic microbial oxidation. Diesel density is such that it will not sink to the seafloor unless it is dispersed in the water column and adheres to suspended sediments, but this generally occurs only in coastal areas with high-suspended solids loads (National Research Council, 2003a). Adherence to suspended sediments is not expected to occur to any appreciable degree in offshore waters of the Gulf of Mexico. Diesel oil is readily and completely degraded by naturally occurring microbes (NOAA, 2019).

The fate of a small diesel fuel spill was estimated using NOAA's Automated Data Inquiry for Oil Spills (ADIOS) 2 model (NOAA, 2016a). This model uses the physical properties of oils in its database to predict the rate of evaporation and dispersion over time as well as changes in the density, viscosity, and water content of the product spilled. It is estimated that more than 90% of a small diesel spill would evaporate or naturally disperse within 24 hours. Based on the results of the ADIOS 2 model, area of diesel fuel on the sea surface would range from 1.2 to 12 acres (ac) (0.5 to 5 hectares [ha]), depending on sea state and weather conditions.

The project area is 72 miles (116 km) from the nearest shoreline (Louisiana). Slicks from fuel spills are expected to persist for relatively short periods of time ranging from minutes (<1 bbl) to hours (<10 bbl) to a few days (10 to 1,000 bbl) and rapidly spread out, evaporate, and disperse into the water column (BOEM, 2012a). Because of the distance from shore of these potential spills and their lack of persistence, it is unlikely that a small diesel spill would make landfall prior to dissipation (BOEM, 2012a).

Spill Response. In the unlikely event of a fuel spill, response equipment and trained personnel would be available to ensure that spill effects are localized and would result only in short-term, localized environmental consequences. **EP Section 9b** provides a detailed discussion of Shell's oil spill response.

## **A.9.2 Large Oil Spill**

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures detailed in **EP Section 2j**. Blowouts are rare events, and most well control incidents do not result in oil spills (BOEM, 2016a). According to ABS Consulting Inc. (2016), the spill rate for spills >1,000 bbl is 0.22 spills per billion bbl.

Spill Size. Shell has calculated the WCD for this EP using the requirements prescribed by NTL 2015-N01. The calculated initial release volume is 416,414 bbl of oil during the first day, and the calculated 30-day average WCD rate is 391,808 bbl of oil per day. The total potential spill volume along with a detailed analysis of this calculation can be found in **EP Section 2j**. The WCD scenario for this EP has a low probability of being realized. Some of the factors that are likely to reduce rates and volumes, which are not incorporated in the WCD calculation, include, but are

not limited to, obstructions or equipment in the wellbore, well bridging, and early intervention such as containment.

Shell has a robust system in place to prevent blowouts. Shell’s response to NTL 2015-N01, which includes descriptions of measures to prevent a blowout, reduce the likelihood of a blowout, and conduct effective and early intervention in the event of a blowout, can be found in **EP Sections 2j** and **9b**. Shell will also comply with NTL 2010-N10 and applicable drilling regulations in 30 CFR Part 250, Subpart D, which specify additional safety measures for OCS activities.

Spill Trajectory. The fate of a large oil spill in the project area would depend on meteorological and oceanographic conditions at the time. The Oil Spill Risk Analysis (OSRA) model is a computer simulation of oil spill transport that uses realistic data for winds and currents to predict spill fate. The OSRA report by Ji et al. (2004) provides conditional contact probabilities for shoreline segments in the Gulf of Mexico.

The results for Launch Area 57 (the launch area where MC 391, MC 392, and MC393 are located) are presented in **Table 3**. The 30-day OSRA model predicts a 4% chance of shoreline contact within 3 days of a spill (Plaquemines Parish, Louisiana), a 1% to 14% chance of shoreline contact within 10 days of a spill (Terrebonne, Lafourche, Plaquemines, St. Bernard parishes, Louisiana), and a 1% to 21% chance of shoreline contact within 30 days of a spill from Cameron Parish, Louisiana to Bay County, Florida. Counties whose conditional probability for shoreline contact is <0.5% for 3, 10, and 30 days are not shown in **Table 3**.

Table 3. Conditional probabilities of a spill in the project area (MC 391, MC 392, and MC 393) contacting shoreline segments based on a 30-day Oil Spill Risk Analysis (OSRA) (From: Ji et al., 2004). Values are conditional probabilities that a hypothetical spill in the project area (represented by OSRA Launch Area 57) could contact shoreline segments within 3, 10, or 30 days.

Shoreline Segment	County or Parish, State	Conditional Probability of Contact <sup>1</sup> (%)		
		3 Days	10 Days	30 Days
C13	Cameron, LA	--	--	1
C14	Vermilion, LA	--	--	1
C17	Terrebonne, LA	--	1	2
C18	Lafourche, LA	--	1	2
C20	Plaquemines, LA	4	14	21
C21	St. Bernard, LA	--	1	3
C22	Hancock and Harrison, MS	--	--	1
C23	Jackson, MS	--	--	1
C24	Mobile, AL	--	--	1
C25	Baldwin, AL	--	--	1
C26	Escambia, FL	--	--	1
C28	Okaloosa, FL	--	--	1
C29	Walton, FL	--	--	1
C30	Bay, FL	--	--	1

<sup>1</sup> Conditional probability refers to the probability of contact within the stated time period, assuming that a spill has occurred. -- indicates <0.5% probability of contact.

The OSRA model presented by Ji et al. (2004) does not evaluate the fate of a spill over time periods longer than 30 days, nor does it predict the fate of a release that continues over a period of weeks or months. Also as noted in Ji et al. (2004), the OSRA model does not take into account the chemical composition or biological weathering of oil spills, the spreading and splitting of oil spills, or spill response activities. The model does not assume a particular spill size; however, the model

has generally been used by BOEM to evaluate contact probabilities for spills greater than 1,000 bbl. Thus, OSRA is a preliminary risk assessment model. In the event of an actual oil spill, trajectory modeling would be conducted using the location and estimated amount of spilled oil as well as current and wind data.

Weathering. Following an oil spill, several physical, chemical and biological processes, collectively called weathering, interact to change the properties of the oil, and thereby influence its potential effects on marine organisms and ecosystems. The most important weathering processes include spreading, evaporation, dissolution, dispersion into the water column, formation of water-in-oil emulsions, photochemical oxidation, microbial degradation, adsorption to suspended PM, and stranding on shore or sedimentation to the seafloor (National Research Council, 2003a, International Tanker Owners Pollution Federation Limited, 2018).

Weathering decreases the concentration of oil and produces changes in its chemical composition, physical properties, and toxicity (BOEM, 2017a). The more toxic, light aromatic and aliphatic hydrocarbons in the oil are lost rapidly by evaporation and dissolution on the water surface. Evaporated hydrocarbons are degraded rapidly by sunlight. Biodegradation of oil on the water surface and in the water column by marine bacteria removes first the n-alkanes and then the light aromatics from the oil. Other petroleum components are biodegraded more slowly. Photo-oxidation attacks mainly the medium and high molecular weight PAHs in the oil on the water surface.

Spill Response. Shell is a founding member of the Marine Well Containment Company (MWCC) and has access to an integrated subsea well control and containment system that can be rapidly deployed through the MWCC. The MWCC is a non-profit organization that assists with the subsea containment system during a response. The near-term containment response capability will be specifically addressed in Shell's NTL 2010-N10 submission of an Application for Permit to Drill. The application will include equipment and services available to Shell through MWCC's near-term containment capabilities and other industry response sources. Shell is a member of Clean Caribbean & Americas, Marine Preservation Association (which funds Marine Spill Response Corporation), Clean Gulf Associates, and Oil Spill Response Limited: organizations that are committed to providing the resources necessary to respond to a spill as outlined in Shell's OSRP.

MWCC also offers its members access to equipment, instruments, and supplies for marine environmental sampling and monitoring in the event of an oil spill in the Gulf of Mexico. Members have access to a mobile laboratory container, operations container, and a launch and recovery system, which enables water sampling and monitoring to water depths of 3,000 m. The two 8-foot × 20-foot containers have been certified for offshore use by Det Norske Veritas and the American Bureau of Shipping. The launch and recovery system is a combined winch, A-frame, and 3,000-meter long cable customized for instruments in the containers. The containers are designed to enable rapid mobilization of equipment to an incident site. The required equipment includes redundant systems to avoid downtime and supplies for sample handling and storage. Once deployed on a suitable vessel, the mobile containers then act as workspaces for scientists and operations personnel.

Mechanical recovery capabilities are addressed in the OSRP. The mechanical recovery response equipment that could be mobilized to the spill location in normal and adverse weather conditions is included in the Offshore On-Water Recovery Activation List in the OSRP.

Chemical dispersion capabilities are also readily available from resources identified in the OSRP. Available equipment for surface and subsea application of dispersants, response times, and support resources are identified in the OSRP.

Open-water *in situ* burning may also be used as a response strategy, depending on the circumstances of the release. If appropriate conditions exist and approval from the Unified Command is received, one or multiple *in situ* burning task forces could be deployed offshore. See **EP Section 9b** for a detailed description of spill response measures.

## B. Affected Environment

The project area is in the Central Planning Area, approximately 72 miles (116 km) from the nearest shoreline (Louisiana), 142 miles (238 km) from the onshore support base at Port Fourchon, Louisiana, and 97 miles (156 km) from the helicopter base in Boothville. Estimated water depths at the proposed wellsites range from approximately 7,158 to 7,404 ft (2,182 to 2,257 m).

The wellsites shallow hazards and archaeological assessments did not identify any seafloor anomalies within 2,000 ft (610 m) of the proposed wellsites that would indicate the potential for chemosynthetic or high-density deepwater benthic communities (Fugro Geoservices, Inc., 1996; 2007, 2009a,b, c; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). There are no water bottom anomalies within 2,000 ft (610 m) of proposed wellsites as defined by the BOEM (BOEM, 2019). In addition, no archaeologically significant sonar contacts were identified within 2,000 ft (610 m) of the proposed wellsites during the wellsite assessment (Fugro Geoservices, Inc., 2007; 2009b,c).

A detailed description of the regionally affected environment is provided by BOEM (2016b, 2017a), including meteorology, oceanography, geology, air and water quality, benthic communities, threatened and endangered species, biologically sensitive resources, archaeological resources, socioeconomic conditions, and other marine uses. These regional descriptions are based on extensive literature reviews and are incorporated by reference. General background information is presented in the following sections, and brief descriptions of each potentially affected resource are presented in **Section C**, including site-specific or new information if available.

The local environment in the project area is not known to be unique with respect to the physical/chemical, biological, or socioeconomic conditions found in this region of the Gulf of Mexico. The baseline environmental conditions in the project area are expected to be consistent with the regional description of the locations evaluated by BOEM (2016b, 2017a).

## C. Impact Analysis

This section analyzes the potential direct and indirect environmental impacts of routine activities and accidents; cumulative impacts are discussed in **Section C.9**.

Environmental impacts have been analyzed extensively in lease sale EISs for the Central and Western Gulf of Mexico Planning Areas (BOEM, 2012a, 2013, 2014, 2015, 2016b, 2017a).



Site-specific issues are addressed in this section as appropriate and are organized by the environmental resources identified in **Table 2** that addresses each potential IPF.

## **C.1 Physical/Chemical Environment**

### **C.1.1 Air Quality**

Due to the distance from shore-based pollution sources, offshore air quality is expected to be good. The attainment status of federal OCS waters is unclassified because there is no provision in the Clean Air Act for classification of areas outside state waters (BOEM, 2012a).

In general, ambient air quality on coastal counties along the Gulf of Mexico is relatively good (BOEM, 2012a). As of May 2020, Mississippi, Alabama, and Florida Panhandle coastal counties are in attainment of the National Ambient Air Quality Standards (NAAQS) for all criteria pollutants (U.S. Environmental Protection Agency, 2020). St. Bernard Parish in Louisiana and Hillsborough County in Florida are nonattainment areas for sulfur dioxide based on the 2010 standard. One coastal metropolitan area in Texas (Houston-Galveston-Brazoria) is a nonattainment area for 8-hour ozone (2015 Standard). One coastal metropolitan area in Florida (Tampa) was reclassified in 2018 from a nonattainment area to maintenance status for lead based on the 2008 Standard (U.S. Environmental Protection Agency, 2020).

Winds in the region are driven by the clockwise circulation around the Bermuda High (BOEM, 2017a). The Gulf of Mexico is located to the southwest of this center of circulation, resulting in a prevailing southeasterly to southerly flow, which is conducive to transporting emissions toward shore. However, circulation is also affected by tropical cyclones (hurricanes) during summer and fall and by extratropical cyclones (cold fronts) during winter.

IPFs that could potentially affect air quality are air pollutant emissions associated with both types of accidents: a small fuel spill (<1,000 bbl) and a large oil spill ( $\geq$ 1,000 bbl).

#### **Impacts of Air Pollutant Emissions**

Air pollutant emissions are the only routine IPF anticipated to affect air quality. Offshore air pollutant emissions will result from the operation of the MODUs and associated equipment as well as helicopters and service vessels as described in **Section A.3**. These emissions occur mainly from combustion or burning of diesel and Jet-A aircraft fuel. Primary air pollutants typically associated with OCS activities are suspended PM, SO<sub>x</sub>, NO<sub>x</sub>, VOCs, and CO.

Due to the distance from shore, routine operations in the project area are not expected to impact air quality along the coast. As noted by BOEM (BOEM, 2012a, 2013, 2014, 2015, 2016b, 2017b), emissions of air pollutants from routine activities in the project area are projected to have minimal impacts on onshore air quality because of the prevailing atmospheric conditions, emission heights, emission rates, and the distance of these emissions from the coastline.

MC 391, MC 392, and MC 393 are located west of 87.5° W longitude; thus, air quality is under BOEM jurisdiction as explained in NTL 2009-N11. The BOEM-implementing regulations are provided in 30 CFR 550 Subpart C. The AQR (see **EP Section 8**) prepared in accordance with BOEM requirements shows that the projected emissions from sources associated with the proposed activities meet BOEM's exemption criteria. Therefore, this EP is exempt from further air quality review pursuant to 30 CFR 550.303(d).

The Breton Wilderness Area, which is part of the Breton National Wildlife Refuge (NWR), is designated under the Clean Air Act as a Prevention of Significant Deterioration Class I air quality area. The BOEM coordinates with the USFWS if emissions from proposed projects may affect the Breton Class I area. The project area is approximately 87 miles (140 km) from the Breton Wilderness Area. Shell will comply with emissions requirements as directed by BOEM. No further analysis or control measures are required.

Greenhouse gas emissions contribute to climate change, with impacts on temperature, rainfall, frequency of severe weather, ocean acidification, and sea level rise (Intergovernmental Panel on Climate Change, 2014). Carbon dioxide (CO<sub>2</sub>) and methane (CH<sub>4</sub>) emissions from the project would constitute a very small incremental contribution to greenhouse gas emissions from all OCS activities. According to Programmatic and OCS lease sale EISs (BOEM, 2017a), estimated CO<sub>2</sub> emissions from OCS oil and gas sources are 0.4% of the U.S. total. Greenhouse gas emissions from the proposed project represent a negligible contribution to the total greenhouse gas emissions from reasonably foreseeable activities in the Gulf of Mexico area and would not significantly alter any of the climate change impacts evaluated in the Programmatic EIS (BOEM, 2016a).

### Impacts of a Small Fuel Spill

Potential impacts of a small spill on air quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016b, 2017a). **Section A.9.1** discusses the size and fate of a potential small diesel fuel spill as a result of Shell's proposed activities. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area, the extent and duration of air quality impacts at the project area from a small spill would not be significant.

A small fuel spill would likely affect air quality near the spill site by introducing VOCs into the atmosphere through evaporation. The ADIOS 2 model (see **Section A.9.1**) indicates that more than 90% of a small diesel spill would evaporate or disperse within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions. Given the open ocean location of the project area, the extent and duration of air quality impacts at the project area from a small spill would not be significant.

A small fuel spill would not affect coastal air quality because the spill would be expected to dissipate prior to making landfall or reaching coastal waters (see **Section A.9.1**).

### Impacts of a Large Oil Spill

Potential impacts of a large oil spill on air quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016b, 2017a).

A large oil spill would likely affect air quality by introducing VOCs into the atmosphere through evaporation from the oil on the water surface. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. Additional air quality impacts could occur if response measures approved by the Unified Command included *in situ* burning of the floating oil. *In situ* burning would generate a plume of black smoke offshore and result in emissions of NO<sub>x</sub>, SO<sub>x</sub>, CO, and PM as well as greenhouse gases.

Due to the project area location, most air quality impacts would occur in offshore waters. Depending on the spill trajectory and the effectiveness of spill response measures, coastal air quality could also be affected. Based on the 30-day OSRA modeling (**Table 3**), Plaquemines Parish, Louisiana is the coastal area most likely to be affected (4% probability within 3 days, 14% within 10 days, and 21% probability within 30 days). Other Louisiana shorelines may be affected within 10 days (Terrebonne, St. Bernard, and Lafourche parishes), and shorelines in Louisiana, Alabama, Mississippi, and Florida could be affected within 30 days (1% to 21% conditional probability).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures. No significant spill impacts on air quality are expected.

### **C.1.2 Water Quality**

There are no site-specific baseline water quality data for the project area. Due to the lease location in deep, offshore waters, water quality is expected to be good, with low levels of contaminants. As noted by BOEM (2017a), deepwater areas in the northern Gulf of Mexico are relatively homogeneous with respect to temperature, salinity, and oxygen. Kennicutt (2000) noted that the deepwater region has little evidence of contaminants in the dissolved or particulate phases of the water column. IPFs that could potentially affect water quality are effluent discharges and two types of accidents (a small fuel spill and a large oil spill).

#### **Impacts of Effluent Discharges**

As described in **Section A.4**, NPDES General Permit No. GMG290103 establishes permit limits and monitoring requirements for effluent discharges from the MODUs and support vessels.

WBM and cuttings will be released at the seafloor during the initial well intervals before the marine riser is set, which allows their return to the surface vessel. Excess cement slurry and blowout preventer fluid will also be released at the seafloor. The seafloor discharges of WBM and associated drill cuttings will produce turbidity near the seafloor. The turbidity plume will be carried away from the well by near-bottom currents and may be detectable within tens to hundreds of meters of the wellbore. As resuspended sediments settle to the seafloor, the water clarity will return to background conditions within minutes to a few hours after drilling of these well intervals ceases (Neff, 1987). Discharges of WBM and cuttings are likely to have little or no impact on water quality due to the low toxicity and rapid dispersion of these discharges (National Research Council, 1983, Neff, 1987, Hinwood et al., 1994).

Cuttings wetted with SBMs will be discharged overboard in accordance with the NPDES permit. After discharge, SBM retained on cuttings would be expected to adhere to the cuttings particles and, consequently, would not produce much turbidity as the cuttings sink through the water column (Neff et al., 2000). Recent EIS have concluded that the discharge of treated SBM cuttings will not cause persistent impacts on water quality in the project area (BOEM, 2017a). NPDES permit limits and requirements are expected to be met, and little or no impact on water quality is anticipated.

Treated sanitary and domestic wastes will be discharged by the MODUs and support vessels and may have a transient effect on water quality in the immediate vicinity of these discharges. NPDES permit limits and USCG requirements are expected to be met, as applicable, and little or no impact on water quality is anticipated.

Deck drainage includes effluents resulting from rain, deck washings, and runoff from curbs, gutters, and drains, including drip pans in work areas. Rainwater that falls on uncontaminated areas of the MODUs will flow overboard without treatment. However, rainwater that falls on the MODU deck and other areas that may be contaminated with chemicals, such as chemical storage areas or places where equipment is exposed, will be collected and processed to separate oil and water to meet NPDES permit requirements. Negligible impact on water quality is anticipated.

Other effluent discharges from the MODUs and support vessels are expected to include non-contaminated well treatment and completion fluids, desalination unit discharge, blowout preventer fluid, ballast water, bilge water, cement slurry, fire water, hydrate inhibitor, and non-contact cooling water. The MODUs and support vessel discharges are expected to be in compliance with NPDES permit and USCG regulations, as applicable, and therefore are not expected to cause significant impacts on water quality.

### **Impacts of a Small Fuel Spill**

Potential impacts of a small spill on water quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016b, 2017a). **Section A.9.1** discusses the size and fate of a potential small diesel fuel spill as a result of Shell's proposed activities. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area, the extent and duration of water quality impacts from a small spill would not be significant.

The water-soluble fractions of diesel are dominated by two- and three-ringed PAHs, which are moderately volatile (National Research Council, 2003a). The constituents of these oils are light to intermediate in molecular weight and can be readily degraded by aerobic microbial oxidation. Diesel oil is much lighter than water (specific gravity is between 0.83 and 0.88, compared to 1.03 for seawater). When spilled on water, diesel oil spreads very quickly to a thin film of rainbow and silver sheens, except for marine diesel, which may form a thicker film of dull or dark colors. However, because diesel oil has a very low viscosity, it is readily dispersed into the water column when winds reach 5 to 7 knots or with breaking waves (NOAA, 2019). It is possible for diesel oil that is dispersed by wave action to form droplets that are small enough to be kept in suspension and moved by the currents.

Diesel dispersed in the water column can adhere to suspended sediments, but this generally occurs only in coastal areas with high suspended solids loads (National Research Council, 2003a) and would not be expected to occur to any appreciable degree in offshore waters of the Gulf of Mexico.

The extent and persistence of water quality impacts from a small diesel fuel spill would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. It is estimated that more than 90% of a small diesel spill would evaporate or disperse within 24 hours (see **Section A.9.1**). The sea surface area covered with a very thin layer of diesel fuel would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions. In addition to removal by evaporation, constituents of diesel oil are readily and completely degraded by naturally occurring microbes (NOAA, 2019). Given the open ocean location of the project area, the extent and duration of water quality impacts from a small spill would not be significant.

A small fuel spill would not affect coastal water quality because the spill would not be expected to make landfall or reach coastal waters due to response efforts that would be undertaken as well as natural degradation and dilution (**Section A.9.1**).

### **Impacts of a Large Oil Spill**

Potential impacts of a large oil spill on water quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016b, 2017a). **Section A.9.2** discusses the size and fate of a potential large oil spill as a result of Shell's proposed activities. A large spill would likely affect water quality by producing a slick on the water surface and increasing the

concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of the spill response measures. Most of the spilled oil would be expected to form a slick at the surface, although observations following the *Deepwater Horizon* incident indicate that plumes of submerged oil droplets can be produced when subsea dispersants are applied at the wellhead (Camilli et al., 2010, Hazen et al., 2010, NOAA, 2011a,b, c). Recent analyses of the entire set of samples associated with the *Deepwater Horizon* incident have confirmed that the application of subsurface dispersants resulted in subsurface hydrocarbon plumes (Spier et al., 2013). A report by Kujawinski et al. (2011) indicates that chemical components of subsea dispersants used during the *Deepwater Horizon* incident persisted for up to 2 months and were detectable up to 186 miles (300 km) from the wellsite at water depths of 3,280 to 3,937 ft (1,000 to 1,200 m). Dispersants were detectable in <9% of the samples (i.e., 353 of the 4,114 total water samples), and concentrations in the samples were significantly below the chronic screening level for dispersants (BOEM, 2012b).

Once oil enters the ocean, a variety of physical, chemical, and biological processes take place that degrade and disperse the oil. These processes include spreading, evaporation of the more volatile constituents, dissolution into the water column, emulsification of small droplets, agglomeration sinking, microbial modification, photochemical modification, and biological ingestion and excretion (National Research Council, 2003a). Marine water quality would be temporarily affected by the dissolved components and small oil droplets that do not rise to the surface or are mixed down by surface turbulence. Liu et al. (2017) observed that after the *Deepwater Horizon* incident, the hydrocarbon levels were reduced in the surface waters from May 2010 to August 2010 by either rapid weathering and/or physical dilution. A combination of dispersion by currents that dilutes the constituents and microbial degradation which removes the oil from the water column reduces concentrations to background levels. Most crude oil blends will emulsify quickly when spilled, creating a stable mousse that presents a more persistent cleanup and removal challenge (NOAA, 2017).

A large oil spill could result in a release of gaseous hydrocarbons that could affect water quality. During the *Deepwater Horizon* incident, large volumes of CH<sub>4</sub> were released, causing localized oxygen depletion as methanotrophic bacteria rapidly metabolized the hydrocarbons (Joye et al., 2011, Kessler et al., 2011). However, a broader study of the deepwater Gulf of Mexico found that although some stations showed slight depression of dissolved oxygen concentrations relative to climatological background values, the findings were not indicative of hypoxia (<2.0 mg L<sup>-1</sup>) (Operational Science Advisory Team, 2010). Stations revisited around the Macondo wellhead in October 2010, approximately 6 months after the beginning of the event showed no measurable oxygen depressions (Operational Science Advisory Team, 2010).

Due to the project area's location, most water quality impacts would occur in offshore waters. Depending on the spill trajectory and the effectiveness of spill response measures, coastal water quality could be affected. Based on the 30-day OSRA modeling (**Table 3**), Plaquemines Parish, Louisiana is the coastal area most likely to be affected (4% probability within 3 days, 14% within 10 days, and 21% probability within 30 days). Other Louisiana shorelines may be affected within 10 days (Terrebonne, St. Bernard, and Lafourche Parishes), and shorelines in Louisiana, Alabama, Mississippi, and Florida could be affected within 30 days (1% to 21% conditional probability).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures detailed in **EP Section 2j**. In the event of a large spill, water quality could be temporarily affected, but no long-term significant impacts are expected. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce any resultant impacts. **EP Section 9b** provides detail on spill response measures.

## C.2 Seafloor Habitats and Biota

The water depth at the proposed wellsites ranges from approximately 7,158 to 7,404 ft (2,182 to 2,257 m). See **EP Section 6a** for further information.

According to BOEM (2016b, 2017a), existing information for the deepwater Gulf of Mexico indicates that the seafloor is composed primarily of soft sediments; exposed hard substrate habitats and associated biological communities are rare. No features or areas that could support significant, high-density benthic communities were found within 2,000 ft (610 m) of the proposed wellsites (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). There are no water bottom anomalies within 2,000 ft (610 m) of proposed wellsites as defined by the BOEM (BOEM, 2019) (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b).

### C.2.1 Soft Bottom Benthic Communities

There are no site-specific benthic community data from the project area. However, data from various gulf-wide studies have been conducted to regionally characterize the continental slope habitats and benthic ecology (Wei, 2006, Rowe and Kennicutt, 2009, Wei et al., 2010, Carvalho et al., 2013), which can be used to describe typical baseline benthic communities that could be present in vicinity of the proposed wellsites. **Table 4** summarizes data from two stations in the vicinity of the proposed wells. Sediments at these two stations were similar, predominantly clay (57% at Station S37 and 51% at Station S36) and silt (35% at Station S37 and 41% at Station S36), respectively (Rowe and Kennicutt, 2009).

