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SAFETY ISSUE

Mid-Year Meeting & EH&S Forum