Table 4. Baseline benthic community data from stations near to the project area in water depths similar to those sampled during the Northern Gulf of Mexico Continental Slope Habitats and Benthic Ecology Study (From: Wei, 2006, Rowe and Kennicutt, 2009).

Station	Location Relative to Lease Area	Water Depth (m)	Abundance		
			Meiofauna (individuals m <sup>-2</sup> )	Macrofauna (individuals m <sup>-2</sup> )	Megafauna (individuals ha <sup>-1</sup> )
S37	15 miles	2,382	291,179	2,192	1451
S36	28 miles	1,839	799,963	4,481	359

Densities of meiofauna (animals that pass through a 0.5-millimeter sieve but are retained on a 0.062-millimeter sieve) in sediments collected at water depths representative of the project area were approximately between 291,000 to 800,000 individuals m<sup>-2</sup> (Rowe and Kennicutt, 2009). Nematodes, nauplii, and harpacticoid copepods were the three dominant groups in the meiofauna, accounting for approximately 90% of total abundance.

The benthic macrofauna is characterized by small mean individual sizes and low densities, both of which reflect the intrinsically low primary production in surface waters of the Gulf of Mexico continental slope (Wei, 2006). Densities decrease exponentially with water depth (Carvalho et al., 2013). Based on an equation presented by Wei (2006), the macrofaunal density in the water depths of the proposed wellsites are estimated to range from approximately 1,277 to 1,350 individuals m<sup>-2</sup>; however, actual densities at the proposed wellsites are unknown and often highly variable.

Polychaetes are typically the most abundant macrofaunal group on the northern Gulf of Mexico continental slope, followed by amphipods, tanaids, bivalves, and isopods (Rowe and Kennicutt, 2009). Carvalho et al. (2013) found polychaete abundance to be higher in the central region of the northern Gulf of Mexico when compared to the eastern and western regions. Wei (2006) recognized four depth-dependent faunal zones (1 through 4), two of which (Zones 2 and 3) are divided horizontally. The project area is located in Zone 2E, extends from the Texas-Louisiana slope to the west Florida terrace. The most abundant species in this zone were the polychaetes *Aricidea suecica*, *Litocorsa antennata*, *Paralacydonia paradoxa*, and *Tharyx marioni*; and the bivalve *Heterodonta* spp. (Wei, 2006, Wei et al., 2010).

Megafaunal density at stations in the vicinity of the proposed wellsites are approximately 359 to 1,451 individuals ha<sup>-1</sup> (**Table 4**). Common megafauna included motile groups such as decapods,

holothurians, and demersal fishes as well as sessile groups such as sponges, gorgonians, and alcyonaria (Rowe and Kennicutt, 2009).

Bacteria are the foundation of deep-sea chemosynthetic communities (Ross et al., 2012) and are an important component in terms of biomass and cycling of organic carbon (Cruz-Kaegi, 1998). In deep-sea sediments, Main et al. (2015) observed that microbial oxygen consumption rates increased and bacterial biomass decreased with hydrocarbon contamination. Bacterial biomass at the depth range of the project area typically is approximately 1 to 2 g C m<sup>-2</sup> in the top 6 inches (15 cm) of sediments (Rowe and Kennicutt, 2009).

IPFs that could potentially affect benthic communities are physical disturbance, effluent discharges (drilling mud and cuttings), and a large oil spill resulting from a well blowout at the seafloor. A small fuel spill would not affect benthic communities because the diesel fuel would float and dissipate on the sea surface.

### **Impacts of Physical Disturbance to the Seafloor**

In water depths such as those that are encountered in the project area, DP MODUs disturb the seafloor only around the wellbore (seafloor surface hole location) where the bottom template and blowout preventer are located. Depending upon the specific well configuration, this area is generally about 0.62 ac (0.25 ha) per well (BOEM, 2012a).

The areal extent of these impacts will be small compared to the project area itself. Soft bottom communities are ubiquitous along the northern Gulf of Mexico continental slope (Gallaway et al., 2003, Rowe and Kennicutt, 2009). Physical disturbance to the seafloor during this project will be localized and are likely to have no significant impact on soft bottom benthic communities on a regional basis.

### **Impacts of Effluent Discharges**

Drilling mud and cuttings are the only effluents likely to affect these soft bottom benthic communities that could be present in vicinity of the wellsites. During initial well interval(s) before the marine riser is set, cuttings and seawater-based “spud mud” will be released at the seafloor. Excess cement slurry will also be released at the seafloor by casing installation during the riserless portion of the drilling operations. Cement slurry components typically include cement mix and some of the same chemicals used in WBM (Boehm et al., 2001). The main impacts will be burial and smothering of benthic organisms within several meters to tens of meters around the wellbore. Small amounts of water-based blowout preventer fluid will be released at the seafloor and are expected to be rapidly diluted and dispersed.

Benthic community effects of drilling discharges have been reviewed extensively by the National Research Council (1983), Neff (1987), Neff et al. (2005), and Hinwood et al. (1994). Due to the low toxicity of WBM and associated drill cuttings, the main mechanism of impact to benthic communities is increased sedimentation, possibly resulting in burial or smothering within several meters to tens of meters around the wellbore. Monitoring programs have shown that benthic impacts of drilling are minor and localized within a few hundred meters of the wellsite (National Research Council, 1983, Neff, 1987, Neff et al., 2005, Continental Shelf Associates, 2006). Soft bottom sediments disturbed by cuttings, drilling mud, cement slurry, and blowout preventer fluid will eventually be recolonized through larval settlement and migration from adjacent areas. Because some deep-sea biota grow and reproduce slowly, recovery may require several years.

Discharges of treated SBM associated cuttings from the MODUs may affect benthic communities, primarily within several hundred meters of the wellsites. The fate and effects of SBM cuttings have been reviewed by Neff et al. (2000), and monitoring studies have been conducted in the Gulf of Mexico by Continental Shelf Associates (2004, 2006). In general, cuttings with adhering SBM tend to clump together and form thick cuttings piles close to the drillsites. Areas of SBM cuttings deposition may develop elevated organic carbon concentrations and anoxic conditions (Continental Shelf Associates, 2006). Where SBM cuttings accumulate and concentrations exceed approximately  $1,000 \text{ mg kg}^{-1}$ , benthic infaunal communities may be adversely affected due to both the toxicity of the base fluid and organic enrichment (with resulting anoxia) (Neff et al., 2000). Infaunal numbers may increase and diversity may decrease as opportunistic species that tolerate low oxygen and high  $\text{H}_2\text{S}$  predominate (Continental Shelf Associates, 2006). As the base synthetic fluid is biodegraded by microbes, the area will gradually recover to pre-drilling conditions. Disturbed sediments will be recolonized through larval settlement and migration from adjacent areas.

The areal extent of impacts from drilling discharges will be small; the typical effect radius is approximately 1,640 ft (500 m) around each wellsite. Soft bottom benthic communities are ubiquitous along the northern Gulf of Mexico continental slope (Gallaway, 1988, Gallaway et al., 2003, Rowe and Kennicutt, 2009); thus impacts from drilling discharges during this project will have no significant impact on soft bottom benthic communities on a regional basis.

### **Impacts of a Large Oil Spill**

Potential impacts of a large oil spill on the benthic community are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016b, 2017a). Impacts from a subsea blowout could include smothering and exposure to toxic hydrocarbons from oiled sediment settling to the seafloor. The most likely effects of a subsea blowout on benthic communities would be within a few hundred meters of the wellsites. BOEM (2012a) estimated that a severe subsurface blowout could suspend and disperse sediments within a 984 ft (300 m) radius. Although coarse sediments (sands) would probably settle at a rapid rate within 1,312 ft (400 m) from the blowout site, fine sediments (silts and clays) could be suspended for more than 30 days and dispersed over a much wider area. A previous study characterized surface sediments at the sampling stations in the vicinity of the proposed wellsites. Sediments at these two stations were similar, predominantly clay (57% at Station S37 and 51% at Station S36) and silt (35% at Station S37 and 41% at Station S36), respectively (Rowe and Kennicutt, 2009).

Previous analyses by (BOEM, 2016b, 2017a) concluded that oil spills would be unlikely to affect benthic communities beyond the immediate vicinity of the wellhead (i.e., due to physical impacts of a blowout) because the oil would rise quickly to the sea surface directly over the spill location. During the *Deepwater Horizon* incident, the use of subsea dispersants at the wellhead caused the formation of subsurface plumes (NOAA, 2011b). While the behavior and impacts of subsurface plumes are not well known, a subsurface plume could contact the seafloor and affect benthic communities beyond the 984 ft (300 m) radius (BOEM, 2012a), depending on its extent, trajectory, and persistence (Spier et al., 2013). This contact could result in smothering and/or toxicity to benthic organisms. The subsurface plumes observed following the *Deepwater Horizon* incident were reported in water depths of approximately 3,600 ft (1,100 m), extending at least 22 miles (35 km) from the wellsite and persisting for more than a month (Camilli et al., 2010). The subsurface plumes apparently resulted from the use of subsea dispersants at the wellhead (NOAA, 2011b, Spier et al., 2013). Montagna et al. (2013) estimated that the most severe impacts to soft



bottom benthic communities (e.g., reduction of faunal abundance and diversity) from the *Deepwater Horizon* incident extended 2 miles (3 km) from the wellhead in all directions, covering an area of approximately 9 miles<sup>2</sup> (24 km<sup>2</sup>). Moderate impacts were observed up to 11 miles (17 km) to the southwest and 5 miles (8.5 km) to the northeast of the wellhead, covering an area of 57 miles<sup>2</sup> (148 km<sup>2</sup>). NOAA (2016b) documented a footprint of over 772 miles<sup>2</sup> (2,000 km<sup>2</sup>) of impacts to benthic habitats surrounding the *Deepwater Horizon* incident site. The analysis also identified a larger area of approximately 3,552 miles<sup>2</sup> (9,200 km<sup>2</sup>) of potential exposure and uncertain impacts to benthic communities (NOAA, 2016b). Stout and Payne (2017) also noted that SBM released as a result of the blowout covered an area of 2.5 miles<sup>2</sup> (6.5 km<sup>2</sup>).

While the behavior and impacts of subsurface oil plumes are not well known, the Macondo findings indicate that benthic impacts likely extend beyond the immediate vicinity of the wellsite, depending on the extent, trajectory, and persistence of the plume. Baguley et al. (2015) noted that while nematode abundance increased with proximity to the Macondo wellhead, copepod abundance, relative species abundance, and diversity decreased in response to the *Deepwater Horizon* incident. Washburn et al. (2017) noted that richness, diversity, and evenness were affected within a radius of 1 km of the wellhead. Reuscher et al. (2017) found that meiofauna and macrofauna community diversity was significantly lower in areas that were impacted by Macondo oil. Demopoulos et al. (2016) reported abnormally high variability in meiofaunal and macrofaunal density in areas near the Macondo wellhead, which supports the Valentine et al. (2014) supposition that hydrocarbon deposition and impacts in the vicinity of the Macondo wellhead were patchy. While there are some indications of partial recovery of benthic fauna, as of 2015, full recovery has not occurred (Montagna et al., 2016, Reuscher et al., 2017, Washburn et al., 2017).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will minimize potential impacts. **EP Section 9b** provides detail on spill response measures. No significant spill impacts on soft bottom communities are expected.

### **C.2.2 High-Density Deepwater Benthic Communities**

As defined in NTL 2009-G40, high-density deepwater benthic communities are features or areas that could support high-density chemosynthetic communities, high-density deepwater corals, or other associated high-density hard bottom communities. Chemosynthetic communities were discovered in the central Gulf of Mexico in 1984 and have been studied extensively (MacDonald, 2002). Deepwater coral communities are also known from numerous locations in the Gulf of Mexico (Cordes et al., 2008, Brooks et al., 2012, Demopoulos et al., 2017, Hourigan et al., 2017). These communities occur almost exclusively on exposed authigenic carbonate rock created by a biogeochemical (microbial) process, and on shipwrecks.

Monitoring programs on the Gulf of Mexico continental slope have shown that benthic impacts from drilling discharges typically are concentrated within approximately 1,640 ft (500 m) of the wellsite, although detectable deposits may extend beyond this distance (Continental Shelf Associates, 2004, 2006, Neff et al., 2005). The nearest known high-density deepwater benthic communities are found in Viosca Knoll Block 826, approximately 38 miles (61 km) from the project area (BOEM, nd).

In water depths such as those encountered in the project area, the DP MODUs will disturb the seafloor only in the immediate vicinity of the drill sites (Section A.2). Based on the site clearance letters, no features or areas that could support significant, high-density benthic communities were found within 2,000 ft (610 m) of the proposed wellsites (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). There are no water bottom anomalies within 2,000 ft (610 m) of proposed wellsites as defined by BOEM (BOEM, 2019) (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). As a result, high-density deepwater benthic communities are not expected to be present.

The only IPF identified for this project that could potentially affect high-density deepwater benthic communities is a large oil spill from a well blowout at the seafloor. Physical disturbances and effluent discharges are not likely to affect high-density deepwater benthic communities since these are generally limited to localized impacts. A small fuel spill would not affect benthic communities because the diesel fuel would float and dissipate from the sea surface.

### **Impacts of a Large Oil Spill**

The wellsite assessment did not identify high-density deepwater benthic communities within 2,000 ft (610 m) of the proposed wellsites (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b).

BOEM (2012a, 2015, 2016c, 2017a) concluded that oil spills would be unlikely to affect benthic communities beyond the immediate vicinity of the wellhead (i.e., due to physical impacts of a blowout) because the oil would rise quickly to the sea surface directly over the spill location. However, subsea oil plumes resulting from a seafloor blowout could affect sensitive deepwater communities (BOEM, 2016b). During the *Deepwater Horizon* incident, subsurface plumes were reported at a water depth of approximately 3,600 ft (1,100 m), extending at least 22 miles (35 km) from the wellsite and persisting for more than a month (Camilli et al., 2010). The subsurface plumes apparently resulted from the use of subsea dispersants at the wellhead (NOAA, 2011c). Chemical components of subsea dispersants used during the *Deepwater Horizon* incident persisted for up to 2 months and were detectable up to 186 miles (300 km) from the wellsite at a water depths of 3,280 to 3,937 ft (1,000 to 1,200 m) (Kujawinski et al., 2011). However, estimated dispersant concentrations in the subsea plume were below levels known to be toxic to marine life. While the behavior and impacts of subsurface plumes are not well known, a subsurface plume could have the potential to contact high-density deepwater benthic communities beyond the 984 ft (300 m) radius estimated by (BOEM, 2016a), depending on its extent, trajectory, and persistence (Spier et al., 2013). Potential impacts on sensitive resources would be an integral part of the decision and approval process for the use of dispersants.

Potential impacts of oil on high-density deepwater benthic communities are discussed by BOEM (2012a, 2015, 2016c, 2017a). Oil plumes that directly contact localized patches of sensitive benthic communities before degrading could potentially impact the resource. However, the potential impacts would be localized due to the directional movement of oil plumes by the water currents and because the sensitive habitats have a scattered, patchy distribution. The more likely result would be exposure to widely dispersed, biodegraded particles that “rain” down from a passing oil plume. While patches of habitat may be affected, the Gulf-wide ecosystem of live bottom communities would be expected to suffer no significant effects (BOEM, 2016b).

Although chemosynthetic communities live among hydrocarbon seeps, natural seepage occurs at a relatively constant low rate compared with the potential rates of oil release from a blowout. In addition, seep organisms require unrestricted access to oxygenated water at the same time as exposure to hydrocarbon energy sources (MacDonald, 2002). Oil droplets or oiled sediment particles could come into contact with chemosynthetic organisms. As discussed by BOEM (2017a), impacts could include loss of habitat and biodiversity; destruction of hard substrate; change in

sediment characteristics; and reduction or loss of one or more commercial and recreational fishery habitats.

Sublethal effects are possible for deepwater coral communities that receive a lower level of oil impact. Effects to deepwater coral communities could be temporary (e.g., lack of feeding and loss of tissue mass) or long lasting and affect the resilience of coral colonies to natural disturbances (e.g., elevated water temperature and diseases) (BOEM, 2012a, 2015, 2016b, 2017a). The potential for a spill to affect deepwater corals was observed during an October 2010 survey of deepwater coral habitats in water depths of 4,600 ft (1,400 m) approximately 7 miles (11 km) southwest of the Macondo wellhead. Much of the soft coral observed in a location measuring approximately 50 ft × 130 ft (15 m × 40 m) was covered by a brown flocculent material (Bureau of Ocean Energy Management, Regulation, and Enforcement, 2010) with signs of stress, including varying degrees of tissue loss and excess mucous production (White et al., 2012). Hopanoid petroleum biomarker analysis of the flocculent material indicated that it contained oil from the *Deepwater Horizon* incident. The injured and dead corals were in an area in which a subsea plume of oil had been documented during the spill in June 2010. The deepwater coral at this location showed signs of tissue damage that was not observed elsewhere during these surveys or in previous deepwater coral studies in the Gulf of Mexico. The team of researchers concluded that the observed coral injuries likely resulted from exposure to the subsurface oil plume (White et al., 2012). Apparent recovery of some affected areas by March 2012 correlated negatively with the proportion of the coral covered with floc in late 2010 (Hsing et al., 2013). Fisher et al. (2014b) reported two additional coral areas affected by the *Deepwater Horizon* incident; one 4 miles (6 km) south of the Macondo wellsite, and the other 14 miles (22 km) to the southeast. Prouty et al. (2016) found evidence that corals located northeast of the *Deepwater Horizon* incident were also affected. In addition to direct impacts on corals and other sessile epifauna, the spill also affected macroinfauna associated with these hard bottom communities (Fisher et al., 2014a).

Although no known deepwater coral communities are likely to be impacted by a subsurface plume, previously unidentified communities may be encountered if a large subsurface oil spill occurs. However, because of the scarcity of deepwater hard bottom communities, their comparatively low surface area, and the requirements set by BOEM in NTL 2009-G40, it is unlikely that a sensitive habitat would be located adjacent to a seafloor blowout or that concentrated oil would contact the site (BOEM, 2012a).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on Shell's spill response measures. Potential impacts on sensitive resources would be an integral part of the decision and approval process for the use of dispersants.

### **C.2.3 Designated Topographic Features**

The project location is not within or near a designated topographic feature or a no-activity zone as identified in NTL 2009-G39. The nearest designated topographic feature stipulation block is West Delta Block 147, located approximately 86 miles (138 km) from the project area. There are no IPFs associated with either routine operations or accidents that could cause impacts to designated topographic features due to their distance from the project area.

### **C.2.4 Pinnacle Trend Area Live Bottoms**

The project area is not covered by the Live Bottom (Pinnacle Trend) Stipulation. As defined in NTL 2009-G39, the nearest pinnacle trend block is Main Pass Block 290, approximately 40 miles (64 km) from the project area. There are no IPFs associated with either routine operations or accidents that could cause impacts to pinnacle trend area live bottoms due to the distance from the project area.

### C.2.5 Eastern Gulf Live Bottoms

The project area is not covered by the Live Bottom (Low-Relief) Stipulation, which pertains to seagrass communities and low-relief hard bottom reef within the Gulf of Mexico Eastern Planning Area blocks in water depths of 328 ft (100 m) or less and portions of Pensacola and Destin Dome Area Blocks in the Central Planning Area. The nearest block covered by the Live Bottom Stipulation, as defined in NTL 2009-G39, is Destin Dome Block 573, located approximately 53 miles (85 km) northeast from the project area. There are no IPFs associated with either routine operations or accidents that could cause impacts to eastern Gulf of Mexico live bottom areas due to the distance from the project area.

### C.3 Threatened, Endangered, and Protected Species and Critical Habitat

This section discusses species listed as Endangered or Threatened under the ESA. In addition, it includes marine mammal species in the region that are protected under the MMPA.

Endangered, Threatened, or species of concern that may occur in the project area and/or along the northern Gulf Coast are listed in **Table 5**. The table also indicates the location of designated critical habitat in the Gulf of Mexico. Critical habitat is defined as (1) specific areas within the geographical area occupied by the species at the time of listing, if they contain physical or biological features essential to conservation, and those features may require special management considerations or protection; and (2) specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation. NMFS has jurisdiction over ESA-listed marine mammals (cetaceans) and fishes in the Gulf of Mexico, and USFWS has jurisdiction over ESA-listed birds and the West Indian manatee. These two agencies share federal jurisdiction over sea turtles, with NMFS having lead responsibility at sea and USFWS on nesting beaches.

Table 5. Federally listed Endangered and Threatened species potentially present in the project area and along the northern Gulf Coast.

Species	Scientific Name	Status	Potential Presence		Critical Habitat Designated in Gulf of Mexico
			Project Area	Coastal	
<b>Marine Mammals</b>					
Bryde's whale	<i>Balaenoptera edeni</i>	E	X	--	None
Sperm whale	<i>Physeter macrocephalus</i>	E	X	--	None
West Indian manatee	<i>Trichechus manatus</i> <sup>a</sup>	T	--	X	Florida (Peninsular)
<b>Sea Turtles</b>					
Loggerhead turtle	<i>Caretta caretta</i>	T,E <sup>b</sup>	X	X	Nesting beaches and nearshore reproductive habitat in Mississippi, Alabama, and Florida; <i>Sargassum</i> habitat including most of the central & western Gulf of Mexico.
Green turtle	<i>Chelonia mydas</i>	T	X	X	None
Leatherback turtle	<i>Dermochelys coriacea</i>	E	X	X	None
Hawksbill turtle	<i>Eretmochelys imbricata</i>	E	X	X	None
Kemp's ridley turtle	<i>Lepidochelys kempii</i>	E	X	X	None
<b>Birds</b>					
Piping Plover	<i>Charadrius melodus</i>	T	--	X	Coastal Texas, Louisiana, Mississippi, Alabama, and Florida
Whooping Crane	<i>Grus americana</i>	E	--	X	Coastal Texas (Aransas National Wildlife Refuge)
<b>Fishes</b>					
Oceanic whitetip shark	<i>Carcharhinus longimanus</i>	T	X	--	None
Giant manta ray	<i>Mobula birostris</i>	T	X	X	None
Gulf sturgeon	<i>Acipenser oxyrinchus desotoi</i>	T	--	X	Coastal Louisiana, Mississippi, Alabama, and Florida

Table 5. (Continued).

Species	Scientific Name	Status	Potential Presence		Critical Habitat Designated in Gulf of Mexico
			Project Area	Coastal	
Nassau grouper	<i>Epinephelus striatus</i>	T	--	X	None
<b>Invertebrates</b>					
Elkhorn coral	<i>Acropora palmata</i>	T	--	X	Florida Keys and the Dry Tortugas
Staghorn coral	<i>Acropora cervicornis</i>	T	--	X	Florida Keys and the Dry Tortugas
Pillar coral	<i>Dendrogyra cylindrus</i>	T	--	X	None
Rough cactus coral	<i>Mycetophyllia ferox</i>	T	--	X	None
Lobed star coral	<i>Orbicella annularis</i>	T	--	X	None
Mountainous star coral	<i>Orbicella faveolata</i>	T	--	X	None
Boulder star coral	<i>Orbicella franksi</i>	T	--	X	None
<b>Terrestrial Mammals</b>					
Beach mice (Alabama, Choctawhatchee, Perdido Key, St. Andrew)	<i>Peromyscus polionotus</i>	E	--	X	Alabama and Florida (Panhandle) beaches

Abbreviations: E = Endangered; T = Threatened; X = potentially present; -- = not present.

- a There are two subspecies of West Indian manatee: the Florida manatee (*T. m. latirostris*), which ranges from the northern Gulf of Mexico to Virginia, and the Antillean manatee (*T. m. manatus*), which ranges from northern Mexico to eastern Brazil. Only the Florida manatee subspecies is likely to be found in the northern Gulf of Mexico.
- b The Northwest Atlantic Ocean DPS of loggerhead turtles is designated as threatened (76 Federal Register [FR] 58868). NMFS and USFWS designated critical habitat for this DPS, including beaches and nearshore reproductive habitat in Mississippi, Alabama, and the Florida Panhandle as well as *Sargassum* spp. habitat throughout most of the central and western Gulf of Mexico (79 FR 39756 and 79 FR 39856).

Coastal Endangered or Threatened species that may occur along the U.S. Gulf Coast include the West Indian manatee (*Trichechus manatus*), Piping Plover (*Charadrius melodus*), Whooping Crane (*Grus americana*), Gulf sturgeon (*Acipenser oxyrinchus desotoi*), and four subspecies of beach mouse. Critical habitat has been designated for all of these species as indicated in **Table 5** and discussed in individual sections. Two other coastal bird species (Bald Eagle [*Haliaeetus leucocephalus*] and Brown Pelican [*Pelecanus occidentalis*]) are no longer federally listed as Endangered or Threatened; these are discussed in **Section C.4.2**.

Five sea turtle species, the sperm whale (*Physeter macrocephalus*), and the oceanic whitetip shark (*Carcharhinus longimanus*) are the only Endangered or Threatened species likely to occur within the project area. The listed sea turtles include the leatherback turtle (*Dermochelys coriacea*), Kemp's ridley turtle (*Lepidochelys kempii*), hawksbill turtle (*Eretmochelys imbricata*), loggerhead turtle (*Caretta caretta*), and green turtle (*Chelonia mydas*) (Pritchard, 1997). Effective August 11, 2014, NMFS has designated certain marine areas as critical habitat for the northwest Atlantic distinct population segment (DPS) of the loggerhead sea turtle (**Section C.3.5**). No critical habitat has been designated in the Gulf of Mexico for the leatherback turtle, Kemp's ridley turtle, hawksbill turtle, or the green turtle. Listed marine mammal species include one odontocete (sperm whale) which is known to occur in the Gulf of Mexico (Würsig et al., 2000); no critical habitat has been designated for the sperm whale. The Bryde's whale (*Balaenoptera edeni*) exists in the Gulf of Mexico as a small, resident population. It is the only baleen whale known to be resident to the Gulf. The genetically distinct Northern Gulf of Mexico stock is severely restricted in range, being found only in the northeastern Gulf in the waters of the DeSoto Canyon (Waring et al., 2016) and are therefore not likely to occur within the project area. The giant manta ray (*Mobula birostris*) could occur in the project area but is most commonly observed in the Gulf of

Mexico at the Flower Garden Banks. The Nassau grouper (*Epinephelus striatus*) has been observed in the Gulf of Mexico at the Flower Garden Banks but is most commonly observed in shallow tropical reefs of the Caribbean and is not expected to occur in the project area.

Five Endangered mysticete whales (blue whale [*Balaenoptera musculus*], fin whale [*Balaenoptera physalus*], humpback whale [*Megaptera novaeangliae*], North Atlantic right whale [*Eubalaena glacialis*], and sei whale [*Balaenoptera borealis*]) have been reported from the Gulf of Mexico but are considered rare or extralimital (Würsig et al., 2000). These species are not included in the most recent NMFS stock assessment report (Hayes et al., 2019) nor in the most recent BOEM multisale EIS (BOEM, 2017a) as present in the Gulf of Mexico; therefore, they are not considered further in the EIA.

Seven Threatened coral species are known from the northern Gulf of Mexico: elkhorn coral (*Acropora palmata*), staghorn coral (*Acropora cervicornis*), lobed star coral (*Orbicella annularis*), mountainous star coral (*Orbicella faveolata*), boulder star coral (*Orbicella franksi*), pillar coral (*Dendrogyra cylindrus*), and rough cactus coral (*Mycetophyllia ferox*). None of these species are expected to be present in the project area (see **Section C.3.13**).

There are no other Threatened or Endangered species in the Gulf of Mexico that are reasonably likely to be affected by either routine or accidental events. Other species occurring at certain locations in the Gulf of Mexico, such as the Endangered smalltooth sawfish (*Pristis pectinata*) and the Endangered Florida salt marsh vole (*Microtus pennsylvanicus dukecampbelli*), are remote from the project area and highly unlikely to be affected.

### **C.3.1 Sperm Whale (Endangered)**

The only Endangered marine mammal likely to be present at or near the project area is the sperm whale. Resident populations of sperm whales occur within the Gulf of Mexico. Gulf of Mexico sperm whales are classified as an endangered species and a “strategic stock” by NMFS (Waring et al., 2016). A “strategic stock” is defined by the MMPA as a marine mammal stock that meets the following criteria:

- The level of direct human-caused mortality exceeds the potential biological removal level;
- Based on the best available scientific information, is in decline and is likely to be listed as a threatened species under the ESA within the foreseeable future; or
- Is listed as a threatened or endangered species under the ESA or is designated as depleted under the MMPA.

Current threats to sperm whale populations worldwide are discussed in a final recovery plan for the sperm whale published by NMFS (2010a). Threats are defined as “any factor that could represent an impediment to recovery,” and include fisheries interactions, anthropogenic noise, vessel interactions, contaminants and pollutants, disease, injury from marine debris, research, predation and natural mortality, direct harvest, competition for resources, loss of prey base due to climate change and ecosystem change, and cable laying. In the Gulf of Mexico, the impacts from many of these threats are identified as either low or unknown (BOEM, 2012a).

The distribution of sperm whales in the Gulf of Mexico is correlated with mesoscale physical features such as eddies associated with the Loop Current (Jochens et al., 2008). Sperm whale populations in the north-central Gulf of Mexico are present there throughout the year (Davis et al., 2000). Results of a multi-year tracking study show female sperm whales typically concentrated along the upper continental slope between the 656- and 3,280-foot (200- and 1,000-meter) depth contours (Jochens et al., 2008). Male sperm whales were more variable in their movements and were documented in water depths greater than 9,843 ft (3,000 m). Generally, groups of sperm whales sighted in the Gulf of Mexico during the MMS-funded Sperm Whale Seismic Study consisted of mixed-sex groups comprising adult females and juveniles, and groups of bachelor males. Typical group size for mixed groups was 10 individuals

(Jochens et al., 2008). A review of sighting reports from seismic mitigation surveys in the Gulf of Mexico conducted over a 6-year period found a mean group size for sperm whales of 2.5 individuals (Barkaszi et al., 2012).

In these mitigation surveys, sperm whales were the most common cetacean encountered. Results of the Sperm Whale Seismic Study showed that sperm whales transit through the vicinity of the project area. Movements of satellite-tracked individuals suggest that this area of the Gulf continental slope is within the home range of the Gulf of Mexico population (within the 95% utilization distribution) (Jochens et al., 2008).

IPFs that could potentially affect sperm whales include MODU presence, noise, and lights; support vessel and helicopter traffic; and both types of spill accidents: a small fuel spill and a large oil spill. Effluent discharges are likely to have negligible impacts on sperm whales due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of these marine mammals.

Though NMFS (2020) stated marine debris as an IPF, compliance with BSEE NTL 2015-G03 and NMFS (2020) Appendix B will minimize the potential for marine debris-related impacts on sperm whales. NMFS (2020) estimates that no more than three sperm whales will be nonlethally taken, with one sperm whale lethally taken through the ingestion of marine debris over 50 years of proposed action. Therefore, marine debris is likely to have negligible impacts on sperm whales and is not further discussed (See **Table 2**).

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Some sounds produced by the MODUs may be emitted at levels that could potentially disturb individual whales or mask the sounds animals would normally produce or hear. Noise associated with drilling is relatively weak in intensity, and an individual animal's noise exposure would be transient. As discussed in **Section A.1**, sounds generated by an actively drilling MODU are maximum broadband (10 Hz to 10 kHz) energy of approximately 190 dB re 1  $\mu$ Pa m (Hildebrand, 2005).

NMFS (2018b) lists sperm whales in the same functional hearing group (i.e., mid frequency cetaceans) as most dolphins and other toothed whales, with an estimated hearing sensitivity from 150 Hz to 160 kHz. Therefore, vessel related noise is likely to be heard by sperm whales. Frequencies <150 Hz produced by the drilling operations are not likely to be perceived with any significance by mid-frequency cetaceans. The sperm whale may possess better low frequency hearing than some of the other odontocetes, although not as low as many baleen whale species that primarily produce sounds between 30 Hz and 5 kHz (Wartzok and Ketten, 1999). Generally, most of the acoustic energy produced by sperm whales is present at frequencies below 10 kHz, although diffuse energy up to and past 20 kHz is common, with source levels up to 236 dB re 1  $\mu$ Pa m (Møhl et al., 2003).

It is expected that, due to the relatively stationary nature of the MODU operations, sperm whales would move away from the proposed operations area, and noise levels that could cause auditory injury would be avoided. Noise associated with proposed vessel operations may cause behavioral (disturbance) effects to sperm whales. Observations of sperm whales near offshore oil and gas operations suggest an inconsistent response to anthropogenic marine sound (Jochens et al., 2008). Most observations of behavioral responses of marine mammals to anthropogenic sounds, in general, have been limited to short-term behavioral responses, which included the cessation of feeding, resting, or social interactions (NMFS, 2009a). Animals can determine the direction from which a sound arrives based on cues, such as differences in arrival times, sound levels, and phases at the two ears. Thus, an animal's directional hearing capabilities have a bearing on its ability to avoid noise sources (National Research Council, 2003b).

NOAA Fisheries West Coast Region (2018) presents criteria that are used in the interim to determine behavioral disturbance thresholds for marine mammals and are applied equally across

all functional hearing groups. Received root-mean-square sound pressure levels of 120 dB re 1  $\mu$ Pa from a non-impulsive source are considered high enough to elicit a behavioral reaction in some marine mammal species. The 120-dB isopleth may extend tens to hundreds of kilometers from the source depending on the propagation environment.

For mid frequency cetaceans exposed to a non-impulsive source (such as MODU operations), permanent threshold shifts are estimated to occur when the mammal has received a sound exposure level of 198 dB re 1  $\mu$ Pa<sup>2</sup> s over a 24-hour period (NMFS, 2016a). Similarly, temporary threshold shifts are estimated to occur when the mammal has received a sound exposure level of 178 dB re 1  $\mu$ Pa<sup>2</sup> s over a 24-hour period. Based on transmission loss calculations (Urick, 1983), typical sources with DP thrusters are not expected to produce received root-mean-square sound pressure levels greater than 160 dB re 1  $\mu$ Pa beyond 105 ft (32 m) from the source. Due to the short propagation distance of high sound pressure levels, the transient nature of sperm whales, and the stationary nature of the proposed activities, it is not expected that any sperm whales will receive exposure levels necessary for the onset of auditory threshold shifts.

The MODUs will be located within a deepwater, open ocean environment. Sounds generated by drilling operations will be generally non-impulsive, with some variability in sound level. This analysis assumes that the continuous nature of sounds produced by the MODU will provide individual whales with cues relative to the direction and relative distance (sound intensity) of the sound source, and the fixed position of the MODUs will allow for active avoidance of potential physical impacts. Drilling-related noise associated with this project will contribute to increases in the ambient noise environment of the Gulf of Mexico, but it is not expected to be in amplitudes sufficient enough to cause hearing effects to sperm whales.

MODU lighting and rig presence are not identified as IPFs for sperm whales (BOEM, 2014a,b,c, 2015, 2016b, 2017a).

### **Impacts of Support Vessel and Helicopter Traffic**

NMFS has found that support vessel traffic has the potential to disturb sperm whales and creates a risk of vessel strikes, which are identified as a threat in the recovery plan for this species (NMFS, 2010a). To reduce the potential for vessel strikes, BOEM issued NTL BOEM-2016-G01, which recommends protected species identification training and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. In addition, when sperm whales are sighted, vessel operators and crews are required to attempt to maintain a distance of 328 ft (100 m) or greater whenever possible (NTL BOEM 2016-G01 and NMFS, 2020). Vessel operators are required to reduce vessel speed to 10 knots or less, as safety permits, when mother/calf pairs, pods, or large assemblages of cetaceans are observed near an underway vessel (NTL BOEM-2016-G01). When sperm whales are sighted while a vessel is underway, the vessel should take action (e.g., attempt to remain parallel to the whale's course, avoid excessive speed or abrupt changes in direction until the whale has left the area) as necessary to avoid violating the relevant separation distance. However, if the sperm whale is sighted within this distance, the vessel should reduce speed and shift the engine to neutral and not re-engage until the whale is outside of the separation area. This does not apply to any vessel towing gear (NMFS [2020] Appendix C). Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing sperm whales.

NMFS (2020) analyzed the potential for vessel strikes and harassment of sperm whales in its Biological Opinion on the Federally Regulated Oil and Gas Program Activities in the Gulf of Mexico. NMFS concluded that the observed avoidance of passing vessels by sperm whales is an advantageous response to avoid a potential threat and is not expected to result in any significant effect on migration, breathing, nursing, breeding, feeding, or sheltering to individuals, or have any consequences at the level of the population. With the implementation of the NMFS vessel strike protocols listed in Appendix C of NMFS (2020) in addition to the NTL BOEM-2016-G01, NMFS concluded that the likelihood of collisions between vessels and sperm whales would be reduced.



Helicopter traffic also has the potential to disturb sperm whales. Smultea et al. (2008) documented responses of sperm whales offshore Hawaii to fixed wing aircraft flying at an altitude of 804 ft (245 m). A reaction to the initial pass of the aircraft was observed during 3 (12%) of 24 sightings. All three reactions consisted of a hasty dive and occurred at less than 1,180 ft (360 m) lateral distance from the aircraft. Additional reactions were seen when aircraft circled certain whales to make further observations. Based on other studies of cetacean responses to sound, the authors concluded that the observed reactions to brief overflights by the aircraft were short-term and limited to behavioral disturbances (Smultea et al., 2008).

Helicopters maintain altitudes above 700 ft (213 m) during transit to and from the offshore working area. In the event that a whale is seen during transit, the helicopter will not approach or circle the animal(s). In addition, guidelines and regulations issued by NMFS under the authority of the MMPA specify that helicopters maintain an altitude of 1,000 ft (305 m) within 300 ft (91 m) of marine mammals (BOEM, 2016a, 2017a; NMFS, 2020). Although whales may respond to helicopters (Smultea et al., 2008), NMFS (2020) concluded that this altitude would minimize the potential for disturbing sperm whales. Therefore, no significant impacts are expected.

### **Impacts of a Small Fuel Spill**

Potential spill impacts on marine mammals including sperm whales are discussed by NMFS (2020) and BOEM (2012a, 2015, 2016b, 2017a). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the Marine Mammal Commission (MMC) (2011). For the EIA, there are no unique site-specific issues with respect to spill impacts on sperm whales that were not analyzed in the previous documents.

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on sperm whales. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area and the duration of a small spill, the opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (MMC, 2011). However, due to the limited areal extent and short duration of water quality impacts from a small fuel spill, as well as the mobility of sperm whales, no significant impacts are expected.

### **Impacts of a Large Oil Spill**

Potential spill impacts on marine mammals including sperm whales are discussed by BOEM (2012a, 2015, 2016b, 2017a), and NMFS (2020). Oil impacts on marine mammals are discussed by

Geraci and St. Aubin (1990) and by the MMC (2011). For the EIA, there are no unique site-specific issues with respect to spill impacts on sperm whales.

Impacts of oil spills on sperm whales can include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, and dispersants) (MMC, 2011). Direct physical and physiological effects can include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil (and dispersants) directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft. The level of impact of oil exposure depends on the amount, frequency, and duration of exposure; route of exposure; and type or condition of petroleum compounds or chemical dispersants (Hayes et al., 2019). Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, changing prey availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011). Ackleh et al. (2012) hypothesized that sperm whales may have temporarily relocated away from the vicinity of the Deepwater Horizon incident in 2010. However, based on aerial surveys conducted in the aftermath of the spill, visibly oiled cetaceans (including several sperm whales) were identified within the footprint of the oil slick (Dias et al., 2017).

In the event of a large spill, the level of vessel and aircraft activity associated with spill response could disturb sperm whales and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with NTL BOEM-2016-G01 (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting sperm whales, it is expected that impacts resulting in the injury or death of individual sperm whales would be adverse but not likely significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### **C.3.2 Bryde's Whale (Endangered)**

The Bryde's whale is the only year-round resident baleen whale in the northern Gulf of Mexico. The Bryde's whale is sighted most frequently in the waters over DeSoto Canyon between the 328 ft (100 m) and 3,280 ft (1,000 m) isobaths (Rosel et al., 2016, Hayes et al., 2019). Most sightings have been made in the DeSoto Canyon region and off western Florida, although there have been some in the west-central portion of the northeastern Gulf of Mexico. Based on the available data, it is possible that Bryde's whales could occur in the project area though unlikely.

In 2014, a petition was submitted to designate the northern Gulf of Mexico population as a DPS and list it as endangered under the ESA (Natural Resources Defense Council, 2014). This petition received a 90-day positive finding by NMFS in 2015 and a proposed rule to list was published in 2016 (Hayes et al., 2019). On April 15, 2019, NMFS issued a final rule to list the Gulf of Mexico DPS of Bryde's whale as Endangered under the ESA. The listing was effective on May 15, 2019.

IPFs that could affect the Bryde's whales include MODU presence, noise, and lights; support vessel and helicopter traffic; and both types of spill accidents: a small fuel spill and a large oil spill.

Effluent discharges are likely to have negligible impacts on Bryde's whales due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility and low abundance of Bryde's whales in the Gulf of Mexico. Compliance with BSEE NTL 2015-G03 will minimize the potential for marine debris-related impacts on Bryde's whales.

Though NMFS (2020) stated marine debris as an IPF, compliance with BSEE NTL 2015-G03 and NMFS (2020) Appendix B will minimize the potential for marine debris-related impacts on Bryde's whales. NMFS (2020) estimated one sublethal take and no lethal takes of Bryde's whales from marine debris over 50 years of proposed action. Therefore, marine debris is likely to have negligible impacts on Bryde's whales and is not further discussed (See **Table 2**).

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Some sounds produced by the MODUs may be emitted at levels that could potentially disturb individual whales or mask the sounds animals would normally produce or hear. Noise associated with drilling is relatively weak in intensity, and an individual animal's noise exposure would be transient. As discussed in **Section A.1**, frequencies generated by an actively drilling MODU are maximum broadband (10 Hz to 10 kHz) with a root-mean-square source level of approximately 177 to 190 dB re 1  $\mu\text{Pa}$  m (Hildebrand, 2005).

NMFS (2018b) lists Bryde's whales in the functional hearing group of low frequency cetaceans (baleen whales), with an estimated hearing sensitivity from 7 Hz to 35 kHz. Therefore, vessel related noise is likely to be heard by Bryde's whales. Frequencies <150 Hz produced by the drilling operations is more likely to be perceived by low-frequency cetaceans.

It is expected that, due to the relatively stationary nature of the MODU operations, Bryde's whales would move away from the proposed operations area, and noise levels that could cause auditory injury would be avoided. Noise associated with proposed vessel operations may cause behavioral (disturbance) effects to individual Bryde's whales. NOAA Fisheries West Coast Region (2018) presents criteria that are used in the interim to determine behavioral disturbance thresholds for marine mammals and are applied equally across all hearing groups. Received root-mean-square sound pressure level of 120 dB re 1  $\mu\text{Pa}$  from a non-impulsive source are considered high enough to elicit a behavioral reaction in some marine mammal species. The 120-dB isopleth may extend tens to hundreds of kilometers from the source depending on the propagation environment. However, exposure to a root-mean-square sound pressure level of 120 dB re 1  $\mu\text{Pa}$  does not equate to a behavioral response or a biological consequence; rather it represents the level at which onset of a behavioral response may occur.

For low frequency cetaceans, specifically the Bryde's whale, permanent and temporary threshold shift onset from non-impulsive sources is estimated to occur at sound exposure levels of 199 dB re 1  $\mu\text{Pa}^2$  s and 179 re 1  $\mu\text{Pa}^2$  s, respectively. MODU operations and DP thrusters are not expected to reach permanent or temporary threshold shift values, and based on open water transmission loss calculations (Urlick, 1983), noise produced by typical sources with DP thrusters in use during drilling, are not expected to propagate root-mean-square sound pressure levels greater than 120 dB re 1  $\mu\text{Pa}$  beyond 700 m (2,290 ft) from the source.

The MODUs will be located within a deepwater, open ocean environment. Sounds generated by drilling operations will be generally non-impulsive, with some variability in sound level and frequency. This analysis assumes that the continuous nature of sounds produced by the MODU will provide individual whales with cues relative to the direction and relative distance

(sound intensity) of the sound source, and the fixed position of the MODU will allow for active avoidance of potential physical impacts. Drilling-related noise associated with this project will contribute to increases in the ambient noise environment of the Gulf of Mexico, but it is not expected to be in amplitudes sufficient enough to cause hearing effects to Bryde's whales and due to the low density of Bryde's whales in the Gulf of Mexico, no significant impacts are expected.

### **Impacts of Support Vessel and Helicopter Traffic**

Support vessel traffic has the potential to disturb Bryde's whales and creates a potential for vessel strikes. To reduce the potential for vessel strikes, BOEM has issued NTL BOEM-2016-G01, which recommends protected species identification training and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. When whales are sighted, vessel operators and crews are required to attempt to maintain a distance of 1,640 ft (500 m) or greater whenever possible (NTL BOEM-2016-G01; NMFS, 2020). Vessel operators are required to reduce vessel speed to 10 knots or less, as safety permits, when mother/calf pairs, pods, or large assemblages of cetaceans are observed near an underway vessel (NTL BOEM-2016-G01). When a Bryde's whale is sighted while a vessel is underway, the vessel should take action (e.g., attempt to remain parallel to the whale's course, avoid excessive speed or abrupt changes in direction until the whale has left the area) as necessary to avoid violating the relevant separation distance. However, if the whale is sighted within this distance, the vessel should reduce speed and shift the engine to neutral and not re-engage until the whale is outside of the separation area. This does not apply to any vessel towing gear (NMFS [2020] Appendix C). Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing Bryde's whales.

Helicopter traffic also has the potential to disturb Bryde's whales. Based on studies of cetacean responses to sound, the observed reactions to brief overflights by aircraft were short-term and limited to behavioral disturbances (Smultea et al., 2008). Helicopters maintain altitudes above 700 ft (213 m) during transit to and from the offshore working area. In the event that a whale is seen during transit, the helicopter will not approach or circle the animal(s). In addition, guidelines and regulations issued by NMFS under the authority of the MMPA specify that helicopters maintain an altitude of 1,000 ft (305 m) within 300 ft (91 m) of marine mammals (BOEM, 2016a, 2017a; NMFS, 2020). Due to the brief potential for disturbance the low density of Bryde's whales thought to reside in the Gulf of Mexico, no significant impacts are expected.

### **Impacts of a Small Fuel Spill**

Potential spill impacts on marine mammals are discussed by NMFS (2020) and BOEM (2012a, 2015, 2016b, 2017a). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011). The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on Bryde's whales. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area and the duration of a small spill, the opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and

persistence of impacts would depend on the meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (MMC, 2011). However, due to the limited areal extent and short duration of water quality impacts from a small fuel spill, as well as the mobility of Bryde's whales and the unlikelihood of Bryde's whales in the project area, no significant impacts are expected.

### **Impacts of a Large Oil Spill**

Potential spill impacts on marine mammals are discussed by BOEM (2012a, 2015, 2016b, 2017a), and NMFS (2020). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011).

Potential impacts of a large oil spill on Bryde's whales could include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, and dispersants) (MMC, 2011). Direct physical and physiological effects could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil (and dispersants) directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft. The level of impact of oil exposure depends on the amount, frequency, and duration of exposure; route of exposure; and type or condition of petroleum compounds or chemical dispersants (Hayes et al., 2019). Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, changing prey availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011).

In the event of a large spill, the level of vessel and aircraft activity associated with spill response could disturb Bryde's whales and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with NTL BOEM-2016-G01 (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting Bryde's whales, it is expected that impacts resulting in the injury or death of individual Bryde's whales would be adverse but not likely significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### **C.3.3 West Indian Manatee (Endangered)**

Most of the Gulf of Mexico West Indian manatee population is located in peninsular Florida (USFWS, 2001). Critical habitat has been designated in southwest Florida in Manatee, Sarasota, Charlotte, Lee, Collier, and Monroe counties. Manatees regularly migrate farther west of Florida in the warmer months (Wilson, 2003) into Alabama and Louisiana coastal habitats, with some

individuals traveling as far west as Texas (Fertl et al., 2005). There have been three verified reports of Florida manatee sightings on the OCS during seismic mitigation surveys in mean water depths of over 1,969 ft (600 m) (Barkaszi and Kelly, 2019). One of these sightings resulted in a shutdown of airgun operations. A species description is presented in the recovery plan for this species (USFWS, 2001).

IPFs that could potentially affect manatees include support vessel and helicopter traffic and a large oil spill. A small fuel spill in the project area would be unlikely to affect manatees because the project area is approximately 72 miles (116 km) from the nearest shoreline (Louisiana). As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to breaking up. Compliance with NTL BSEE 2015-G013 (see **Table 1**) will minimize the potential for marine debris-related impacts on manatees. Consistent with the analysis by BOEM (2016a), impacts of routine project-related activities on the manatee would be negligible.

### **Impacts of Support Vessel and Helicopter Traffic**

Support vessel traffic associated with routine MODU operations has the potential to disturb manatees, and there is also a risk of vessel strikes, which are identified as a threat in the recovery plan for this species (USFWS, 2001). Manatees are expected to be limited to inner shelf and coastal waters, and impacts are expected to be limited to transits of these vessels and helicopters through these waters. To reduce the potential for vessel strikes, BOEM has issued NTL BOEM-2016-G01, which recommends protected species identification training and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. Vessel strike avoidance measures described in NMFS (2020) for the marine mammal species managed by that agency may also provide some additional indirect protections to manatees. Compliance with NTL BOEM-2016-G01 will minimize the likelihood of vessel strikes, and no significant impacts on manatees are expected.

Depending on flight altitude, helicopter traffic also has the potential to disturb manatees. Rathbun (1988) reported that manatees were disturbed more by helicopters than by fixed-wing aircraft; however, the helicopter was flown at relatively low altitudes of 66 to 525 ft (20 to 160 m). Helicopters used in support operations maintain a minimum altitude of 700 ft (213 m) while in transit offshore, 1,000 ft (305 m) over unpopulated areas or across coastlines, and 2,000 ft (610 m) over populated areas and sensitive habitats such as wildlife refuges and park properties. In addition, guidelines and regulations issued by NMFS under the authority of the MMPA specify that helicopters maintain an altitude of 1,000 ft (305 m) within 300 ft (91 m) of marine mammals (BOEM, 2012a,b; NMFS, 2020). This mitigation measure will minimize the potential for disturbing manatees, and no significant impacts are expected.

### **Impacts of a Large Oil Spill**

Based on the 30-day OSRA modeling (**Table 3**), Plaquemines Parish, Louisiana is the coastal area most likely to be affected (4% probability within 3 days, 14% within 10 days, and 21% probability within 30 days). Other Louisiana shorelines may be affected within 10 days (Terrebonne, St. Bernard, and Lafourche), and shorelines in Louisiana, Alabama, Mississippi, and Florida could be affected within 30 days (1% to 21% conditional probability). There is no manatee critical habitat designated in these areas, and the number of manatees potentially present is a small fraction of the population in peninsular Florida.

In the event that manatees were exposed to oil, effects could include direct impacts from oil exposure, as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, and dispersants) (MMC, 2011). Direct physical and physiological effects can include asphyxiation, acute poisoning, lowering of tolerance to other stress, nutritional stress, and inflammation infection (BOEM, 2017a). Indirect impacts include stress from the activities and

noise of response vessels and aircraft (BOEM, 2017a). Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, changing prey availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011).

In the event that a large spill reached coastal waters where manatees were present, the level of vessel and aircraft activity associated with spill response could disturb manatees and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with NTL BOEM-2016-G01 (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill enters areas inhabited by manatees, it is expected that impacts resulting in the injury or death of individual manatees could be significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

#### **C.3.4 Non-Endangered Marine Mammals (Protected)**

All marine mammal species are protected under the MMPA. In addition to the three Endangered species of marine mammals that were cited in **Sections C.3.1 to C.3.3**, 20 additional species of marine mammals may be found in the Gulf of Mexico. These include the dwarf and pygmy sperm whales, four species of beaked whales, and 14 species of delphinid whales and dolphins (see **EP Section 6h**). The minke whale (*Balaenoptera acutorostrata*) is considered rare in the Gulf of Mexico, and is therefore not considered further in the EIA (BOEM, 2012a). The most common non-endangered cetaceans in the deepwater environment are odontocetes (toothed whales and dolphins) such as the pantropical spotted dolphin, spinner dolphin, and Clymene dolphin. A brief summary is presented in this section, and additional information on these groups is presented by BOEM (2017a).

Dwarf and pygmy sperm whales. At sea, it is difficult to differentiate dwarf sperm whales (*Kogia sima*) from pygmy sperm whales (*Kogia breviceps*), and sightings are often grouped together as *Kogia* spp. Both species have a worldwide distribution in temperate to tropical waters. In the Gulf of Mexico, both species occur primarily along the continental shelf edge and in deeper waters off the continental shelf (Mullin et al., 1991, Mullin, 2007, Hayes et al., 2019). Either species could occur in the project area.

Beaked whales. Four species of beaked whales are known from the Gulf of Mexico. They are Blainville's beaked whale (*Mesoplodon densirostris*), Sowerby's beaked whale (*Mesoplodon bidens*), Gervais' beaked whale (*Mesoplodon europaeus*), and Cuvier's beaked whale (*Ziphius cavirostris*). Stranding records (Würsig et al., 2000), as well as passive acoustic monitoring in the Gulf of Mexico (Hildebrand et al., 2015), suggest that Gervais' beaked whale and Cuvier's beaked whale are the most common species in the region. The Sowerby's beaked whale is considered extralimital, with only one documented stranding in the Gulf of Mexico (Bonde and O'Shea, 1989). Blainville's beaked whales are rare, with only four documented strandings in the northern Gulf of Mexico (Würsig et al., 2000).

Due to the difficulties of at-sea identification, beaked whales in the Gulf of Mexico are identified either as Cuvier's beaked whales (*Ziphius* spp.) or grouped into an undifferentiated species complex (*Mesoplodon* spp.). In the northern Gulf of Mexico, they are broadly distributed in waters greater than 3,281 ft (1,000 m) over lower slope and abyssal landscapes (Davis et al., 2000). Any of these species could occur in the project area (Hayes et al., 2019).

Delphinids. Fourteen species of delphinids are known to occur in the Gulf of Mexico: Atlantic spotted dolphin (*Stenella frontalis*), bottlenose dolphin (*Tursiops truncatus*), Clymene dolphin (*Stenella clymene*), killer whale (*Orcinus orca*), false killer whale (*Pseudorca crassidens*), Fraser's dolphin (*Lagenodelphis hosei*), melon-headed whale (*Peponocephala electra*), pantropical spotted dolphin (*Stenella attenuata*), pygmy killer whale (*Feresa attenuata*), short-finned pilot whale (*Globicephala macrorhynchus*), Risso's dolphin (*Grampus griseus*), rough-toothed dolphin (*Steno bredanensis*), spinner dolphin (*Stenella longirostris*), and striped dolphin (*Stenella coeruleoalba*). The most common non-endangered cetaceans in the deepwater environment of the northern Gulf of Mexico are the pantropical spotted dolphin, spinner dolphin, and rough-toothed dolphin. However, any of these species could occur in the project area (Waring et al. 2016; Hayes et al., 2019).

The bottlenose dolphin (*Tursiops truncatus*) is a common inhabitant of the northern Gulf of Mexico, particularly within continental shelf waters. There are two ecotypes of bottlenose dolphins, a coastal form and an offshore form, which are genetically isolated from each other (Waring et al. 2016). The offshore form of the bottlenose dolphin inhabits waters seaward from the 200-meter isobath and may occur within the project area. Inshore populations of coastal bottlenose dolphins in the northern Gulf of Mexico are separated by the NMFS into 31 geographically distinct population units, or stocks, for management purposes (Hayes et al., 2019).

Bottlenose dolphins in the Northern Gulf of Mexico are categorized into three stocks by NMFS (2016b): Bay, Sound, and Estuary; Continental Shelf; and Coastal and Oceanic. The Bay, Sound, and Estuary Stocks are considered to be strategic stocks. The strategic stock designation in this case was based primarily on the occurrence of an "unusual mortality event" of unprecedented size and duration (from April 2010 through July 2014) (NOAA, 2016) that affected these stocks. Carmichael et al. (2012) hypothesized that the unusual number of bottlenose dolphin strandings in the northern Gulf of Mexico during this time may have been associated with environmental perturbations, including sustained cold weather and the *Deepwater Horizon* incident in 2010 as well as large volumes of cold freshwater discharge in the early months of 2011. Carmichael et al. (2012) and Schwacke et al. (2014b) reported that 1 year after the *Deepwater Horizon* incident, many dolphins in Barataria Bay, Louisiana, showed evidence of disease conditions associated with petroleum exposure and toxicity. Venn-Watson et al. (2015) performed histological studies to examine contributing factors and causes of deaths for stranded common bottlenose dolphins from Louisiana, Mississippi, and Alabama and found that the dead dolphins from the "unusual mortality event" were more likely than those from other areas to have primary bacterial pneumonia and thin adrenal cortices. The adrenal gland and lung diseases were consistent with exposure to petroleum compounds, and the exposure to petroleum compounds during and after the *Deepwater Horizon* incident are proposed as a cause.

IPFs that could potentially affect non-endangered marine mammals include MODU presence, noise, and lights; support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). Effluent discharges are likely to have negligible impacts on marine



mammals due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of marine mammals. Compliance with NTL BSEE 2015-G013 (see **Table 1**) will minimize the potential for marine debris-related impacts on marine mammals.

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Noise from routine drilling activities has the potential to disturb marine mammals. Most odontocetes use higher frequency sounds than those produced by OCS drilling activities (Richardson et al., 1995). Three functional hearing groups are represented in the 20 non-endangered cetaceans found in the Gulf of Mexico (NMFS, 2018b). Eighteen of the 19 odontocete species are considered to be in the mid-frequency functional hearing group and two species (dwarf and pygmy sperm whales) are in the high frequency functional hearing group (NMFS, 2018b). Thruster and installation noise will affect each group differently depending on the frequency bandwidths produced by operations.

For mid frequency cetaceans exposed to a non-impulsive source (like drilling operations), permanent threshold shifts are estimated to occur when the mammal has received a sound exposure level of 198 dB re 1  $\mu\text{Pa}^2$  s over a 24-hour period. Similarly, temporary threshold shifts are estimated to occur when the mammal has received a sound exposure level of 178 dB re 1  $\mu\text{Pa}^2$  s over a 24-hour period. Based on transmission loss calculations (Urlick, 1983), open water propagation of noise produced by typical sources with intermittent use of DP thrusters during offshore operations, are not expected to produce received root-mean-square sound pressure levels greater than 160 dB re 1  $\mu\text{Pa}$  beyond 105 ft (32 m) from the source. Due to the short propagation distance of high root-mean-square sound pressure levels, the transient nature of marine mammals and the stationary nature of the proposed activities, it is not expected that any marine mammals will receive exposure levels necessary for the onset of auditory threshold shifts. NOAA Fisheries West Coast Region (2018) presents criteria that are used in the interim to determine behavioral disturbance thresholds for marine mammals and are applied equally across all functional hearing groups. Received root-mean-square sound pressure levels of 120 dB re 1  $\mu\text{Pa}$  from a non-impulsive source are considered high enough to elicit a behavioral reaction in some marine mammal species. The 120 dB isopleth may extend tens to hundreds of kilometers from the source depending on the propagation environment.

Some odontocetes have shown increased feeding activity around lighted platforms at night (Todd et al., 2009). Even temporary MODUs present an attraction to pelagic food sources that may attract cetaceans (and sea turtles). Therefore, prey congregation could pose an attraction to protected species that would expose them to higher levels or longer durations of noise that might otherwise be avoided.

There are other OCS facilities and activities near the project area, and the region as a whole has a large number of similar sources. Due to the limited scope, timing, and geographic extent of drilling activities, this project would represent a small temporary contribution to the overall noise regime, and any short-term impacts are not expected to be biologically significant to marine mammal populations.

MODU lighting and presence are not identified as IPFs for marine mammals by BOEM (2016b, 2017a). Therefore, no significant impacts are expected from these IPF's.

### **Impacts of Support Vessel and Helicopter Traffic**

Support vessel traffic has the potential to disturb marine mammals, and there is also a risk of vessel strikes. Data concerning the frequency of vessel strikes are presented by BOEM (2017a). To

reduce the potential for vessel strikes, BOEM has issued NTL BOEM-2016-G01 (see **Table 1**), which recommends protected species identification training and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. Vessel operators and crews are required to attempt to maintain a distance of 300 ft (91 m) or greater from whales and 148 ft (45 m) or greater from small cetaceans and sea turtles (NTL BOEM-2016-G01). When cetaceans are sighted while a vessel is underway, vessels must attempt to remain parallel to the animal's course and avoid excessive speed or abrupt changes in direction until the cetacean has left the area. Vessel operators are required to reduce vessel speed to 10 knots or less when mother/calf pairs, pods, or large assemblages of cetaceans are observed near an underway vessel, when safety permits. Although vessel strike avoidance measures described in NMFS (2020) are only applicable to ESA-listed species, complying with them may provide additional indirect protections to non-listed species as well. Use of these measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing marine mammals, and therefore no significant impacts are expected.

Helicopter traffic also has the potential to disturb marine mammals (Würsig et al., 1998). However, while flying offshore, helicopters maintain altitudes above 700 ft (213 m) during transit to and from the working area. In addition, guidelines and regulations issued by NMFS under the authority of the MMPA specify that helicopters maintain an altitude of 1,000 ft (305 m) within 300 ft (91 m) of marine mammals (BOEM, 2017a; NMFS, 2020). Maintaining this altitude will minimize the potential for disturbing marine mammals, and no significant impacts are expected.

### **Impacts of a Small Fuel Spill**

Potential spill impacts on marine mammals are discussed by BOEM (2016b, 2017a), and oil impacts on marine mammals in general are discussed by Geraci and St. Aubin (1990). For the EIA, there are no unique site-specific issues with respect to spill impacts on these animals.

The probability of a fuel spill will be minimized by Shell's preventative measures, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP is expected to mitigate and reduce the potential for impacts on marine mammals. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area and the duration of a small spill, the opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce the concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that over 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (MMC, 2011). However, due to the limited areal extent and short duration of water quality impacts from a small fuel spill, as well as the mobility of marine mammals, no significant impacts would be expected.

### **Impacts of a Large Oil Spill**

Potential spill impacts on marine mammals are discussed by BOEM (2016b, 2017a). For the EIA, there are no unique site-specific issues.

Impacts of oil spills on marine mammals can include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, and dispersants) (MMC, 2011). Direct physical and physiological effects can include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil (and dispersants) directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft. Complications of the above may lead to dysfunction of immune and reproductive systems (DeGuise et al., 2017), physiological stress, declining physical condition, and death. Kellar et al. (2017) estimated reproductive success rates for two northern Gulf of Mexico stocks affected by oil were less than a third (19.4%) of those previously reported in other areas (64.7%) not impacted. Behavioral responses can include displacement of animals from prime habitat (McDonald et al., 2017a); disruption of social structure; changing prey availability and foraging distribution and/or patterns; changing reproductive behavior/productivity; and changing movement patterns or migration (MMC, 2011).

Data from the *Deepwater Horizon* incident, as analyzed and summarized by NOAA (2016b) indicate the scope of potential impacts from a large spill. Tens of thousands of marine mammals were exposed to oil, where they likely inhaled, aspirated, ingested, physically contacted, and absorbed oil components (NOAA, 2016b, Takeshita et al., 2017). Nearly all of the marine mammal stocks in the northern Gulf of Mexico were affected. The oil's physical, chemical, and toxic effects damaged tissues and organs, leading to a constellation of adverse health effects, including reproductive failure, adrenal disease, lung disease, and poor body condition (NOAA, 2016b). According to the National Wildlife Federation (2016a), nearly all of the 20 species of dolphins and whales that live in the northern Gulf of Mexico had demonstrable, quantifiable injuries. NMFS (2014a) documented 13 dolphins and whales live-stranded, and over 150 dolphins and whales dead during the oil spill response. Because of known low detection rates of carcasses (Williams et al., 2011), it is possible that the number of marine mammal deaths is underestimated. Also, necropsies to confirm the cause of death could not be conducted for many of these marine mammals, therefore some cause of deaths reported as unknown are likely attributable to oil interaction. Schwacke et al. (2014a) reported that 1 year after the spill, many dolphins in Barataria Bay, Louisiana, showed evidence of disease conditions associated with petroleum exposure and toxicity. Lane et al. (2015) noted a decline in pregnancy success rate among dolphins in the same region. BOEM (2012a) concluded that potential effects from a large spill could potentially contribute to more significant and longer-lasting impacts including mortality and longer-lasting chronic or sublethal effects than a small, but severe accidental spill.

In the event of a large spill, response activities that may impact marine mammals include increased vessel traffic, use of dispersants, and remediation activities (e.g., controlled burns, skimmers, boom) (BOEM, 2017a). The increased level of vessel and aircraft activity associated with spill response could disturb marine mammals, potentially resulting in behavioral changes. The large number of response vessels could result in vessel strikes, entanglement or other injury, or stress. Response vessels would operate in accordance with NTL BOEM-2016-G01 to reduce the potential for striking or disturbing these animals, and therefore no significant impacts are expected.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill, it is expected that impacts resulting in the injury or death of individual marine mammals could be significant at the population level depending on the level of oiling and the species affected. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### C.3.5 Sea Turtles (Endangered/Threatened)

As listed in **EP Section 6h**, five species of Endangered or Threatened sea turtles may be found near the project area. Endangered species are the leatherback, Kemp's ridley, and hawksbill turtles. As of May 6, 2016, the entire North Atlantic DPS of the green turtle is listed as threatened (81 *Federal Register* [FR] 20057). The DPS of loggerhead turtle that occurs in the Gulf of Mexico is listed as Threatened, although other DPSs are Endangered. Of the sea turtle species that may be found in the project area, only the Kemp's ridley relies on the Gulf of Mexico as its sole breeding ground. Species descriptions are presented by (BOEM, 2017a).

Critical habitat has been designated for the loggerhead turtle in the Gulf of Mexico as shown in **Figure 1**. Critical habitat in the northern Gulf of Mexico includes nesting beaches in Mississippi, Alabama, and the Florida Panhandle; nearshore reproductive habitat seaward from these beaches; and a large area of *Sargassum* habitat. The nearest designated nearshore reproductive critical habitat for loggerhead sea turtles is approximately 109 miles (175 km) from the project area.

Loggerhead turtles in the Gulf of Mexico are part of the Northwest Atlantic Ocean DPS (NMFS, 2014b). In July 2014, NMFS and the USFWS designated critical habitat for this DPS. The USFWS designation (79 FR 39756) includes nesting beaches in Jackson County, Mississippi; Baldwin County, Alabama; and Bay, Gulf, and Franklin Counties in the Florida Panhandle as well as several counties in southwest Florida and the Florida Keys (and other areas along the Atlantic coast). The NMFS designation (79 FR 39856) includes nearshore reproductive habitat within 1 mile (1.6 km) seaward of the mean high-water line along these same nesting beaches. NMFS also designated a large area of shelf and oceanic waters, termed *Sargassum* habitat, in the Gulf of Mexico (and Atlantic Ocean) as critical habitat. *Sargassum* is a genus of brown alga (Class Phaeophyceae) that has a pelagic existence. Rafts of *Sargassum* spp. serve as important foraging and developmental habitat for numerous fishes, and young sea turtles, including loggerhead turtles. NMFS also designated three other categories of critical habitat: of these, two (migratory habitat and overwintering habitat) are along the Atlantic coast, and the third (breeding habitat) is found in the Florida Keys and along the Florida east coast (NMFS, 2014b).

Leatherbacks and loggerheads are the species most likely to be present near the project area as adults. Green, hawksbill, and Kemp's ridley turtles are typically inner-shelf and nearshore species, unlikely to occur near the project area as adults. Female Kemp's ridley turtles may be found in the project area as they transit to and from nesting beaches. Hatchlings or juveniles of any of the sea turtle species may be present in deepwater areas, including the project area, where they may be associated with *Sargassum* spp. and other flotsam.

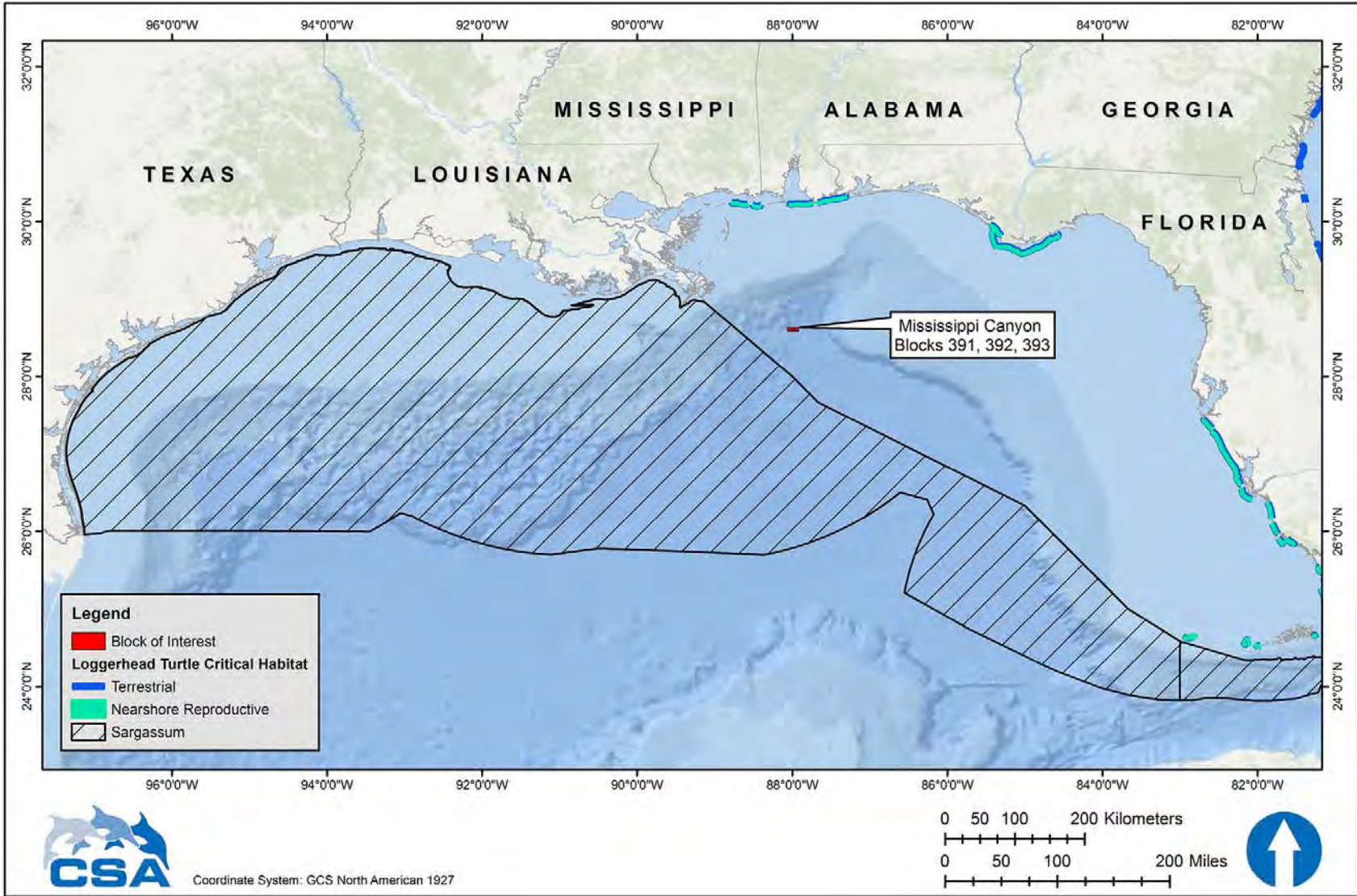


Figure 1. Location of loggerhead turtle critical habitat in the northern Gulf of Mexico in relation to the project area. The critical habitat includes terrestrial habitat (nesting beaches) and nearshore reproductive habitat in Mississippi, Alabama, and the Florida Panhandle as well as *Sargassum* habitat.

All five sea turtle species in the Gulf of Mexico are migratory and use different marine habitats according to their life stage. These habitats include high-energy beaches for nesting females and emerging hatchlings and pelagic convergence zones for hatchling and juvenile turtles. As adults, green, hawksbill, Kemp's ridley, and loggerhead turtles forage primarily in shallow benthic habitats. Leatherbacks are the most pelagic of the sea turtles, feeding primarily on jellyfish.

Sea turtle nesting in the northern Gulf of Mexico can be summarized by species as follows:

- Loggerhead turtles—Loggerhead turtles nest in significant numbers along the Florida Panhandle (Florida Fish and Wildlife Conservation Commission, 2017a) and, to a lesser extent, from Texas through Alabama (NMFS and USFWS, 2008);
- Green and leatherback turtles—Green and leatherback turtles infrequently nest on Florida Panhandle beaches (Florida Fish and Wildlife Conservation Commission, 2017b, c);
- Kemp's ridley turtles—The main nesting site is Rancho Nuevo beach in Tamaulipas, Mexico (NMFS et al., 2011). As of early June 2020, a total of 216 Kemp's ridley turtle nests have been counted on Texas beaches for the 2020 nesting season. A total of 190 Kemp's ridley turtle nests were counted on Texas beaches during the 2019 nesting season and a total of 250 Kemp's ridley turtle nests were counted on Texas beaches during the 2018 nesting season. These are a decrease from the 353 Kemp's ridley turtle nests counted in the 2017 nesting season (Turtle Island Restoration Network, 2020). Padre Island National Seashore, along the coast of Willacy, Kenedy, and Kleberg Counties in southern Texas, is the most important nesting location for this species in the U.S.; and
- Hawksbill turtles—Hawksbill turtles typically do not nest anywhere near the project area, with most nesting in the region located in the Caribbean Sea and on beaches of the Yucatán Peninsula (U.S. Fish and Wildlife Service, 2016).

IPFs that could potentially affect sea turtles include MODU presence, noise, and lights; support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). Effluent discharges are likely to have negligible impacts on sea turtles due to rapid dispersion, the small area of ocean affected, and the intermittent nature of the discharges.

Though NMFS (2020) stated marine debris as an IPF, compliance with NTL BSEE 2015-G013 (See **Table 1**) and NMFS (2020) Appendix B will minimize the potential for marine debris-related impacts on sea turtles. NMFS (2020) estimated a small proportion of individual sea turtles would be adversely affected from exposure to marine debris. Therefore, marine debris is likely to have negligible impacts on sea turtles and is not further discussed (See **Table 2**).

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Offshore drilling activities produce broadband sounds at frequencies and intensities that may be detected by sea turtles (Samuel et al., 2005, Popper et al., 2014). Potential impacts could include behavioral disruption and displacement from the area near the sound source. There is scarce information regarding hearing and acoustic thresholds for marine turtles. Sea turtles can hear low to mid-frequency sounds and they appear to hear best between 200 and 750 Hz and do not respond well to sounds above 1,000 Hz (Ketten and Bartol, 2005). The currently accepted hearing and response estimates are derived from fish hearing data rather than from marine mammal hearing data in combination with the limited experimental data available (Popper et al., 2014). NMFS Biological Opinion (NMFS, 2015) lists the sea turtle underwater acoustic root-mean-square sound pressure level injury threshold as 207 dB re 1  $\mu$ Pa; Blackstock et al. (2018) identified the sea turtle underwater acoustic root-mean-square sound pressure level behavioral threshold as 175 dB re 1  $\mu$ Pa. No distinction is made between impulsive and non-impulsive sources for these thresholds. Based on transmission loss calculations (Urlick, 1983), open water propagation of noise produced by typical sources with DP thrusters in use during drilling, are not expected to produce root-mean-square sound pressure levels greater than 160 dB re 1  $\mu$ Pa beyond 32 m from the source. Certain sea turtles, especially loggerheads, may be attracted to offshore structures (Lohofener et al., 1990, Gitschlag et al., 1997) and thus, may be more susceptible to impacts from sounds produced during routine drilling and completion activities. Helicopters and support

vessels may also affect sea turtles because of machinery noise or visual disturbances. Any impacts would likely be short-term behavioral changes such as diving and evasive swimming, disruption of activities, or departure from the area. Because of the limited scope and short duration of drilling activities, these short-term impacts are not expected to be biologically significant to sea turtle populations.

Artificial lighting can disrupt the nocturnal orientation of sea turtle hatchlings (Tuxbury and Salmon, 2005, Berry et al., 2013, Simões et al., 2017). However, hatchlings may rely less on light cues when they are offshore than when they are emerging on the beach (Salmon and Wyneken, 1990). NMFS (2007) concluded that the effects of lighting from offshore structures on sea turtles are insignificant. Therefore, no significant impacts are expected.

NMFS (2020) stated sea turtles have the potential to be entangled or entrapped in moon pools, and though many sea turtles could exit the moon pool under their own volition, sublethal effects could occur. Based on the moon pool entrapment cases of sea turtles reported and successful rescues and releases that have occurred, NMFS (2020) estimated approximately about one sea turtle will be sub lethally entrapped in moon pools every year. Therefore, no significant impacts are expected.

### **Impacts of Support Vessel and Helicopter Traffic**

Support vessel traffic has the potential to disturb sea turtles, and there is also a risk of vessel strikes. Data show that vessel traffic is one cause of sea turtle mortality in the Gulf of Mexico (Lutcavage et al., 1997; NMFS, 2020). While adult sea turtles are visible at the surface during the day and in clear weather, they can be difficult to spot from a moving vessel when resting below the water surface, during nighttime, or during periods of inclement weather. To reduce the potential for vessel strikes, BOEM issued NTL BOEM-2016-G01, which recommends protected species identification training and that vessel operators and crews maintain a vigilant watch for sea turtles and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. When sea turtles are sighted, vessel operators and crews are required to attempt to maintain a distance of 164 ft (50 m) or greater whenever possible (NMFS [2020] Appendix C). Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing sea turtles. Therefore, no significant impacts are expected.

Helicopter traffic also has the potential to disturb sea turtles. However, while flying offshore, helicopters maintain altitudes above 700 ft (213 m) during transit to and from the working area. This altitude will minimize the potential for disturbing sea turtles, and no significant impacts are expected (BOEM, 2012a; NMFS, 2020).

### **Impacts of a Small Fuel Spill**

Potential spill impacts on sea turtles are discussed by NMFS (2020) and BOEM (2017a). For this EP, there are no unique site-specific issues with respect to spill impacts on sea turtles. **Section A.9.1** discusses the size and fate of a potential small diesel fuel spill as a result of Shell's proposed activities. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area, the duration of a small spill and opportunity for impacts to occur would be very brief.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of



toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (NMFS, 2014a). As discussed in **Section A.9.1**, more than 90% of a small diesel spill in offshore waters would evaporate or disperse naturally within 24 hours. Therefore, due to the limited areal extent and short duration of water quality impacts from a small fuel spill, no significant impacts to sea turtles from direct or indirect exposure would be expected.

Loggerhead Critical Habitat – Nesting Beaches. A small fuel spill in the project area would be unlikely to affect sea turtle nesting beaches because the project area is 72 miles (116 km) from the nearest shoreline (Louisiana). Loggerhead turtle nesting beaches and nearshore reproductive habitat designated as critical habitat are located in Mississippi, Alabama, and the Florida Panhandle, at least 109 miles (175 km) from the project area. As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to breaking up.

Loggerhead Critical Habitat – *Sargassum* Habitat. The project area is 26 miles (42 km) from the *Sargassum* portion of the loggerhead turtle critical habitat (**Figure 1**). It is unlikely a small fuel spill could affect *Sargassum* spp. and juvenile turtles by contaminating this habitat due to the distance from it. Juvenile sea turtles could come into contact with or ingest oil, resulting in death, injury, or other sublethal effects. Impacts would be limited to the small area (1.2 to 12 ac [0.5 to 5 ha]) likely to be impacted by a small spill. A 12-acre (5-hectare) impact would represent a negligible portion of the 96,776,959 ac (39,164,246 ha) designated *Sargassum* habitat for loggerhead turtles in the northern Gulf of Mexico.

### **Impacts of a Large Oil Spill**

Impacts of oil spills on sea turtles can include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, and dispersants). Direct physical and physiological effects can include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes and smoke (e.g., from *in situ* burning of oil); ingestion of oil (and dispersants) directly or via contaminated food; and stress from the activities and noise of response vessels and aircraft. Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, change in food availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011, NMFS, 2014b). In the unlikely event of a spill, implementation of Shell's OSRP is expected to mitigate and reduce the potential for these types of impacts on sea turtles. **EP Section 9b** provides detail on spill response measures.

Studies of oil effects on loggerheads in a controlled setting (Lutcavage et al., 1995, NOAA, 2010) suggest that sea turtles show no avoidance behavior when they encounter an oil slick, and any sea turtle in an affected area would be expected to be exposed. Sea turtles' diving behaviors also put them at risk. Sea turtles rapidly inhale a large volume of air before diving and continually resurface over time, which may result in repeated exposure to volatile vapors and oiling (NMFS, 2020).

Results of *Deepwater Horizon* incident studies provide an indication of potential effects of a large oil spill on sea turtles. NOAA (2016b) estimated that between 4,900 and 7,600 large juvenile and

adult sea turtles (Kemp's ridleys, loggerheads, and hardshelled sea turtles not identified to species) and between 56,000 and 166,000 small juvenile sea turtles (Kemp's ridleys, green turtles, loggerheads, hawksbills, and hardshelled sea turtles not identified to species) were killed by the *Deepwater Horizon* incident. Nearly 35,000 hatchling sea turtles (loggerheads, Kemp's ridleys, and green turtles) were also injured by response activities (NOAA, 2016b). Evidence from (McDonald et al., 2017b) suggests 402,000 turtles were exposed to oil in the aftermath of the *Deepwater Horizon* incident, including 54,800 which were likely to have been heavily oiled.

Spill response activities could also kill sea turtles and interfere with nesting. NOAA (2016b) concluded that after the *Deepwater Horizon* incident, hundreds of sea turtles were likely killed by response activities such as increased boat traffic, dredging for berm construction, increased lighting at night near nesting beaches, and oil cleanup operations on nesting beaches. In addition, it is estimated that oil cleanup operations on Florida Panhandle beaches following the spill deterred adult female loggerheads from coming ashore and laying their eggs, resulting in a decrease of approximately 250 loggerhead nests or a reduction of 43.7% in 2010 (NOAA, 2016b, Lauritsen et al., 2017). Impacts from a large oil spill resulting in the death of individual listed sea turtles would be significant to local populations.

Loggerhead Critical Habitat – Nesting Beaches. Spilled oil reaching sea turtle nesting beaches could affect nesting sea turtles and egg development (NMFS, 2020). An oiled beach could affect nest site selection or result in no nesting at all (e.g., false crawls). Upon hatching and successfully reaching the water, hatchlings would be subject to the same types of oil spill exposure hazards as adults. Hatchlings that contact oil residues while crossing a beach could exhibit a range of effects, from acute toxicity to impaired movement and normal bodily functions (NMFS, 2007).

Based on the 30-day OSRA modeling (**Table 3**), Plaquemines Parish, Louisiana is the coastal area most likely to be affected (4% probability within 3 days, 14% within 10 days, and 21% probability within 30 days). Other Louisiana shorelines may be affected within 10 days (Terrebonne, St. Bernard, and Lafourche parishes), and shorelines in Louisiana, Alabama, Mississippi, and Florida could be affected within 30 days (1% to 21% conditional probability). The nearest nearshore reproductive critical habitat for loggerhead turtles is 109 miles (175 km) from the project area.

Loggerhead Critical Habitat – Sargassum Habitat. The project area is 26 miles (42 km) from the *Sargassum* habitat portion of the loggerhead turtle critical habitat (**Figure 1**). Due to the large area covered by the designated *Sargassum* habitat for loggerhead turtles, a large spill could result in oiling of a substantial part of the *Sargassum* habitat in the northern Gulf of Mexico. The *Deepwater Horizon* incident affected approximately one-third of the *Sargassum* habitat in the northern Gulf of Mexico (BOEM, 2016b). It is extremely unlikely that the entire *Sargassum* habitat would be affected by a large spill. Because *Sargassum* spp. are floating, pelagic species, it would only be affected by oil that is present near the surface.

The effects of oiling on *Sargassum* spp. vary with severity, but moderate to heavy oiling as could occur during a large spill could cause complete mortality to *Sargassum* spp. and its associated communities (BOEM, 2017a). *Sargassum* spp. also has the potential to sink during a large spill; thus temporarily removing the habitat and possibly being an additional pathway of exposure to the benthic environment (Powers et al., 2013). Lower levels of oiling may cause sublethal affects, including reduced growth, productivity, and recruitment of organisms associated with *Sargassum* spp. The *Sargassum* spp. algae itself could be less impacted by light to moderate oiling than associated organisms because of a waxy outer layer that might help protect it from oiling (BOEM, 2016b). *Sargassum* spp. have a yearly seasonal cycle of growth and a yearly cycle of dispersal from the Gulf of Mexico to the western Atlantic. A large spill could affect a large portion of the annual crop of the algae; however, because of its ubiquitous distribution and seasonal cycle, recovery of the *Sargassum* spp. community would be expected to take one to two years (BOEM, 2017a).

Impacts to sea turtles from a large oil spill and associated cleanup activities would depend on spill extent, duration, and season (relative to turtle nesting season); the amount of oil reaching the shore; the importance of specific beaches to sea turtle nesting; and the level of cleanup vessel and beach crew activity required. A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill, it is expected that impacts resulting in the injury or death of individual sea turtles would be adverse but not likely significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP would mitigate and reduce direct and indirect impacts to turtles from oil exposure and response activities and materials. **EP Section 9b** provides detail on spill response measures.

### **C.3.6 Piping Plover (Threatened)**

The Piping Plover is a migratory shorebird that overwinters along the southeastern U.S. and Gulf of Mexico coasts. This Threatened species is in decline as a result of hunting, habitat loss and modification, predation, and disease (USFWS, 2003). However, as a result of intensive conservation and management, populations of Piping Plover appear to have been increasing since 1991 throughout its range (Bird Life International, 2018). Critical overwintering habitat has been designated, including beaches in Texas, Louisiana, Mississippi, Alabama, and Florida (**Figure 2**). Piping Plovers inhabit coastal sandy beaches and mudflats, feeding by probing for invertebrates at or just below the surface. They use beaches adjacent to foraging areas for roosting and preening (USFWS, 2010). A species description is presented by BOEM (2017a).

A large oil spill is the only IPF that could potentially affect Piping Plovers. There are no IPFs associated with routine project activities that could affect these birds. A small fuel spill in the project area would be unlikely to affect Piping Plovers because a small fuel spill would not be expected to make landfall or reach coastal waters prior to breaking up (see explanation in **Section A.9.1**).

#### **Impacts of a Large Oil Spill**

The project area is 70 miles (113 km) from the nearest shoreline designated as Piping Plover critical habitat. The 30-day OSRA modeling (**Table 3**) predicts that Piping Plover critical habitat in Plaquemines Parish, Louisiana could be contacted within 3 days of a spill (4% conditional probability). Within 30 days of a spill the model predicts conditional probabilities of shoreline contact of 21%.

Piping Plovers could become externally oiled while foraging on oiled shores or become exposed internally through ingestion of oiled intertidal sediments and prey (BOEM, 2017a). They congregate and feed along tidally exposed banks and shorelines, following the tide out and foraging at the water's edge. It is possible that some deaths of Piping Plovers could occur, especially if spills occur during winter months when the birds are most common along the coastal Gulf or if spills contacted critical habitat. Impacts could also occur from vehicular traffic on beaches and other activities associated with spill cleanup. Shell has extensive resources available to protect and rehabilitate wildlife in the event of a spill reaching the shoreline, as detailed in the OSRP.

However, a large spill that contacts shorelines would not necessarily impact Piping Plovers. In the aftermath of the *Deepwater Horizon* incident, Gibson et al. (2017) completed thorough surveys of coastal Piping Plover habitat in coastal Louisiana, Mississippi, and Alabama and found that only 0.89% of all observed Piping Plovers were visibly oiled, leaving the authors to conclude that the *Deepwater Horizon* incident did not substantially affect Piping Plover populations.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting beaches inhabited by Piping Plovers, it is expected that impacts resulting in the injury or death of individual Piping Plovers could be significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

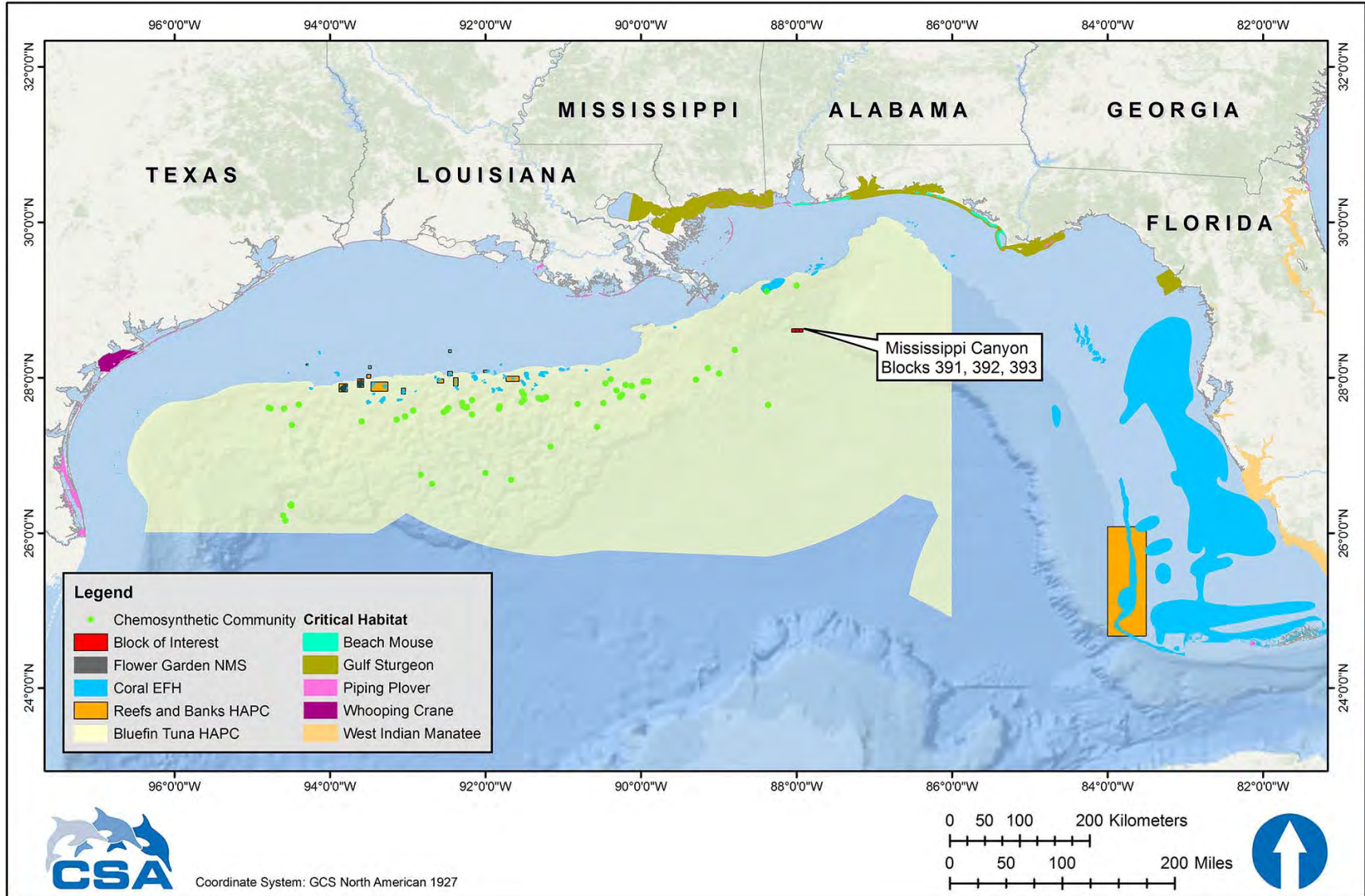


Figure 2. Location of selected environmental features in relation to the project area. EFH = Essential Fish Habitat; HAPC = Habitat Area of Particular Concern.

### C.3.7 Whooping Crane (Endangered)

The Whooping Crane is a large omnivorous wading bird and a federally listed endangered species. Three wild populations live in North America (National Wildlife Federation, 2016b). One of these populations winters along the Texas coast at Aransas NWR and summers at Wood Buffalo National Park in Canada. This population represents the majority of the world's population of free-ranging Whooping Cranes, reaching an estimated population of 506 at Aransas NWR during the 2019 to 2020 winter (USFWS, 2020). A non-migratory population was reintroduced in central Florida and another reintroduced population summers in Wisconsin and migrates to the southeastern U.S. for the winter (USFWS, 2015a). Whooping Cranes breed, migrate, winter, and forage in a variety of habitats, including coastal marshes and estuaries, inland marshes, lakes, ponds, wet meadows and rivers, and agricultural fields (USFWS, 2007). About 22,240 ac (9,000 ha) of salt flats in Aransas NWR and adjacent islands comprise the principal wintering grounds of the Whooping Crane. Aransas NWR is designated as critical habitat for the species (**Figure 2**). A species description is presented by (BOEM, 2012a).

A large oil spill is the only IPF that could potentially affect Whooping Cranes due to the distance of the project area from Aransas NWR.

#### Impacts of a Large Oil Spill

The 30-day OSRA modeling (**Table 3**) predicts a <0.5% or less chance of oil contacting Whooping Crane critical habitat (Calhoun or Aransas Counties, Texas) within 30 days of a spill.

In the event of oil exposure, Whooping Cranes could physically oil themselves while foraging in oiled areas or secondarily contaminate themselves through ingestion of contaminated shellfish, frogs, and fishes. It is possible that some deaths of Whooping Cranes could occur if the spill contacts their critical habitat in Aransas NWR, especially if spills occur during winter months when Whooping Cranes are most common along the Texas coast. Impacts could also occur from vehicular traffic on beaches and other activities associated with spill cleanup. Shell has extensive resources available to protect and rehabilitate wildlife in the event of a spill reaching the shoreline, as detailed in the OSRP. Impacts leading to the death of individual Whooping Cranes would be significant at a species level.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting Whooping Crane habitat, it is expected that impacts resulting in the injury or death of individual Whooping Cranes could be significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### C.3.8 Oceanic Whitetip Shark (Threatened)

The oceanic whitetip shark was listed as Threatened under the ESA in 2018 by NMFS (83 FR 4153). Oceanic whitetip sharks are found worldwide in offshore waters between approximately 30° N and 35° S latitude, and historically were one of the most widespread and abundant species of shark (Baum et al., 2015). However, based on reported oceanic whitetip shark catches in several major long-line fisheries, the global population appears to have suffered substantial declines (Camhi et al., 2008) and the species is now only occasionally reported in the Gulf of Mexico (Baum et al., 2015).

Oceanic whitetip shark management is complicated due to it being globally distributed, highly migratory, and overlapping in areas of high fishing; thus, leaving assessment of population trends on fishery dependent catch-and-effort data rather than scientific surveys (Young and Carlson, 2020). A comparison of historical shark catch rates in the Gulf of Mexico by Baum and Myers (2004) noted that most recent papers dismissed the oceanic whitetip shark as rare or absent in the Gulf of Mexico. NMFS (2018a) noted that there has been an 88% decline in abundance of the species in the Gulf of Mexico since the mid-1990s due to commercial fishing pressure.

IPFs that could affect the oceanic whitetip shark include MODU presence, noise, and lights, and a large oil spill. Though NMFS (2020) lists a small diesel fuel spill as an IPF, in the project area, a small diesel fuel spill would be unlikely to affect oceanic whitetip sharks due to rapid natural dispersion of diesel fuel and the low density of oceanic whitetip sharks potentially present in the project area. Therefore, no significant impacts are expected from small diesel fuel spills and they are not further discussed (**Table 2**).

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Offshore drilling activities produce a broad array of sounds at frequencies and intensities that may be detected by elasmobranchs including the threatened oceanic whitetip shark. The general frequency range for elasmobranch hearing is approximately between 20 Hz and 1 kHz (Ladich and Fay, 2013), which includes frequencies exhibited by individual species such as the nurse shark (*Ginglymostoma cirratum*; 300 and 600 Hz) and the lemon shark (*Negaprion brevirostris*; 20 Hz to 1 kHz) (Casper and Mann, 2006). These frequencies overlap with sound pressure levels associated with drilling activities (typically 10 Hz to 10 kHz) (Hildebrand, 2005). Impacts from offshore drilling activities (i.e., non-impulsive sound) could include masking or behavioral change (Popper et al., 2014). However, because of the limited propagation distances of high sound pressure levels from the drilling rig, impacts would be limited in geographic scope and no population level impacts on oceanic whitetip sharks are expected.

### **Impacts of a Large Oil Spill**

Information regarding the direct effects of oil on elasmobranchs, including the oceanic whitetip shark are largely unknown. A study by Cave and Kajiura (2018) reported that when exposed the crude oil, the Atlantic stingray (*Hypanus sabinus*) experienced impaired olfactory function which could lead to decreased fitness. In the event of a large oil spill, oceanic whitetip sharks could be affected by direct ingestion, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills. Because oceanic whitetip sharks may be found in surface waters, they could be more likely to be impacted by floating oil than other species which only reside at depth.

It is possible that a large oil spill could affect individual oceanic whitetip sharks and result in injuries or deaths. However, due to the low density of oceanic whitetip sharks thought to exist in the Gulf of Mexico, it is unlikely that a large spill would result in population-level effects.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### **C.3.9 Giant Manta Ray (Threatened)**

The giant manta ray was listed as Threatened under the ESA in 2018 by NMFS (83 FR 2916). The species is a slow-growing, migratory, and planktivorous, inhabiting tropical, subtropical, and temperate bodies of water worldwide (NOAA, 2018a).

Commercial fishing is the primary threat to giant manta rays (NOAA, 2018a). The species is targeted and caught as bycatch in several global fisheries throughout its range. Although protected in U.S. waters, protection of populations is difficult as they are highly migratory with sparsely distributed and fragmented populations throughout the world. Some estimated regional population sizes are

small (between 100 to 1,500 individuals) (Marshall et al., 2018, NOAA, 2018a). Stewart et al. (2018) recently reported evidence that the Flower Garden Banks serves as nursery habitat for aggregations of juvenile manta rays. At least 74 unique individuals have been positively identified at the Flower Garden Banks based on unique underbelly coloration (Flower Garden Banks National Marine Sanctuary, 2018). Genetic and photographic evidence in the Flower Garden Banks over 25 years of monitoring showed that 95% of identified giant manta ray male individuals were smaller than mature size (Stewart et al., 2018).

IPFs that may affect giant manta rays include MODU presence, noise, and lights, and a large oil spill. Though NMFS (2020) lists a small diesel fuel spill as an IPF, in the project area a small diesel fuel spill would be unlikely to affect giant manta rays due to rapid natural dispersion of diesel fuel and the low density of giant manta rays potentially present in the project area. Therefore, no significant impacts are expected from small diesel fuel spills and they are not further discussed (See **Table 2**).

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Offshore drilling activities produce a broad array of sounds at frequencies and intensities that may be detected by elasmobranchs including the giant manta ray. The general frequency range for elasmobranch hearing is approximately between 20 Hz and 1 kHz (Ladich and Fay, 2013). Studies indicate that the most sensitive hearing ranges for individual species were 300 and 600 Hz (yellow stingray [*Urobatis jamaicensis*]) and 100 to 300 Hz (little skate [*Erinacea raja*]) (Casper et al., 2003, Casper and Mann, 2006). These frequencies overlap with sound pressure levels associated with drilling activities (typically 10 Hz to 10 kHz) (Hildebrand, 2005). Impacts from offshore drilling activities (i.e., continuous sound) could include masking or behavioral change (Popper et al., 2014). However, because of the limited propagation distances of high sound pressure levels from the drilling rig, impacts would be limited in geographic scope and no population level impacts on giant manta rays are expected.

### **Impacts of a Large Oil Spill**

A large oil spill in the project area could reach coral reefs at the Flower Garden Banks which is the only known location of giant manta ray aggregations in the Gulf of Mexico; although, individuals may occur anywhere in the Gulf. Information regarding the direct effects of oil on elasmobranchs, including the giant manta ray, are largely unknown. In the unlikely event of a large oil spill impacting areas with giant manta rays, individual rays could be affected by direct ingestion of oil which could cover their gill filaments or gill rakers, or by ingestion of oiled plankton. A study by Cave and Kajiura (2018) reported that when exposed to the crude oil, the Atlantic stingray experienced impaired olfactory function which could lead to decreased fitness. Giant manta rays typically feed in shallow waters of less than 33 ft (10 m) depth (NOAA, 2018). Because of this shallow water feeding behavior, giant manta rays may be more likely to be impacted by floating oil than other species which only reside at depth.

In the event of a large oil spill, due to the distance between the project area and the Flower Garden Banks (approximately 339 miles [546 km]), it is unlikely that oil would impact the giant manta ray nursery habitat. It is possible that a large oil spill could contact individual giant manta rays, but due to the low density of individuals thought to occur in the Gulf of Mexico, there would not likely be any population-level effects.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In



the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### C.3.10 Gulf Sturgeon (Threatened)

The Gulf sturgeon is a threatened fish species that inhabits major rivers and inner shelf waters from the Mississippi River to the Suwannee River, Florida (Barkuloo, 1988, Wakeford, 2001). The Gulf sturgeon is anadromous, migrating from the sea upstream into coastal rivers to spawn in freshwater. The historic range of the species extended from the Texas/Louisiana border to Tampa Bay, Florida (Pine and Martell, 2009). This range has contracted to encompass major rivers and inner shelf waters from the Lake Pontchartrain and the Pearl River system in Louisiana and Mississippi to the Suwannee River, Florida (NOAA, 2018b). Populations have been depleted or even extirpated throughout the species' historical range by fishing, shoreline development, dam construction, water quality changes, and other factors (Barkuloo, 1988, Wakeford, 2001). These declines prompted the listing of the Gulf sturgeon as a Threatened species in 1991. The best-known populations occur in the Apalachicola and Suwannee Rivers in Florida (Carr, 1996, Sulak and Clugston, 1998), the Choctawhatchee River in Alabama (Fox et al., 2000), and the Pearl River in Mississippi/Louisiana (Morrow et al., 1998). Rudd et al. (2014) reconfirmed the spatial distribution and movement patterns of Gulf Sturgeon by surgically implanting acoustic telemetry tags. Critical habitat in the Gulf extends from Lake Borgne, Louisiana (St. Bernard Parish), to Suwannee Sound, Florida (Levy County) (NMFS, 2014c) (**Figure 2**). Species descriptions are presented by (BOEM, 2012a) and in the recovery plan for this species (USFWS et al., 1995).

A large oil spill is the only IPF that could potentially affect Gulf sturgeon. There are no IPFs associated with routine project activities that could affect this species. A small fuel spill in the project area would be unlikely to affect Gulf sturgeon because a small fuel spill would not be expected to make landfall or reach coastal waters prior to breaking up (see explanation in **Section A.9.1**). Vessel strikes to Gulf sturgeon would be unlikely based on the location of the support vessel base and that NMFS (2020) estimated one non-lethal Gulf sturgeon strike in the 50 years of proposed action. Due to the distance of the project area from the nearest Gulf Sturgeon critical habitat (109 miles [175 km]) and the support vessel base being in Port Fourchon, Louisiana, it is anticipated impacts from vessel strikes due to project activities will be negligible. The large oil spill IPF with potential impacts listed in **Table 2** is discussed below.

#### Impacts of a Large Oil Spill

Potential spill impacts on Gulf sturgeon are discussed by BOEM (2016b, 2017a) and NMFS (2020). For this EP, there are no unique site-specific issues with respect to this species.

The project area is approximately 109 miles (175 km) from the nearest Gulf sturgeon critical habitat. The 30-day OSRA modeling (**Table 3**) predicts that a spill in the project area has 3% or less conditional probability of contacting any coastal areas containing Gulf sturgeon critical habitat within 30 days of a spill.

In the event of oil reaching Gulf sturgeon habitat, the fish could be affected by direct ingestion, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills. Based on the life history of this species, sub-adult and adult Gulf sturgeon would be most vulnerable to an estuarine or marine oil spill, and would be vulnerable only during winter months (from 1 September through 30 April) when this species is foraging in estuarine and marine habitats (NMFS, 2020).

NOAA (2016b) estimated that 1,100 to 3,600 Gulf sturgeon were exposed to oil from the *Deepwater Horizon* incident. Overall, 63% of the Gulf sturgeon from six river populations were potentially exposed to the spill. Although the number of dead or injured Gulf sturgeon was not estimated, laboratory and field tests indicated that Gulf sturgeon exposed to oil displayed both genotoxicity and immunosuppression, which can lead to malignancies, cell death, susceptibility to disease, infections, and a decreased ability to heal (NOAA, 2016b).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting waterways inhabited by Gulf sturgeon, it is expected that impacts resulting in the injury or death of individual sturgeon would be adverse but not likely significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. Shell has extensive resources available to protect coastal and estuarine wildlife and habitats in the event of a spill reaching the shoreline, as detailed in the OSRP. **EP Section 9b** provides detail on spill response measures.

### **C.3.11 Nassau Grouper (Threatened)**

The Nassau grouper is a Threatened, long-lived reef fish typically associated with hard bottom structures such as natural and artificial reefs, rocks, and underwater ledges (NOAA, nd). Once one of the most common reef fish species in the coastal waters of the United States and Caribbean (Sadovy, 1997), the Nassau grouper has been subject to overfishing and is considered extinct in much of its historical range. Observations of current spawning aggregations compared with historical landings data suggest that the Nassau grouper population is substantially smaller than its historical size (NOAA, nd). The Nassau grouper was listed as Threatened under the ESA in 2016 (81 FR 42268).

Nassau groupers are found mainly in the shallow tropical and subtropical waters of eastern Florida (rare), the Florida Keys, Bermuda, the Yucatán Peninsula, and the Caribbean, including the U.S. Virgin Island and Puerto Rico (NOAA, nd). There has been one confirmed sighting of Nassau grouper from the Flower Garden Banks in the Gulf of Mexico at a water depth of 118 ft (36 m) (Foley et al., 2007). Three additional unconfirmed reports (i.e. lacking photographic evidence) of Nassau grouper have also been documented from mooring buoys and the coral cap region of the West Flower Garden flats (Foley et al., 2007).

There are no IPFs associated with routine project activities that could affect Nassau grouper. A small fuel spill would not affect Nassau grouper because the fuel would float and dissipate on the sea surface and would not be expected to reach the Flower Garden Banks or the Florida Keys. A large oil spill is the only relevant IPF.

#### **Impacts of a Large Oil Spill**

Based on the 30-day OSRA modeling results (**Table 3**), a large oil spill would be unlikely (<0.5% probability) to reach Nassau grouper habitat in the Florida Keys (Monroe County, Florida). A spill would be unlikely to contact the Flower Garden Banks based on the distance between the project area and the Flower Garden Banks (approximately 249 miles [401 km]), and the difference in water depth between the project area (7,158 to 7,404 ft [2,182 to 2,257 m]) and the Banks (approximately 17 to 145 m [56 to 476 ft]). While on the surface, oil would not be expected to contact subsurface fish. Natural or chemical dispersion of oil could cause a subsurface plume which would have the possibility of contacting Nassau groupers.

If a subsurface plume were to occur, impacts to Nassau groupers on the Flower Garden Banks would be unlikely due to the low density of Nassau grouper present on the Banks, the distance between the project area and the Flower Garden Banks (approximately 339 miles [546 km]), and the shallow location of the coral cap of the Banks. Near-bottom currents in the region are predicted to flow along the isobaths (Nowlin et al., 2001) and typically would not carry a plume up onto the continental shelf edge. Valentine et al. (2014) observed the spatial distribution of excess hopane, a crude oil tracer from the *Deepwater Horizon* incident sediment core samples, to be in the deeper

waters and not transported up the shelf, thus confirming that near-bottom currents flow along the isobaths.

In the unlikely event that an oil slick should reach Nassau grouper habitat, oil droplets or oiled sediment particles could come into contact with Nassau grouper present on the reefs. Potential impacts include the direct ingestion of oil which could cover their gill filaments or gill rakers, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills.

In the event of a large oil spill, due to the distance between the project area and the Flower Garden Banks, it is unlikely that oil would impact Nassau grouper habitats. It is possible that a large oil spill could contact individual Nassau grouper fish, but due to the low density of individuals thought to occur in the Gulf of Mexico, there would not likely be any population-level effects.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### **C.3.12 Beach Mouse (Endangered)**

Four subspecies of Endangered beach mouse occur on the barrier islands of Alabama and the Florida Panhandle: the Alabama (*Peromyscus polionotus ammobates*), Choctawhatchee (*Peromyscus polionotus allophrys*), Perdido Key (*Peromyscus polionotus trissyllepsis*), and St. Andrew beach mouse (*Peromyscus polionotus peninsularis*). Critical habitat has been designated for all four subspecies and is shown combined in **Figure 2**. One additional species of beach mouse inhabiting dunes on the western Florida Panhandle, the Santa Rosa beach mouse (*Peromyscus polionotus*), is not listed under the ESA. Species descriptions are presented by (BOEM, 2017a).

A large oil spill is the only IPF that could potentially affect subspecies of beach mouse. There are no IPFs associated with routine project activities that could affect these animals due to the distance from shore and the lack of onshore support activities near their habitat.

#### **Impacts of a Large Oil Spill**

Potential spill impacts on endangered beach mouse subspecies are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to these species.

The project area is approximately 110 miles (177 km) from the nearest beach mouse critical habitat. The 30-day OSRA modeling (**Table 3**) predicts that a spill in the project area has 2% or less conditional probability of contacting any coastal areas containing beach mouse critical habitat within 30 days of a spill.

In the event of oil contacting these beaches, beach mice could experience several types of direct and indirect impacts. Contact with spilled oil could cause skin and eye irritation and subsequent infection; matting of fur; irritation of sweat glands, ear tissues, and throat tissues; disruption of sight and hearing; asphyxiation from inhalation of fumes; and toxicity from ingestion of oil and oiled food. Indirect impacts could include reduction of food supply, destruction of habitat, and fouling of nests. Impacts could also occur from vehicular traffic and other activities associated with spill cleanup (BOEM, 2017a).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting beach mice habitat, it is expected that impacts resulting in the death of individual beach mice would be adverse and potentially significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### **C.3.13 Threatened Coral Species**

Seven Threatened coral species are known from the northern Gulf of Mexico: elkhorn coral, staghorn coral, lobed star coral, mountainous star coral, boulder star coral, pillar coral, and rough cactus coral. Elkhorn coral, lobed star coral, mountainous star coral, and boulder star coral have been reported from the coral cap region of the Flower Garden Banks (NOAA, 2014), but are unlikely to be present as regular residents in the northern Gulf of Mexico because they typically inhabit coral reefs in shallow, clear tropical, or subtropical waters. Staghorn coral, pillar coral, and rough cactus coral are not known to inhabit reefs of the Flower Garden Banks, but are present on reefs in the Florida Keys and Dry Tortugas (Florida Fish and Wildlife Conservation Commission, 2018). Other Caribbean coral species evaluated by NMFS in 2014 (79 FR 53852) either do not meet the criteria for ESA listing or are not known from the Flower Garden Banks, Florida Keys, or Dry Tortugas. Critical habitat has been designated for elkhorn coral and staghorn coral in the Florida Keys (Monroe County, Florida) and Dry Tortugas, but none has been designated for the other Threatened coral species included here.

There are no IPFs associated with routine project activities that could affect Threatened corals in the northern Gulf of Mexico. A small fuel spill would not affect Threatened coral species because the oil would float and dissipate on the sea surface. A large oil spill is the only relevant IPF (potential impacts listed in **Table 2**) and is discussed below.

#### **Impacts of a Large Oil Spill**

A large oil spill would be unlikely to reach coral reefs at the Flower Garden Banks or elkhorn coral critical habitat in the Florida Keys (Monroe County, Florida) or Dry Tortugas. The 30-day OSRA modeling (**Table 3**) predicts the conditional probability of oil contacting the Florida Keys is <0.5% within 30 days of a spill. A surface slick would not contact corals on the seafloor. If a subsurface plume were to occur, impacts on the Flower Garden Banks would be unlikely due to the distance and the difference in water depth.

Near-bottom currents in the region are predicted to flow along the isobaths (Nowlin et al., 2001) and typically would not carry a plume up onto the continental shelf edge. Valentine et al. (2014) observed the spatial distribution of excess hopane, a crude oil tracer from *Deepwater Horizon* incident sediment core samples, to be in the deeper waters and not transported up the shelf, thus confirming near-bottom currents flow along the isobaths.

In the unlikely event that an oil slick reached reefs at the Flower Garden Banks or other Gulf of Mexico reefs, oil droplets or oiled sediment particles could come into contact with reef organisms or corals. As discussed by BOEM (2017a) impacts could include loss of habitat, biodiversity, and live coral coverage; destruction of hard substrate; change in sediment characteristics; and reduction or loss of one or more commercial and recreational fishery habitats. Sublethal effects could be long-lasting and affect the resilience of coral colonies to natural disturbances (e.g., elevated water temperature and diseases) (BOEM, 2017a).

Due to the distance between the project area and coral habitats, there is a low chance of oil contacting threatened coral habitat in the event of a spill and no significant impacts on Threatened coral species are expected.

## **C.4 Coastal and Marine Birds**

### **C.4.1 Marine Birds**

Marine birds include seabirds and other species that may occur in the pelagic environment of the project area (Clapp et al., 1982a,b, Clapp et al., 1983, Peake, 1996, Hess and Ribic, 2000). Seabirds spend much of their lives offshore over the open ocean, except during breeding season when they nest on islands and along the coast. Other waterbirds, such as waterfowl, marsh birds, and shorebirds may occasionally be present over open ocean areas. No Endangered or Threatened bird species are likely to occur at the project area. For a discussion of coastal birds, see **Section C.4.2**.

Seabirds of the northern Gulf of Mexico were surveyed from ships during the GulfCet II program (Davis et al., 2000). Davis et al. (2000) reported that terns, storm-petrels, shearwaters, and jaegers were the most frequently sighted seabirds in the deepwater area. From these surveys, four ecological categories of seabirds were documented in the deepwater areas of the Gulf: summer migrants (shearwaters, storm-petrels, boobies); summer residents that breed along the Gulf coast (Sooty Tern, Least Tern, Sandwich Tern, Magnificent Frigatebird); winter residents (gannets, gulls, jaegers); and permanent resident species (Laughing Gulls, Royal Terns, Bridled Terns) (Davis et al., 2000). The GulfCet II study did not estimate bird densities; however, seabird densities over the open ocean have been estimated to be 1.6 birds km<sup>-2</sup> (Haney et al., 2014).

The distributions and relative densities of seabirds within the deepwater areas of the Gulf of Mexico, including the project area, vary temporally (i.e., seasonally) and spatially. In GulfCet II studies (Davis et al., 2000), species diversity and density varied by hydrographic environment and by the presence and relative location of mesoscale features such as Loop Current eddies that may enhance nutrient levels and productivity of surface waters where these seabird species forage (Davis et al., 2000).

Trans-Gulf migrant birds including shorebirds, wading birds, and terrestrial birds may also be present in the project area. Migrant birds may use offshore structures, including platforms and semisubmersibles for resting, feeding, or as temporary shelter from inclement weather (Ronconi et al., 2015). Some birds may be attracted to offshore structures because of the lights and the fish populations that aggregate around these structures.

IPFs that could potentially affect marine birds include MODU presence, noise, and lights; support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). Effluent discharges permitted under the NPDES general permit are likely to have negligible impacts on the birds due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of these animals. Compliance with BSEE NTL 2015-G013 (See **Table 1**) will minimize the potential for marine debris-related impacts on birds.

#### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

Birds migrating over water have been known to strike offshore structures, resulting in death or injury (Wiese et al., 2001, Russell, 2005). Mortality of migrant birds at tall towers and other land-based structures has been reviewed extensively, and the mechanisms involved in platform collisions appear to be similar. In some cases, migrants simply do not see a part of the platform until it is too late to avoid it. In other cases, navigation may be disrupted by noise or lighting (Russell, 2005, Ronconi et al., 2015). However, offshore structures may in some cases serve as suitable stopover habitats for trans-Gulf migrant species, particularly in the spring (Russell, 2005, Ronconi et al., 2015).

Overall, potential negative impacts to birds from MODU lighting, potential collisions, or other adverse effects are highly localized, temporary in nature, and may be expected to affect only small numbers of birds during migration periods. Therefore, these potential impacts are not expected to affect birds at the population or species level and are not significant (BOEM, 2012a).

### **Impacts of Support Vessel and Helicopter Traffic**

Support vessels and helicopters are unlikely to substantially disturb marine birds in open, offshore waters. Schwemmer et al. (2011) showed that several sea birds showed behavioral responses and altered distribution patterns in response to ship traffic, which could potentially cause loss of foraging time and resting habitat. However, it is likely that individual birds would experience, at most, only short-term behavioral disruption resulting from support vessel and helicopter traffic, and the impact would not be significant.

### **Impacts of a Small Fuel Spill**

Potential spill impacts on marine birds are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to spill impacts on marine birds.

The probability of a fuel spill will be minimized by Shell's preventative measures implemented during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on marine birds. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area and the short duration of a small spill, the potential exposure for pelagic marine birds would be brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Birds exposed to oil on the sea surface could experience direct physical and physiological effects including skin irritation; chemical burns of skin, eyes, and mucous membranes; and inhalation of VOCs. Because of the limited areal extent and short duration of water quality impacts from a small fuel spill, secondary impacts due to ingestion of oil via contaminated prey or reductions in prey abundance are unlikely. Due to the low densities of birds in open ocean areas, the small area affected, and the brief duration of the surface slick, no significant impacts on marine birds are expected.

### **Impacts of a Large Oil Spill**

Potential spill impacts on marine birds are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to spill impacts on marine birds.

Pelagic seabirds could be exposed to oil from a spill at the project area. Hess and Ribic (2000) reported that terns, storm-petrels, shearwaters, and jaegers were the most frequently sighted seabirds in the deepwater Gulf of Mexico (>200 m). Haney et al. (2014) estimated that seabird densities over the open ocean are approximately 1.6 birds km<sup>-2</sup>. The number of marine birds that could be affected in open, offshore waters would depend on the extent and persistence of the oil slick.

Data following the *Deepwater Horizon* incident provide relevant information about the species of marine birds that may be affected in the event of a large oil spill. Birds that have been treated for oiling include several pelagic species such as the Northern Gannet, Magnificent Frigatebird, and

Masked Booby (USFWS, 2011). The Northern Gannet was among the species with the largest numbers of individuals affected by the spill. NOAA reported that at least 93 resident and migratory bird species across all five Gulf Coast states were exposed to oil from the *Deepwater Horizon* incident in multiple habitats, including offshore/open waters, island waterbird colonies, barrier islands, beaches, bays, and marshes (NOAA, 2016b). Exposure of marine birds to oil can result in adverse health with severity, depending on the level of oiling. Effects can range from plumage damage and loss of buoyancy for external oiling to more severe effects such as organ damage, immune suppression, endocrine imbalance, reduced aerobic capacity and death as a result of oil inhalation or ingestion (NOAA, 2016b).

However, a blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. It is expected that impacts to marine birds from a large oil spill resulting in the death of individual birds would be adverse but likely not significant at population levels. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

#### **C.4.2 Coastal Birds**

Threatened and Endangered bird species present in the Gulf of Mexico (Piping Plover and Whooping Crane) are discussed in **Section C.3**. Various species of non-endangered birds are also found along the northern Gulf Coast, including diving birds, shorebirds, marsh birds, wading birds, and waterfowl. Gulf Coast marshes and beaches also provide important feeding grounds and nesting habitats. Species that nest on beaches, flats, dunes, bars, barrier islands, and similar coastal and nearshore habitats include the Sandwich Tern, Wilson's Plover, Black Skimmer, Forster's Tern, Gull-Billed Tern, Laughing Gull, Least Tern, and Royal Tern (USFWS, 2010). Additional information is presented by BOEM (2012a, 2017a).

The Brown Pelican was delisted from federal Endangered status in 2009 (USFWS, 2016) and was delisted from state species of special concern status by the State of Florida in 2017 (Florida Fish and Wildlife Conservation Commission, 2016). However, this species remains listed as endangered by both Louisiana and Mississippi (Mississippi Natural Heritage Program, 2018). Brown Pelicans inhabit coastal habitats and forage within both coastal waters and waters of the inner continental shelf. Aerial and shipboard surveys, including GulfCet and GulfCet II (Davis et al., 2000) indicate that Brown Pelicans do not occur over deep offshore waters (Fritts and Reynolds, 1981, Peake, 1996). Nearly half the southeastern population of Brown Pelicans lives in the northern Gulf Coast, generally nesting on protected islands (USFWS, 2010).

The Bald Eagle was delisted from its federal Threatened status in 2007. However, this species is listed as endangered in Mississippi (Mississippi Natural Heritage Program, 2018). The bald eagle is also listed as threatened in Texas (Texas Parks and Wildlife Department, 2017). The Bald Eagle still receives protection under the Migratory Bird Treaty Act of 1918 and the Bald and Golden Eagle Protection Act of 1940 (USFWS, 2015b). The Bald Eagle is a terrestrial raptor widely distributed across the southern U.S., including coastal habitats along the Gulf of Mexico. The Gulf Coast is inhabited by both wintering migrant and resident Bald Eagles (Buehler, 2000).

IPFs that could potentially affect coastal birds include support vessel and helicopter traffic and a large oil spill. As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to breaking up. Compliance with NTL BSEE 2015-G013 will minimize the potential for marine debris-related impacts on shorebirds.

## Impacts of Support Vessel and Helicopter Traffic

Support vessels and helicopters will transit coastal areas where coastal birds may be found. These activities could periodically disturb individuals or groups of birds within sensitive coastal habitats (e.g., wetlands that may support feeding, resting, or breeding birds).

Vessel traffic may disturb some foraging and resting birds. Flushing distances vary among species and individuals (Rodgers and Schwikert, 2002, Schwemmer et al., 2011). The disturbances will be limited to flushing birds away from vessel pathways; known distances are from 65 to 160 ft (20 to 49 m) for personal watercraft and 75 to 190 ft (23 to 58 m) for outboard-powered boats (Rodgers and Schwikert, 2002). Flushing distances may be similar or less for the support vessels to be used for this project, and some species such as gulls are attracted to boats. Support vessels will not approach nesting or breeding areas on the shoreline, so nesting birds, eggs, and chicks will not be disturbed. Vessel operators will use designated navigation channels and comply with posted speed and wake restrictions while transiting sensitive inland waterways. Due to the limited scope, duration, and geographic extent of drilling activities, any short-term impacts are not expected to be significant to coastal bird populations.

Helicopter traffic can cause some disturbance to birds on shore and off shore. Responses highly depend on the type of aircraft, bird species, activities that animals were previously engaged in, and previous exposures to overflights (Efroymsen et al., 2000). Helicopters seem to cause the most intense responses over other human disturbances for some species (Bélanger and Bédard, 1989). However, Federal Aviation Administration Advisory Circular No. 91-36D recommends that pilots maintain a minimum altitude of 2,000 ft (610 m) when flying over noise-sensitive areas such as wildlife refuges, parks, and areas with wilderness characteristics. This is greater than the distance (slant range) at which aircraft overflights have been reported to cause behavioral effects on most species of birds studied in Efroymsen et al. (2000). With these guidelines in effect, it is likely that individual birds would experience, at most, only short-term behavioral disruption. The potential impacts are not expected to be significant to bird populations or species in the project area.

## Impacts of Large Oil Spill

Coastal birds can be exposed to oil as they float on the water surface, dive during foraging, or wade in oiled coastal waters. The Brown Pelican and Bald Eagle could be impacted by the ingestion of contaminated fish or birds (BOEM, 2012a, 2016b). In the event of a large oil spill reaching coastal habitats, cleanup personnel and equipment could create short-term disturbances to coastal birds. Indirect effects could occur from restoration efforts, resulting in habitat loss, alteration, or fragmentation (BOEM, 2017a). Based on the 30-day OSRA results summarized in **Table 3**, shorelines in Plaquemines Parish could be contacted within 3 days of a spill (4% conditional probability) and 10 days of a spill (14% conditional probability). Terrebonne, St. Bernard, and Lafourche parishes in Louisiana could also be contacted within 10 days (1% conditional probabilities). Other Louisiana, Alabama, Mississippi, and Florida shorelines could be affected within 30 days (1% to 21% conditional probability).

Studies concerning the *Deepwater Horizon* incident provide additional information regarding impacts on coastal birds that may be affected in the event that a large oil spill reaches coastal habitats. According to NOAA (2016b), an estimated 51,600 to 84,500 birds were killed by the spill, and the reproductive output lost as a result of breeding adult bird mortality was estimated to range from 4,600 to 17,900 fledglings that would have been produced in the absence of premature deaths of adult birds (NOAA, 2016b). Species with the largest numbers of estimated mortalities were American White Pelican, Black Skimmer, Black Tern, Brown Pelican, Laughing Gull, Least Tern, Northern Gannet, and Royal Tern (NOAA, 2016b). A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. However, if oil from a large spill reaches coastal bird habitats, significant injuries or mortalities to coastal birds are possible and could be significant



at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

## **C.5 Fisheries Resources**

### **C.5.1 Pelagic Communities and Ichthyoplankton**

Biggs and Ressler (2000) reviewed the biology of pelagic communities in the deepwater environment of the northern Gulf of Mexico. The biological oceanography of the region is dominated by the influence of the Loop Current, whose surface waters are among the most oligotrophic in the world's oceans. Superimposed on this low-productivity condition are productive "hot spots" associated with entrainment of nutrient-rich Mississippi River water and mesoscale oceanographic features. Anticyclonic and cyclonic hydrographic features play an important role in determining biogeographic patterns and controlling primary productivity in the northern Gulf of Mexico (Biggs and Ressler, 2000).

Most fishes inhabiting shelf or oceanic waters of the Gulf of Mexico have planktonic eggs and larvae (Ditty, 1986, Ditty et al., 1988, Richards et al., 1989, Richards et al., 1993). A study by Ross et al. (2012) on midwater fauna to characterize vertical distribution of mesopelagic fishes in selected deepwater areas in the Gulf of Mexico substantiated high species richness, but the community was dominated by relatively few families and species.

IPFs that could potentially affect pelagic communities and ichthyoplankton include MODU presence, noise, and lights; effluent discharges; water intakes; and two types of accidents (a small fuel spill and a large oil spill).

#### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

The MODUs, as floating structures in the deepwater environment, will act as a fish-aggregating device (FAD). In oceanic waters, the FAD effect would be most pronounced for epipelagic fishes such as tunas, dolphin, billfishes, and jacks, which are commonly attracted to fixed and drifting surface structures (Holland, 1990, Higashi, 1994, Relini et al., 1994). Positive fish associations with offshore rigs and platforms in the Gulf of Mexico are well documented (Galloway and Lewbel, 1982, Wilson et al., 2003, Wilson et al., 2006). The FAD effect could possibly enhance the feeding of epipelagic predators by attracting and concentrating smaller fish species. MODU noise could potentially cause acoustic masking in fishes, thereby reducing their ability to hear biologically relevant sounds (Radford et al., 2014). The only defined acoustic threshold levels for continuous noise are given by Popper et al. (2014) and apply only to species of fish with swim bladders that provide some hearing (pressure detection) function. Popper et al. (2014) estimated threshold root-mean-square sound pressure levels of 170 dB re 1  $\mu$ Pa accumulated over a 48-hour period for onset of recoverable injury and 158 dB re 1  $\mu$ Pa accumulated over a 12-hour period for onset temporary auditory threshold shifts. However, no consistent behavioral thresholds for fish have been established (Popper et al., 2014). Noise may also influence fish behaviors, such as predator-avoidance, foraging, reproduction, and intraspecific interactions (Picciulin et al., 2010, Brintjes and Radford, 2013, McLaughlin and Kunc, 2015). Because the MODUs are a temporary structure, impacts on fish populations, whether beneficial or adverse, are not expected to be significant.

Few data exist regarding the impacts of noise on pelagic larvae and eggs. Generally, it is believed that larval fish will have similar hearing sensitivities as adults, but may be more susceptible to

barotrauma injuries associated with impulsive noise (Popper et al., 2014). Larval fish were experimentally exposed to simulated impulsive sounds by Bolle et al. (2012). The controlled playbacks produced sound exposure levels of 206 dB re 1  $\mu\text{Pa}^2 \text{ s}$  but resulted in no increased mortality between the exposure and control groups. Non-impulsive noise sources (such as MODU operations) are expected to be far less injurious than impulsive noise. Based on transmission loss calculations (Urlick, 1983), open water propagation of noise produced by typical sources with DP thrusters in use during drilling, are not expected to produce received root-mean-square sound pressure levels greater than 160 dB re 1  $\mu\text{Pa}$  beyond 105 ft (32 m) from the source. Because of the limited propagation distances of high sound pressure levels and the periodic and transient nature of ichthyoplankton, no impacts to these life stages are expected.

### **Impacts of Effluent Discharges**

Discharges of treated WBM- and SBM-associated cuttings will produce temporary, localized increases in suspended solids in the water column around the MODUs. In general, turbid water can be expected to extend between a few hundred meters and several kilometers down current from the discharge point (National Research Council, 1983, Neff, 1987). NPDES permit limits and requirements will be met.

WBM and cuttings will be released at the seafloor during the initial well intervals before the marine riser is set, that allows their return to the surface vessel. Excess cement slurry and blowout preventer fluid will also be released at the seafloor. These discharges could smother or cover benthic communities in the vicinity of the discharge location. Impacts will be limited to the immediate area of the discharge, with little or no impact to fisheries resources.

Treated sanitary and domestic wastes may have little or no effect on the pelagic environment in the immediate vicinity of these discharges. These wastes may have elevated levels of nutrients, organic matter, and chlorine, but should dilute rapidly to undetectable levels within tens to hundreds of meters from the source. As a result of quick dilution, minimal impacts on water quality, plankton, and nekton are anticipated.

Deck drainage will have little or no impact on the pelagic environment in the immediate vicinity of these discharges. Deck drainage from oily areas will be passed through an oil-and-water separator prior to release, and discharges will be monitored for visible sheen. The discharges may have slightly elevated levels of hydrocarbons but should dilute rapidly to undetectable levels within tens to hundreds of meters from the source. Minimal impacts on water quality, plankton, and nekton are anticipated.

Other effluent discharges from the MODUs and support vessels are expected to include desalination unit discharge, non-contaminated well treatment and completion fluids, blowout preventer fluid, ballast water, bilge water, cement slurry, fire water, hydrate inhibitor, and non-contact cooling water. The MODUs and support vessel discharges are expected to be in compliance with NPDES permit and USCG regulations, as applicable, and are not expected to cause significant impacts on water quality (BOEM, 2012a).

### **Impacts of Water Intakes**

Seawater will be drawn from several meters below the ocean surface for various services, including firewater and once-through non-contact cooling of machinery on the MODU (**EP Table 7a**). Section 316(b) of the Clean Water Act requires NPDES permits to ensure that the location, design,

construction, and capacity of cooling water intake structures reflect the best technology available to minimize adverse environmental impact from impingement and entrainment of aquatic organisms. The current general NPDES Permit No. GMG290103 specifies requirements for new facilities for which construction commenced after 17 July 2006, with a cooling water intake structure having a design intake capacity of greater than two million gallons of water per day, of which at least 25% is used for cooling purposes.

The MODUs selected for this project meets the described applicability for new facilities, and the vessel's water intakes are expected to be in compliance with the design, monitoring, and recordkeeping requirements of the NPDES permit.

The intake of seawater for cooling water will entrain plankton. The low intake velocity should allow most strong-swimming juvenile fishes and smaller adults to escape entrainment or impingement. However, drifting plankton would not be able to escape entrainment except for a few fast-swimming larvae of certain taxonomic groups. Those organisms entrained may be stressed or killed, primarily through changes in water temperature during the route from cooling intake structure to discharge structure and mechanical damage (turbulence in pumps and condensers). Because of the limited scope and short duration of drilling activities, any short-term impacts of entrainment are not expected to be biologically significant to plankton or ichthyoplankton populations (BOEM, 2017a).

### **Impacts of a Small Fuel Spill**

Potential spill impacts on fisheries resources are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to spill impacts.

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on pelagic communities, including ichthyoplankton. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area, the duration of a small spill and opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

A small fuel spill could have localized impacts on phytoplankton, zooplankton, ichthyoplankton, and nekton. Due to the limited areal extent and short duration of water quality impacts, a small fuel spill would be unlikely to produce detectable impacts on pelagic communities.

### **Impacts of a Large Oil Spill**

Potential spill impacts on pelagic communities and ichthyoplankton are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues.

A large oil spill could directly affect water column biota including phytoplankton, zooplankton, ichthyoplankton, and nekton. A large spill that persisted for weeks or months would be more likely to affect these communities. While adult and juvenile fishes may actively avoid a large spill, planktonic eggs and larvae would be unable to avoid contact. Eggs and larvae of fishes in the upper layers of the water column are especially vulnerable to oiling; certain toxic fractions of spilled oil may be lethal to these life stages. Impacts would be potentially greater if local scale currents retained planktonic larval assemblages (and the floating oil slick) within the same water mass. Impacts to ichthyoplankton from a large spill would be greatest during spring and summer when concentrations of ichthyoplankton on the continental shelf peak (BOEM, 2014, 2015, 2016b).

Oil spill impacts to phytoplankton include changes in community structure and increases in biomass, which have been attributed to the effects of oil contamination and of decreased predation due to zooplankton mortality (Abbriano et al., 2011, Ozhan et al., 2014). Ozhan et al. (2014) reported that the formation of oil films on the water surface can limit gas exchange through the air-sea interface and can reduce light penetration into the water column which will limit phytoplankton photosynthesis. Determining the impact of a diesel spill on phytoplankton is a complex issue as some phytoplankton species are more tolerant of oil exposure than others while some species are more tolerant under low concentrations and some under high concentrations (Ozhan et al., 2014). Phytoplankton populations can change quickly on small temporal and spatial scales making it difficult to predict how a phytoplankton community as a whole will respond to an oil spill.

Mortality of zooplankton has been shown to be positively correlated with oil concentrations (Lennuk et al., 2015). Spills that are not immediately lethal can have short- or long-term impacts on biomass and community composition, behavior, reproduction, feeding, growth and development, immune response and respiration (Harvell et al., 1999, Wootton et al., 2003, Auffret et al., 2004, Hannam et al., 2010, Bellas et al., 2013, Blackburn et al., 2014). Zooplankton are especially vulnerable to acute oil pollution, showing increased mortality and sublethal changes in physiological activities (e.g., egg production; Moore and Dwyer, 1974, Linden, 1976, Lee et al., 1978, Suchanek, 1993). Zooplankton may also accumulate PAHs through diffusion from surrounding waters, direct ingestion of micro-droplets (e.g., Berrojalbiz et al., 2009, Lee et al., 2012, Lee, 2013), and by ingestion of droplets that are attached to phytoplankton (Almeda et al., 2013). Bioaccumulation of hydrocarbons can lead to additional impacts among those higher trophic level consumers that rely on zooplankton as a food source (Almeda et al., 2013, Blackburn et al., 2014).

Planktonic communities have a high capacity for recovery from the effects of oil spill pollution due to their short life cycle and high reproductive capacity (Abbriano et al., 2011). Planktonic communities drift with water currents and recolonize from adjacent areas. Because of these attributes, plankton usually recover relatively rapidly to normal population levels following hydrocarbon spill events. Research in the aftermath of the *Deepwater Horizon* incident found that phytoplankton population recovered within weeks to months and zooplankton populations may have only been minimally affected (Abbriano et al., 2011).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. It is expected that impacts to pelagic communities and ichthyoplankton from a large oil spill would be adverse but not significant at population levels. In the unlikely event of a spill, implementation

of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### C.5.2 Essential Fish Habitat

Essential Fish Habitat (EFH) is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, and growth to maturity. Under the Magnuson-Stevens Fishery Conservation and Management Act, as amended, federal agencies are required to consult on activities that may adversely affect EFH designated in Fishery Management Plans developed by the regional Fishery Management Councils.

The Gulf of Mexico Fishery Management Council (GMFMC) has prepared Fishery Management Plans for corals and coral reefs, shrimps, spiny lobster, reef fishes, coastal migratory pelagic fishes, and red drum. In 2005, the EFH for these managed species was redefined in Generic Amendment No. 3 to the various Fishery Management Plans (GMFMC, 2005). The EFH for most of these GMFMC-managed species is on the continental shelf in waters shallower than 600 ft (183 m). The shelf edge is the outer boundary for coastal migratory pelagic fishes, reef fishes, and shrimps. EFH for corals and coral reefs includes some shelf-edge topographic features located approximately 37 miles (60 km) from the project area.

EFH has been identified in the deepwater Gulf of Mexico for highly migratory pelagic fishes, which occur as transients in the project area. Species in this group, including tunas, swordfishes, billfishes, and sharks, are managed by NMFS. Highly migratory species with EFH within or near the project area include the following (NMFS, 2009b):

- Bigeye thresher shark (all)
- Blue marlin (juveniles, adults)
- Bluefin tuna (spawning, eggs, larvae, adult)
- Longbill spearfish (juveniles, adults)
- Longfin mako shark (all)
- Oceanic whitetip shark (all)
- Silky Shark (all)
- Skipjack tuna (spawning, adults)
- Swordfish (larvae, juveniles, adults)
- Whale shark (all)
- White marlin (juveniles, adults)
- Yellowfin tuna (spawning, juveniles, adults)

Research indicates the central and western Gulf of Mexico may be important spawning habitat for Atlantic bluefin tuna (*Thunnus thynnus*) (Theo and Block, 2010), and NMFS (2009b) has designated a Habitat Area of Particular Concern (HAPC) for this species. The HAPC covers much of the deepwater Gulf of Mexico, including the project area (**Figure 2**). The areal extent of the HAPC is approximately 115,830 miles<sup>2</sup> (300,000 km<sup>2</sup>). The prevailing assumption is that Atlantic bluefin tuna follow an annual cycle of foraging in June through March off the eastern U.S. and Canadian coasts, followed by migration to the Gulf of Mexico to spawn in April, May, and June (NMFS, 2009b). The Atlantic bluefin tuna has also been designated as a species of concern (NMFS, 2011).

NTLs 2009-G39 and 2009-G40 provide guidance and clarification of regulations for biologically sensitive underwater features and areas and benthic communities that are considered EFH. As part of an agreement between BOEM and NMFS to complete a new programmatic EFH consultation for each new Five-Year Program, an EFH consultation was initiated between BOEM's Gulf of Mexico Region and NOAA's Southeastern Region during the preparation, distribution, and review of BOEM's 2017-2022 WPA/CPA Multisale EIS (BOEM, 2017a). The EFH assessment was completed and there is ongoing coordination among NMFS, BOEM, and BSEE, including discussions of mitigation (BOEM, 2016c).

Other HAPCs have been designated in the Gulf of Mexico Fishery Management Council (2005, 2010). These include the Florida Middle Grounds, Madison-Swanson Marine Reserve, Tortugas North and South Ecological Reserves, Pulley Ridge, and several other reefs and banks of the northwestern Gulf of Mexico (**Figure 2**). The nearest HAPC is Madison-Swanson Marine Reserve, which is located approximately 136 miles (219 km) from the project area.

Routine IPFs that could potentially affect EFH and fisheries resources include MODU presence, noise, and lights; effluent discharges; and water intakes. In addition, two types of accidents (a small fuel spill and a large oil spill) may potentially affect EFH and fisheries resources.

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

The MODUs, as floating structures in the deepwater environment, will act as a FAD. In oceanic waters, the FAD effect would be most pronounced for epipelagic fishes such as tunas, dolphin, billfishes, and jacks, which are commonly attracted to fixed and drifting surface structures (Holland, 1990, Higashi, 1994, Relini et al., 1994). The FAD effect would possibly enhance feeding of epipelagic predators by attracting and concentrating smaller fish species.

MODU noise could potentially cause acoustic masking for fishes, thereby reducing their ability to hear biologically relevant sounds (Radford et al., 2014). Noise may also influence fish behaviors such as predator avoidance, foraging, reproduction, and intraspecific interactions (Picciulin et al., 2010, Bruintjes and Radford, 2013, McLaughlin and Kunc, 2015, Nedelec et al., 2017). Further discussion on impact to fish from sound and injury criteria are discussed in **Section C.5.1**. Any impacts on EFH for highly migratory pelagic fishes are not expected to be significant.

### **Impacts of Effluent Discharges**

Effluent discharges affecting EFH by diminishing ambient water quality include drilling muds and cuttings, treated sanitary and domestic wastes, deck drainage, and miscellaneous discharges such as desalination unit discharge, blowout preventer fluid, non-contaminated well treatment and completion fluids, ballast water, bilge water, cement slurry, fire water, hydrate inhibitor, and cooling water. Impacts on EFH from effluent discharges are anticipated to be similar to those described in **Section C.5.1** for pelagic communities. No significant impacts on EFH for highly migratory pelagic fishes are expected from these discharges.

### **Impacts of Water Intakes**

As noted previously, cooling water intake will cause entrainment and impingement of plankton, including fish eggs and larvae (ichthyoplankton). Due to the limited scope, timing, and geographic extent of drilling activities, any short-term impacts on EFH for highly migratory pelagic fishes are not expected to be biologically significant.

## Impacts of a Small Fuel Spill

Potential spill impacts on EFH are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to spill impacts.

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on EFH. **EP Section 9b** provides detail on spill response measures. Given the open ocean location of the project area, the duration of a small spill and opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

A small fuel spill could have localized impacts on EFH for highly migratory pelagic fishes, including tunas, swordfishes, billfishes, and sharks. These species occur as transients in the project area. A spill would also produce short-term impact on surface and near-surface water quality in the HAPC for spawning Atlantic bluefin tuna, which covers much of the deepwater Gulf of Mexico. The affected area would represent a negligible portion of the HAPC, which covers approximately 115,830 miles<sup>2</sup> (300,000 km<sup>2</sup>) of the Gulf of Mexico. Therefore, no significant spill impacts on EFH for highly migratory pelagic fishes are expected.

A small fuel spill would not affect EFH for corals or coral reefs; the nearest of which is located approximately 37 miles (60 km) from the project area. A small fuel spill would float and dissipate on the sea surface and would not contact these seafloor features. Therefore, no significant spill impacts on EFH for corals and coral reefs are expected.

## Impacts of a Large Oil Spill

Potential spill impacts on EFH are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to EFH.

An oil spill in offshore waters would temporarily increase hydrocarbon concentrations on the water surface and potentially the subsurface as well. Given the extent of EFH designations in the Gulf of Mexico (GMFMC, 2005, NMFS, 2009b), some impact on EFH would be unavoidable.

A large spill could affect the EFH for many managed species, including shrimps, spiny lobster, reef fishes, coastal migratory pelagic fishes, and red drum. It would result in adverse impacts on water quality and water column biota including phytoplankton, zooplankton, ichthyoplankton, and nekton. In coastal waters, sediments could be oiled and result in persistent degradation of the seafloor habitat for managed demersal fish and shellfish species.

The project area is within the HAPC for spawning bluefin tuna (NMFS, 2009b). A large spill could temporarily degrade the HAPC due to increased hydrocarbon concentrations in the water column, with the potential for lethal or sublethal impacts on spawning tuna. Potential impacts would

depend in part on the timing of a spill, as this species migrates to the Gulf of Mexico to spawn in April, May, and June (NMFS, 2009b).

The nearest feature designated as EFH for corals is located 37 miles (60 km) from the project area. An accidental spill could reach or affect this feature, although near-bottom currents in the region are expected to flow along the isobaths (Nowlin et al., 2001, Valentine et al., 2014) and typically would not carry a plume up onto the continental shelf edge.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of oil from a large spill contacting EFH for managed species, it is expected that impacts could be significant but would likely be temporary and short-term. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

## **C.6 Archaeological Resources**

### **C.6.1 Shipwreck Sites**

In BOEM (2012a), information was presented that altered the impact conclusion for archaeological resources which came to light as a result of BOEM-sponsored studies and industry surveys. Evidence of damage to significant cultural resources (i.e., historic shipwrecks) has been shown to have occurred because of an incomplete knowledge of seafloor conditions in project areas >656 ft (200 m) water depth that have been exempted from high-resolution surveys. Since significant historic shipwrecks have recently been discovered outside the previously designated high-probability areas (some of which show evidence of impacts from permitted activities prior to their discovery), a survey is now required for exploration and development projects.

Based on NTL 2011-JOINT-G01, the project area is on BOEM's list of archaeological survey blocks determined to have a high potential for containing archaeological properties (BOEM, 2011). The shallow hazard assessment identified no sonar contacts within 2,000 ft (610 m) of proposed wellsites considered to have archaeological potential (Fugro Geoservices, Inc., 1996, 2007, 2009a,b, c; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). No archaeological impacts are expected from routine activities in the project area.

Because no historic shipwreck sites are present in the project area (see **EP Section 6**), there are no routine IPFs that are likely to affect these resources. A small fuel spill would not affect shipwrecks in adjoining blocks because the oil would float and dissipate on the sea surface. The only IPF considered would be the impact from a large oil spill that could contact shipwrecks in other blocks.

#### **Impacts of a Large Oil Spill**

BOEM (2012a) estimated that a severe subsurface blowout could resuspend and disperse sediments within a 984 ft (300 m) radius. Because there are no historic shipwrecks in the project area, this impact would not be relevant.

Beyond the seafloor blowout radius, there is the potential for impacts from oil, dispersants, and depleted oxygen levels (BOEM, 2017a). These impacts could include chemical contamination, alteration of the rates of microbial activity (BOEM, 2017a), and reduced biodiversity as shipwreck-associated sediment microbiomes (Hamdan et al., 2018). During the *Deepwater Horizon*



incident, subsurface plumes were reported at a water depth of approximately 3,600 ft (1,100 m), extending at least 22 miles (35 km) from the wellsite and persisting for more than a month (Camilli et al., 2010). The subsurface plumes apparently resulted from the use of dispersants at the wellhead (NOAA, 2011b). While the behavior and impacts of subsurface plumes are not well known, a subsurface plume could contact shipwreck sites beyond the 984-foot (300-meter) radius estimated by BOEM (2012a), depending on its extent, trajectory, and persistence (Spier et al., 2013). If oil from a subsea spill should contact wooden shipwrecks on the seafloor, it could adversely affect their condition or preservation.

A spill entering shallow coastal waters could conceivably contaminate undiscovered or known historic shipwreck sites. Based on the 30-day OSRA modeling (**Table 3**), coastal areas in Plaquemines Parish could be affected within 3 days of a spill (4% conditional probability), within 10 days of a spill (14% conditional probability). Terrebonne, St. Bernard, and Lafourche parishes may also be affected within 10 days of a spill (up to 3% conditional probability). Coastal areas between Cameron parish, Louisiana, and Bay County, Florida, may be affected within 30 days (1% to 21% conditional probability). If an oil spill contacted a coastal historic site, such as a fort or a lighthouse, the impacts may be temporary and reversible (BOEM, 2017a). Undiscovered shipwreck sites on or nearshore could also be impacted by foot or vehicle traffic during response and clean-up efforts in the aftermath of a spill.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

## **C.6.2 Prehistoric Archaeological Sites**

With water depth estimates ranging from 7,158 to 7,404 ft (2,182 to 2,257 m), the project area is well beyond the 197 ft (60 m) depth contour used by BOEM as the seaward extent for prehistoric archaeological site potential in the Gulf of Mexico. Because prehistoric archaeological sites are not found in the project area, the only relevant IPF is a large oil spill that would reach coastal waters within the 197 ft (60 m) depth contour.

### **Impacts of a Large Oil Spill**

Because of the water depth and the lack of prehistoric archaeological sites found in the project area, it is highly unlikely that any such resources would be affected by the physical effects of a subsea blowout. BOEM (2012a) estimates that a severe subsurface blowout could resuspend and disperse sediments within a 984 ft (300 m) radius.

Along the northern Gulf Coast, prehistoric sites occur frequently along the barrier islands and mainland coast and along the margins of bays and bayous (BOEM, 2012a). Based on the 30-day OSRA modeling (**Table 3**), coastal areas in Plaquemines Parish could be affected within 3 days of a spill (4% conditional probability) and within 10 days of a spill (14% conditional probability). Terrebonne, St. Bernard, and Lafourche parishes may also be affected within 10 days of a spill (up to 3% conditional probability). Coastal areas between Cameron Parish, Louisiana, and Bay County, Florida, may be affected within 30 days (1% to 21% conditional probability). A spill reaching a prehistoric site along these shorelines could coat fragile artifacts or site features and compromise the potential for radiocarbon dating organic materials in a site (although other dating methods are available, and it is possible to decontaminate an oiled sample for radiocarbon dating). Coastal prehistoric sites could also be damaged by spill cleanup operations (e.g., by destroying fragile artifacts and disturbing the provenance of artifacts or site features). BOEM (2017a) notes that

some unavoidable direct and indirect impacts on coastal historic resources could occur, resulting in the loss of information.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

## **C.7 Coastal Habitats and Protected Areas**

Coastal habitats in the northern Gulf of Mexico that may be affected by oil and gas activities are described in previous EISs (BOEM, 2012a, 2013, 2014, 2015, 2016b, 2017a) and are tabulated in the OSRP. Coastal habitats inshore of the project area include coastal and barrier island beaches and dunes, wetlands, oyster reefs, and submerged seagrass beds. Most of the northern Gulf of Mexico is fringed by coastal and barrier island beaches, with wetlands, oyster reefs, and submerged seagrass beds occurring in sheltered areas behind the barrier islands and in estuaries.

Because of the distance from shore, the only IPF associated with routine activities in the project area that could affect beaches and dunes, wetlands, oyster reefs, seagrass beds, coastal wildlife refuges, wilderness areas, or any other managed or protected coastal area is support vessel traffic. The support bases at Port Fourchon and Boothville, Louisiana are not located in wildlife refuges or wilderness areas. Potential impacts of support vessel traffic are briefly addressed below.

A large oil spill is the only accidental IPF that could affect coastal habitats and protected areas. A small fuel spill in the project area would be unlikely to affect coastal habitats because the project area is 72 miles (116 km) from the nearest shoreline (Louisiana). As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to natural dispersion.

### **Impacts of Support Vessel Traffic**

Support operations, including the crew boats and supply boats as detailed in **EP Section 14**, may have a minor incremental impact on coastal and barrier island beaches, wetlands, oyster reefs, and protected habitats. Over time with a large number of vessel trips, vessel wakes can erode shorelines along inlets, channels, and harbors, resulting in localized land loss. Impacts will be minimized by following the speed and wake restrictions in harbors and channels.

Support operations, including crew boats and supply boats are not anticipated to have a significant impact on submerged seagrass beds. While submerged seagrass beds have the potential to be uprooted, scarred, or lost due to direct contact from vessels, use of navigation channels and adherence to local requirements and implemented programs will decrease the likelihood of impacts to submerged seagrass beds BOEM (2017a, 2017c).

### **Impacts of a Large Oil Spill**

Potential spill impacts on coastal habitats are discussed by BOEM (2016b, 2017a). Coastal habitats inshore of the project area include coastal and barrier island beaches, wetlands, oyster reefs, and submerged seagrass beds. For this EP, there are no unique site-specific issues with respect to coastal habitats.

Based on the 30-day OSRA modeling (**Table 3**), coastal areas in Plaquemines Parish could be affected within 3 days of a spill (4% conditional probability) and within 10 days of a spill (4% conditional probability). Terrebonne, St. Bernard, and Lafourche parishes may also be affected within 10 days of a spill (up to 3% conditional probability). Coastal areas between Cameron Parish,

Louisiana, and Bay County, Florida, may be affected within 30 days (1% to 21% conditional probability).

NWRs and other protected areas such as Wildlife Management Areas (WMAs) along the coast are discussed in the lease sale EIS (BOEM, 2017a) and Shell's OSRP. Based on the 30-day OSRA, coastal and near-coastal wildlife refuges, wilderness areas, and state and national parks within the geographic range of the potential shoreline contacts within 30 days are listed in **Table 6**.

Table 6. Wildlife refuges, wilderness areas, and state and national parks and preserves within the geographic range of 1% or greater conditional probability of shoreline contacts within 30 days of a hypothetical spill from Launch Point 57 based on the 30-day Oil Spill Risk Analysis (OSRA) model.

County or Parish, State	Wildlife Refuge, Wilderness Area, or State/National Park
Cameron, Louisiana	Sabine National Wildlife Refuge
	Rockefeller State Wildlife Refuge and Game Preserve
	Peveto Woods Sanctuary
Vermilion, Louisiana	Paul J. Rainey Wildlife Refuge and Game Preserve
	Rockefeller State Wildlife Refuge and Game Preserve
	State Wildlife Refuge
Terrebonne, Louisiana	Isles Dernieres Barrier Islands Refuge
	Pointe aux Chenes Wildlife Management Area
Lafourche, Louisiana	Pointe aux Chenes Wildlife Management Area
	Wisner Wildlife Management Area (Includes Picciola Tract)
Plaquemines, Louisiana	Breton National Wildlife Refuge
	Delta National Wildlife Refuge
	Pass a Loutre Wildlife Management Area
St. Bernard, Louisiana	Biloxi State Wildlife Management Area
	Breton National Wildlife Refuge
Hancock, Mississippi	Buccaneer State Park
	Grand Bayou Preserve
	Jourdan River Preserve
	Hancock County Marshes Preserve
Harrison, Mississippi	Bayou Portage Preserve
	Biloxi River Marshes Preserve
	Cat Island Preserve
	Deer Island Preserve
	Gulf Islands National Seashore
	Hiller Park Recreation Area
	Jourdan River Preserve
	Sandhill Crane Refuge Preserve
	Ship Island Preserve
	Wolf River Preserve
Jackson, Mississippi	Bellefontaine Marsh Preserve
	Davis Bayou Preserve
	Escatawpa River Marsh Preserve
	Grand Bay National Estuarine Research Reserve
	Grand Bay Savanna Preserve
	Graveline Bay Preserve
	Gulf Islands National Seashore
	Gulf Islands Wilderness
	Horn Island Preserve
	Old Fort Bayou Preserve
	Pascagoula River Marsh Preserve
	Petit Bois Island Preserve
	Round Island Preserve
Shepard State Park	

Table 6. (Continued).

County or Parish, State	Wildlife Refuge, Wilderness Area, or State/National Park
Baldwin, Alabama	Betty and Crawford Rainwater Perdido River Nature Preserve
	Bon Secour NWR
	Gulf State Park
	Meaher State Park
	Mobile-Tensaw Delta CIAP Parcel State Habitat Area
	Mobile-Tensaw Delta WMA
	Perdido River Water Management Area
	W.L. Holland WMA
	Weeks Bay Harris and Worcester Tracts
	Weeks Bay National Estuarine Research Reserve
	Weeks Bay Reserve Addition - Beck Tract
Mobile, Alabama	Grand Bay National Wildlife Refuge
	Grand Bay Savanna State Nature Preserve
	Mobile-Tensaw Delta WMA
	Penalver Park
	The Grand Bay Savanna Tract (and Addition Tract)
	W.L. Holland WMA
Escambia, Florida	Bayou Marcus Wetlands
	Big Lagoon State Park
	Blue Angel Recreation Park
	Bay Bluffs Park
	Ft. Pickens Aquatic Preserve
	Gulf Islands National Seashore
	Mallory Heights Park #3
	Perdido Bay/Crown Pointe Preserve
	Perdido Key State Park
	Tarkiln Bayou Preserve State Park
	USS Massachusetts (BB-2) Underwater Archaeological Preserve
Wayside Park	
Okaloosa, Florida	Eglin Beach Park
	Fred Gannon Rocky Bayou State Park
	Gulf Islands National Seashore
	Henderson Beach State Park
	Rocky Bayou Aquatic Preserve
	Yellow River Wildlife Management Area
Walton, Florida	Choctawhatchee River Delta Preserve
	Choctawhatchee River Water Management Area
	Deer Lake State Park
	Grayton Beach State Park
	Point Washington State Forest
	Topsail Hill Preserve State Park
Bay, Florida	Camp Helen State Park
	SS Tarpon Underwater Archaeological Preserve
	St. Andrews Aquatic Preserve
	St. Andrews State Park
	Vamar Underwater Archaeological Preserve

The level of impacts from oil spills on coastal habitats depends on many factors, including the oil characteristics, the geographic location of the landfall, and the weather and oceanographic conditions at the time of the spill (BOEM, 2017a). Oil that makes it to beaches may be liquid, weathered oil, an oil-and-water mousse, or tarballs. Oil is generally deposited on beaches in lines defined by wave action at the time of landfall. Oil that remains on the beach will thicken as its volatile components are lost. Thickened oil may form tarballs or aggregations that incorporate sand, shell, and other materials into its mass. Tar may be buried to varying depths under the sand. On warm days, both exposed and buried tarballs may liquefy and ooze. Oozing may also serve to expand the size of a mass as it incorporates beach materials. Oil on beaches may be cleaned up manually, mechanically, or both. Some oil can remain on the beach at varying depths and may persist for several years as it slowly biodegrades and volatilizes (BOEM, 2017a). Impacts associated with an extensive oiling of coastal and barrier island beaches from a large oil spill are expected to be adverse.

Coastal wetlands are highly sensitive to oiling and can be significantly impacted because of the inherent toxicity of hydrocarbon and non-hydrocarbon components of the spilled substances (Mendelssohn et al., 2012, Lin et al., 2016). Numerous variables such as oil concentration and chemical composition, vegetation type and density, season or weather, preexisting stress levels, soil types, and water levels may influence the impacts of oil exposure on wetlands. Light oiling could cause plant die-back, followed by recovery in a fairly short time. Vegetation exposed to oil that persists in wetlands could take years to recover (BOEM, 2017a). However, in a study in Barataria Bay, Louisiana, after the *Deepwater Horizon* spill, Silliman et al. (2012) reported that previously healthy marshes largely recovered to a pre-oiling state within 18 months. At 103 salt marsh locations that spanned 267 miles (430 km) of shoreline in Louisiana, Mississippi, and Alabama, Silliman et al. (2016) determined a threshold for oil impacts on marsh edge erosion with higher erosion rates occurring for approximately 1 to 2 years after the *Deepwater Horizon* spill at sites with the highest amounts of plant stem oiling (90% to 100%); thus, displaying a large-scale ecosystem loss. In addition to the direct impacts of oil, cleanup activities in marshes may accelerate rates of erosion and retard recovery rates (BOEM, 2017a). Impacts associated with an extensive oiling of coastal wetland habitat are expected to be significant.

In addition to the direct impacts of oil, cleanup activities in marshes may accelerate rates of erosion and retard recovery rates (BOEM, 2017a). A review of the literature and new studies indicated that oil spill impacts to seagrass beds are often limited and may be limited to when oil is in direct contact with these plants (Fonseca et al., 2017). Impacts associated with an extensive oiling of coastal wetland habitat are expected to be significant.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

## **C.8 Socioeconomic and Other Resources**

### **C.8.1 Recreational and Commercial Fishing**

Potential impacts to recreational and commercial fishing are analyzed by BOEM (2017a). The major species sought by commercial fishermen in federal waters of the Gulf of Mexico include shrimp, menhaden, red snapper, tunas, and groupers (BOEM, 2017a). However, most of the fishing effort for these species is on the continental shelf in shallow waters. The main commercial fishing activity in deep waters of the northern Gulf of Mexico is pelagic longlining for tunas, swordfishes, and other billfishes (Continental Shelf Associates, 2002, Beerkircher et al., 2009). Pelagic longlining has occurred historically in the project area, primarily during spring and summer.

It is unlikely that any commercial fishing activity other than longlining will occur at or near the project area due to the water depth at the project area. Benthic species targeted by commercial fishers occur on the upper continental slope, well inshore of the project area. Royal red shrimp (*Pleoticus robustus*) are caught by trawlers in water depths of approximately 820 to 1,804 ft (250 to 550 m) (Stiles et al., 2007). Tilefishes (primarily *Lopholatilus chamaeleonticeps*) are caught by bottom longlining in water depths from approximately 540 to 1,476 ft (165 to 450 m) (Continental Shelf Associates, 2002).

Most recreational fishing activity in the region occurs in water depths less than 656 ft (200 m) (Continental Shelf Associates, 1997, 2002, Keithly and Roberts, 2017). In deeper water, the main attraction to recreational fishers is petroleum rigs offshore Texas and Louisiana. Due to the project site's distance from shore, it is unlikely that recreational fishing activity is occurring in the project area.

The only routine IPF that could potentially affect fisheries (commercial and recreational) is MODU presence (including noise and lights). Two types of potential accidents are also addressed in this section: a small fuel spill and a large oil spill.

### **Impacts of Mobile Offshore Drilling Unit Presence, Noise, and Lights**

There is a slight possibility of pelagic longlines becoming entangled in the MODUs. For example, in January 1999, a portion of a pelagic longline snagged on the acoustic Doppler current profiler of a drillship working in the Gulf of Mexico (Continental Shelf Associates, 2002). The line was removed without incident. Generally, longline fishers use radar and are aware of offshore structures and ships when placing their sets. Therefore, little or no impact on pelagic longlining is expected.

No other adverse impacts on fishing activities are anticipated. The presence of the MODU would result in a limited area being unavailable for fishing activity, but this effect is considered negligible. Other factors such as effluent discharges are likely to have negligible impacts on commercial or recreational fisheries due to rapid dispersion, the small area of ocean affected, and the intermittent nature of the discharges.

### **Impacts of a Small Fuel Spill**

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts. **EP Section 9b** provides details on Shell's spill response measures. Given the open ocean location of the project area and the short duration of a small spill, the opportunity for impacts to occur would be very brief.

Pelagic longlining activities in the project area, if any, could be interrupted in the event of a small fuel spill. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions. Fishing activities could be interrupted due to the activities of response vessels operating in the project area. A small fuel spill would not affect coastal water quality because the spill would not be expected to make landfall or reach coastal waters prior to breaking up (**Section A.9.1**).

### **Impacts of a Large Oil Spill**

Potential spill impacts on fishing activities are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to this activity.

Pelagic longlining activities in the project area and other fishing activities in the northern Gulf of Mexico could be interrupted in the event of a large oil spill. A spill may or may not result in fishery closures, depending on the duration of the spill, the oceanographic and meteorological conditions at the time, and the effectiveness of spill response measures. Data from the *Deepwater Horizon* incident provide information about the maximum potential extent of fishery closures in the event of a large oil spill in the Gulf of Mexico (NMFS, 2010b). At its peak on 12 July 2010, closures encompassed 84,101 miles<sup>2</sup> (217,821 km<sup>2</sup>), or 34.8% of the U.S. Gulf of Mexico EEZ. BOEM (2012a) notes that fisheries closures from a large spill event could have a negative effect on short-term fisheries catch and marketability.

According to BOEM (2012a, 2017a), the potential impacts on commercial and recreational fishing activities from an accidental oil spill are anticipated to be minimal because the potential for oil spills is very low; the most typical events are small and of short duration; and the effects are so localized that fishes are typically able to avoid the affected area. Fish populations may be affected by an oil spill event should it occur, but they would be primarily affected if the oil reaches the productive shelf and estuarine areas where many fishes spend a portion of their life cycle. However, most species of commercially valuable fish in the Gulf of Mexico have planktonic eggs or larvae which may be affected by a large oil spill in deep water (BOEM, 2017a). The probability of an offshore spill affecting these nearshore environments is also low.

Should a large oil spill occur, economic impacts on commercial and recreational fishing activities would likely occur, but are difficult to predict because impacts would differ by fishery and season (BOEM, 2017a, 2017c). Loss of consumer confidence and public health concerns can lead to the potential for economic loss since it is likely to result in seafood being withdrawn from the market. A loss of consumer confidence may also lead to price reductions or outright rejection of seafood products by commercial buyers and consumers. Quantifying financial loss due to loss in market confidence can be difficult, because it depends on reliable data being available to demonstrate both that sales have been lost and that prices have fallen as a direct consequence of the spill (International Tanker Owners Pollution Federation Limited, 2014). An analysis of the effects of the *Deepwater Horizon* incident on the seafood industry in the Gulf of Mexico estimated that the spill reduced total seafood sales by \$51.7 to \$952.9 million, with an estimated loss of 740 to 9,315 seafood related jobs (Carroll et al., 2016).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of a large spill, impacts to recreational and commercial fishing are expected to be adverse, but likely temporary. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

## C.8.2 Public Health and Safety

There are no IPFs associated with routine operations that are expected to affect public health and safety. A small fuel spill that is dissipated within a few days would have little or no impact on public health and safety, as the spill response would be completed entirely offshore, 72 miles (116 km) from the nearest shoreline (Louisiana). A large oil spill is the only IPF that has the potential to affect public health and safety.

### Impacts of a Large Oil Spill

In the event of a large spill from a blowout, the main safety and health concerns are those of the offshore personnel involved in the incident and those responding to the spill. The proposed activities will be covered by the OSRP and, in addition, the MODUs maintain a Shipboard Oil Pollution Emergency Plan as required under MARPOL 73/78.

Depending on the spill rate and duration, the physical and chemical characteristics of the oil, the meteorological and oceanographic conditions at the time, and the effectiveness of spill response measures, the public could be exposed to oil on the water and along the shoreline, through skin contact or inhalation of VOCs. Crude oil is a highly flammable material, and any smoke or vapors from a crude oil fire can cause irritation. Exposure to large quantities of crude oil may pose a health hazard.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP**



**Section 9b** provides detail on spill response measures. No significant spill impacts on public health and safety are expected.

### **C.8.3 Employment and Infrastructure**

There are no IPFs associated with routine operations that are expected to affect employment and infrastructure. The project involves drilling with support from existing shore-based facilities in Texas and Louisiana. No new or expanded facilities will be constructed, and no new employees are expected to move permanently into the area. The project will have a negligible impact on socioeconomic conditions such as local employment and existing offshore and coastal infrastructure (including major sources of supplies, services, energy, and water). A small fuel spill that is dissipated within a few days would have little or no economic impact, as the spill response would use existing facilities, resources, and personnel. A large oil spill is the only IPF that has the potential to affect employment and infrastructure.

#### **Impacts of a Large Oil Spill**

Potential socioeconomic impacts of an oil spill are discussed by BOEM (2016b, 2017a). For this EP, there are no unique site-specific issues with respect to employment and coastal infrastructure. A large spill could cause several types of economic impacts: extensive fishery closures could put fishermen out of work; temporary employment could increase as part of the response effort; adverse publicity could reduce employment in coastal recreation and tourism industries; and OCS drilling activities, including service and support operations that are an important part of local economies, could be suspended.

Nonmarket effects such as traffic congestion, strains on public services, shortages of commodities or services, and disruptions to the normal patterns of activities or expectations could also occur in the short term. These negative, short-term social and economic consequences of a spill are expected to be modest in terms of projected cleanup expenditures and the number of people employed in cleanup and remediation activities (BOEM, 2017a). Net employment impacts from a spill would not be expected to exceed 1% of baseline employment in any given year (BOEM, 2017a).

The project area is 72 miles (116 km) from the nearest shoreline (Louisiana). Based on the 30-day OSRA modeling (**Table 3**), coastal areas in Plaquemines Parish could be affected within 3 days of a spill (4% conditional probability) and within 10 days of a spill (14% conditional probability). Terrebonne, St. Bernard, and Lafourche parishes may also be affected within 10 days of a spill (up to 3% conditional probability). Coastal areas between Cameron Parish, Louisiana, and Bay County, Florida, may be affected within 30 days (1% to 21% conditional probability).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures. No significant spill impacts on employment and infrastructure are expected.

### **C.8.4 Recreation and Tourism**

For this EP, there are no unique site-specific issues with respect to recreation and tourism. There are no known recreational or tourism uses in the project area. Recreational resources and tourism in coastal areas would not be affected by routine activities due to the distance from shore. Compliance with NTL BSEE-2015-G013 (See **Table 1**) will minimize the chance of trash or debris being lost overboard from the MODUs and subsequently washing up on beaches. As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to breaking up. Therefore, a

small fuel spill in the project area would be unlikely to affect recreation and tourism. A large oil spill is the only IPF that has the potential to affect recreation and tourism.

### Impacts of a Large Oil Spill

Potential impacts of an oil spill on recreation and tourism are discussed by BOEM (2017a). For this EP, there are no unique site-specific issues with respect to these impacts.

Impacts on recreation and tourism would vary depending on the duration of the spill and its fate including the effectiveness of response measures. A large spill that reached coastal waters and shorelines could adversely affect recreation and tourism by contaminating beaches and wetlands, resulting in negative publicity that encourages people to stay away. Loss of tourist confidence and public health concerns can then lead to the potential for economic loss. Media coverage of oil contamination, or word-of-mouth, can have implications on public perception of the incident. However, quantifying financial loss due to loss in confidence can be difficult, because it depends on implementation of an effective response plan as well as a strategy to restore any loss of appeal to tourists that the area may have suffered.

Based on the 30-day OSRA modeling (**Table 3**), coastal areas in Plaquemines Parish could be affected within 3 days of a spill (4% conditional probability) and within 10 days of a spill (14% conditional probability). Terrebonne, St. Bernard, and Lafourche parishes may also be affected within 10 days of a spill (up to 3% conditional probability). Coastal areas between Cameron Parish, Louisiana, and Bay County, Florida, may be affected within 30 days (1% to 21% conditional probability).

According to BOEM (2017a), should an oil spill occur and contact a beach area or other recreational resource, it would cause some disruption during the impact and cleanup phases of the spill. However, these effects are also likely to be small in scale and of short duration, in part because the probability of an offshore spill contacting most beaches is small. In the unlikely event that a spill occurs that is sufficiently large to affect large areas of the coast and, through public perception, have effects that reach beyond the damaged area, effects to recreation and tourism could be significant (BOEM, 2017a).

Impacts of the *Deepwater Horizon* incident on recreation and tourism provide some insight into the potential effects of a large spill. NOAA (2016b) estimated that the public lost 16,857,116 user-days of fishing, boating, and beach-going experiences as a result of the spill. The U.S. Travel Association has estimated the economic impact of the *Deepwater Horizon* incident on tourism across the Gulf Coast over a 3-year period at \$22.7 billion (Oxford Economics, 2010). Hotels and restaurants were the most affected tourism businesses, but charter fishing, marinas, and boat dealers and sellers were among the others affected (Eastern Research Group, 2014).

However, a blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the event of a large spill, impacts to recreation and tourism are expected to be adverse, but likely temporary. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures.

### C.8.5 Land Use

Land use along the northern Gulf Coast is discussed by BOEM (2016b, 2017a). There are no routine IPFs potentially affecting land use. The project will use existing onshore support facilities in Louisiana. The land use at the existing shorebase sites is industrial. The project will not involve new construction or changes to existing land use and, therefore, will not have any impacts. Levels of boat and helicopter traffic as well as demand for goods and services, including scarce coastal resources, will represent a small fraction of the level of activity occurring at the shorebases.

A large oil spill is the only relevant accidental IPF. A small fuel spill would not have impacts on land use, as the response would be staged out of existing shorebases and facilities.

## Impacts of a Large Oil Spill

The initial response for a large oil spill would be staged out of existing facilities, with no effect on land use. A large spill could have limited temporary impacts on land use along the coast if additional staging areas were needed. For example, during the *Deepwater Horizon* incident, 25 temporary staging areas were established in Louisiana, Mississippi, Alabama, and Florida for spill response and cleanup efforts (BOEM, 2012a). In the event of a large spill in the project area, similar temporary staging areas could be needed. These areas would eventually return to their original use as the response is demobilized.

An oil spill is not likely to significantly affect land use and coastal infrastructure in the region, in part because an offshore spill would have a small probability of contacting onshore resources. BOEM (2016b) states that landfill capacity would probably not be an issue at any phase of an oil spill event or the long-term recovery. In the case of the *Deepwater Horizon* incident and response, USEPA reported that existing landfills receiving oil spill waste had sufficient capacity to handle waste volumes; the wastes that were disposed of in landfills represented less than 7% of the total daily waste normally accepted at these landfills (USEPA, 2016).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures. No significant spill impacts on land use are expected.

### C.8.6 Other Marine Uses

The project area is not located within any USCG-designated fairway or shipping lane but is located within a Military Warning Area (EWTA-1). Shell will comply with BOEM requirements and lease stipulations to avoid impacts on uses of the area by military vessels and aircrafts.

Previously drilled wells, flowlines, umbilical, transponder frames, and other subsea equipment are located within 2,000 ft (610 m) of the proposed wellsites (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). Operations will be conducted using state of the art DGPS for positioning to avoid all existing pipelines, wells, and other equipment located within 500 ft (152 m) the proposed production wellsite.

The shallow hazard assessment identified no sonar contacts within 2,000 ft (610 m) of proposed wellsites that were determined to have archaeological potential (Fugro Geoservices, Inc., 1996, 2007, 2009a,b, c; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). However, two sonar contacts for proposed wellsite VX005 were identified within 2,000 ft (610 m). These sonar contacts were identified as modern debris with suggested 100 ft (30 m) avoidance radius. No archaeological impacts are expected from routine activities in the project area. A large oil spill is the only relevant IPF. A small fuel spill would not have impacts on other marine uses because the spill and response activities would be mainly within the project area, and the duration would be brief.

## Impacts of a Large Oil Spill

An accidental spill would be unlikely to significantly affect shipping or other marine uses. The lease block is not located within any USCG-designated fairway or shipping lane but is within a Military Warning Area (EWTA-1). In the event of a large spill requiring numerous response vessels, coordination would be required to manage the vessel traffic for safe operations.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in **EP Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. **EP Section 9b** provides detail on spill response measures. No significant spill impacts on other marine uses are expected.

## C.9 Cumulative Impacts

For purposes of NEPA, cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions” (40 CFR 1508.7). Any single activity or action may have a negligible impact(s) by itself, but when combined with impacts from other activities in the same area and/or time period, substantial impacts may result.

Prior Studies. Prior to the lease sales, BOEM and its predecessors prepared multisale EISs to analyze the environmental impact of activities that might occur in the multisale area. BOEM and its predecessors also analyzed the cumulative impacts of OCS exploration activities similar to those planned in this EP in several documents. The level and types of activities planned in Shell's EP are within the range of activities described and evaluated by BOEM (2012a,b, 2013, 2014, 2015, 2016a,b, 2017a). Past, present, and reasonably foreseeable activities were identified in the cumulative effects scenario of these documents, which are incorporated by reference. The proposed action will not result in any additional impacts beyond those evaluated in the multisale and Final EISs.

Description of Activities Reasonably Expected to Occur in the Vicinity of Project Area. Shell does not anticipate other projects in the vicinity of the project area beyond the types of projects analyzed in the lease sale and Supplemental EISs (BOEM, 2012a, 2013, 2014, 2015, 2016b, 2017a).

Cumulative Impacts of Activities in the Exploration Plan. The BOEM (2017a) Final EIS included a lengthy discussion of cumulative impacts, which analyzed the environmental and socioeconomic impacts from the incremental impact of the 10 proposed lease sales, in addition to all activities (including non-OCS activities) projected to occur from past, proposed, and future lease sales. The EISs considered exploration, delineation, and development wells; platform installation; service vessel trips; and oil spills. The EISs examined the potential cumulative effects on each specific resource for the entire Gulf of Mexico.

The EIA incorporates and builds on these analyses by examining the potential impacts on physical, biological, and socioeconomic resources from the work planned in this EP, in conjunction with the other reasonably foreseeable activities expected to occur in the Gulf of Mexico. Thus, for all impacts, the incremental contribution of Shell's proposed actions to the cumulative impacts analysis in these prior analyses is not significant.

### C.9.1 Cumulative Impacts to Physical/Chemical Resources

The work planned in this EP is limited in geographic scope and the impacts on the physical/chemical environment will be correspondingly limited.

Air Quality. Emissions from pollutants into the atmosphere from activities are not projected to have significant effects on onshore air quality because of the distance from shore, the prevailing atmospheric conditions, emission rates and heights, and resulting pollutant concentrations. As BOEM found in the multisale EISs, the incremental contribution of activities similar to Shell's proposed activities to the cumulative impacts is not significant and will not cause or contribute to a violation of NAAQS (BOEM, 2012a, 2013, 2014, 2015, 2016b, 2017a). In addition, the cumulative contribution to visibility impairment is also very small. As mentioned in previous sections, projected emissions meet BOEM's exemption criteria and would not contribute to cumulative impacts on air quality.

Climate Change. CO<sub>2</sub> and CH<sub>4</sub> emissions from the project would constitute a negligible contribution to greenhouse gas emissions from all OCS activities. According to BOEM (2013), greenhouse gas emissions from all OCS oil and gas activities make up a very small portion of national CO<sub>2</sub> emissions, and BOEM does not believe that emissions directly attributable to OCS activities are a significant contributor to global greenhouse gas levels. Greenhouse gas emissions identified in this EP represent a negligible contribution to the total greenhouse gas emissions from reasonably foreseeable activities in the Gulf

of Mexico area and would not significantly alter any of the climate change impacts evaluated in the previous EISs.

Water Quality. Shell's project may result in some minor water quality impacts due to the NPDES-permitted discharge of water based drilling fluids and associated cuttings, cuttings wetted with SBM, treated sanitary and domestic wastes, deck drainage, desalination unit discharge, blowout preventer fluid, non-contaminated well treatment and completion fluids, ballast water, bilge water, hydrate inhibitor, excess cement slurry, fire water and non-contact cooling water. These effects are expected to be minor (localized to the area within a few hundred meters of the MODUs) and temporary (lasting only hours longer than the disturbance or discharge). Any cumulative effects to water quality are expected to be negligible.

Archaeological Resources. The lease blocks are not on the list of archaeology survey blocks (BOEM, 2011). No known shipwrecks or other archaeological artifacts were identified during the archaeological assessment (Fugro Geoservices, Inc., 1996, 2007, 2009a,b,c; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b). The project area is well beyond the 197 ft (60 m) depth contour used by BOEM as the seaward extent for prehistoric archaeological site potential in the Gulf of Mexico. Therefore, Shell's operations will have no cumulative impacts on historic shipwrecks or prehistoric archaeological resources.

New Information. New information included in the most recent Programmatic, Supplemental, and Final EISs (BOEM, 2012a, 2013, 2014, 2015, 2016a,b, 2017a) has been incorporated into the EIA, where applicable.

## **C.9.2 Cumulative Impacts to Biological Resources**

The work planned in this EP is limited in geographic scope and duration, and the impacts on biological resources will be correspondingly limited.

Seafloor Habitats and Biota. Effects on seafloor habitats and biota from discharges of drilling mud and cuttings are expected to be minor and limited to a small area. The geophysical survey data did not identify any features that could support high-density deepwater benthic communities within 2,000 ft (610 m) of the proposed wellsite locations (Fugro Geoservices, Inc., 1996, 2009a; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b).

Areas that may support high-density deepwater benthic communities will be avoided as required by NTL 2009-G40. Soft bottom communities are ubiquitous along the northern Gulf of Mexico continental slope, and the extent of benthic impacts during this project is insignificant regionally. As noted in the multisale EISs, the incremental contributions of activities similar to Shell's proposed activities to the cumulative impacts is not determined to be significant (BOEM, 2012a,b, 2013, 2014, 2015, 2016b, 2017a).

Threatened, Endangered, and Protected Species. Threatened, Endangered, and protected species that could occur in the project area include the sperm whale, Bryde's whale, oceanic whitetip shark, giant manta ray, and five species of sea turtles. Potential impact sources include vessel presence including noise and lights, marine debris, and support vessel and aircraft traffic. Potential effects for these species would be limited and temporary and would be reduced by Shell's compliance with BOEM-required mitigation measures, including NTLs BSEE-2015-G013 and BOEM-2016-G01 and NMFS (2020) Appendix B and C. No significant cumulative impacts are expected.

Coastal and Marine Birds. Birds may be exposed to contaminants, including air pollutants and routine discharges, but significant impacts are unlikely due to rapid dispersion. Shell's compliance with NTL BSEE-2015-G013 will minimize the likelihood of debris-related impacts on birds. Support vessel

and helicopter traffic may disturb some foraging and resting birds; however, it is likely that individual birds would experience, at most, only short-term behavioral disruption.

Due to the limited scope, timing, and geographic extent of drilling activities, collisions or other adverse effects are unlikely, and no significant cumulative impacts are expected.

Fisheries Resources. Exploration and production structures occur in the vicinity of the project area. The additional effect of the proposed drilling activity would be negligible.

Coastal Habitats. Due to the distance of the wellsites from shore, routine activities are not expected to have any impacts on beaches and dunes, wetlands, seagrass beds, coastal wildlife refuges, wilderness areas, or any other managed or protected coastal area. The support bases are not in wildlife refuges or wilderness areas. Support operations, including the crew boat and supply boats, may have a minor incremental impact on coastal habitats. Over time with a large number of vessel trips, vessel wakes can erode shorelines along inlets, channels, and harbors. Impacts will be minimized by following the speed and wake restrictions in harbors and channels.

New Information. New information included in the most recent Programmatic, Supplemental, and Final EISs (BOEM, 2012a,b, 2013, 2014, 2015, 2016a,b, 2017a) has been incorporated into the EIA, where applicable.

### **C.9.3 Cumulative Impacts to Socioeconomic Resources**

The work planned in this EP is limited in geographic scope and duration, and the impacts on socioeconomic resources will be correspondingly limited.

The multisale and Supplemental and Final EISs analyzed the cumulative impacts of oil and gas exploration and development in the project area, in combination with other impact-producing activities, on commercial fishing, recreational fishing, recreational resources, historical and archaeological resources, land use and coastal infrastructure, demographics, and environmental justice (BOEM, 2012a, 2013, 2014, 2015, 2016b, 2017a). BOEM also analyzed the economic impact of oil and gas activities on the Gulf States, finding only minor impacts in most of Texas, Mississippi, Alabama, and Florida, more significant impacts in parts of Texas, and substantial impacts on Louisiana.

Shell's proposed activities will have negligible cumulative impacts on socioeconomic resources. There are no IPFs associated with routine operations that are expected to affect public health and safety, employment and infrastructure, recreation and tourism, land use, or other marine uses. Due to the distance from shore, it is unlikely that any recreational fishing activity is occurring in the project area, and it is unlikely that any commercial fishing activity other than longlining occurs at or near the project area. The project will have negligible impacts on fishing activities.

New Information. New information included in the most recent Programmatic, Supplemental, and Final EISs (BOEM, 2012a,b, 2013, 2014, 2015, 2016a,b, 2017a) has been incorporated into the EIA, where applicable.

## **D. Environmental Hazards**

### **D.1 Geologic Hazards**

The wellsite assessment reports (Fugro Geoservices, Inc., 1996, 2007, 2009a,b,c; AOA Geophysics, Inc., 2004; Oceaneering 2018a,b) concluded that wellsite locations are suitable for the proposed

exploratory drilling activities and no seafloor obstructions or conditions were found that would constrain the proposed project activities.

See **EP Section 6a** for supporting geological and geophysical information.

## **D.2 Severe Weather**

Under most circumstances, weather is not expected to have any effect on the proposed activities. Extreme weather, including high winds, strong currents, and large waves, was considered in the design criteria for the MODUs. High winds and limited visibility during a severe storm could disrupt communication and support activities (vessel and helicopter traffic) and make it necessary to suspend some activities on the MODUs for safety reasons until the storm or weather event passes. In the event of a hurricane, procedures in Shell's Hurricane Evacuation Plan would be followed.

## **D.3 Currents and Waves**

A rig-based acoustic Doppler current profiler will be used to continuously monitor the current beneath the MODUs. Metocean conditions, such as sea state, wind speed, ocean currents, etc., will also be continuously monitored. Under most circumstances, physical oceanographic conditions are not expected to have any effect on the proposed activities. Strong currents (caused by Loop Current eddies and intrusions) and large waves were considered in the design criteria for the MODUs. High waves during a severe storm could disrupt support activities (i.e., vessel and helicopter traffic) and make it necessary to suspend some activities on the MODUs for safety reasons until the storm or weather event passes.

# **E. Alternatives**

No formal alternatives were evaluated in this EP. However, various technical and operational options, including the location of the wellsites and the selection of a MODUs, were considered by Shell in developing the proposed action. There are no other reasonable alternatives to accomplish the goals of this project.

# **F. Mitigation Measures**

The proposed action includes numerous mitigation measures required by laws, regulations, and BOEM lease stipulations and NTLs. The project will comply with applicable federal, state, and local requirements concerning air pollutant emissions, discharges to water, and solid waste disposal. Project activities will be conducted under Shell's OSRP and will include the measures described in **EP Section 2J**.

# **G. Consultation**

No persons beyond those cited as Preparers (**Section H., Preparers**) or agencies were consulted regarding potential impacts associated with the proposed activities during the preparation of the EIA.

## H. Preparers

The EIA was prepared for Shell Offshore Inc. by its contractor, CSA Ocean Sciences Inc. Contributors included the following:

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## **SECTION 19: ADMINISTRATIVE INFORMATION**

### **A. Exempted Information Description (Public Information Copies Only)**

The following attachments were excluded from the public information copies of this plan:

Section 1B OCS Plan Information form – Bottom hole locations & proposed total depth  
Section 2J Blowout Scenario – confidential information for NTL 2015-N01 calculation  
Section 3A Geologic Description  
Section 3B Structure Contour Maps  
Section 3C Interpreted 2D or 3D seismic line(s)  
Section 3D Cross Section(s)  
Section 3E Stratigraphic Column with Time vs. depth table  
Section 3G High-Resolution Seismic Lines

### **B. Bibliography**

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- Hazard Survey Injector East (IE) Drill Center Block 392 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-02, Dec 2018 – being filed with this plan
- Hazard Survey Injector West (IW) Drill Center Block 391 Mississippi Canyon Areas. OII Doc. No. 196418-OII-RPT-HRC-01, Dec 2018 – being filed with this plan.

Shell's Regional OSRP

Shell's EP's: N-8379, R-4635, S-7357, N-9387, S-7444, S-7523, & S-7761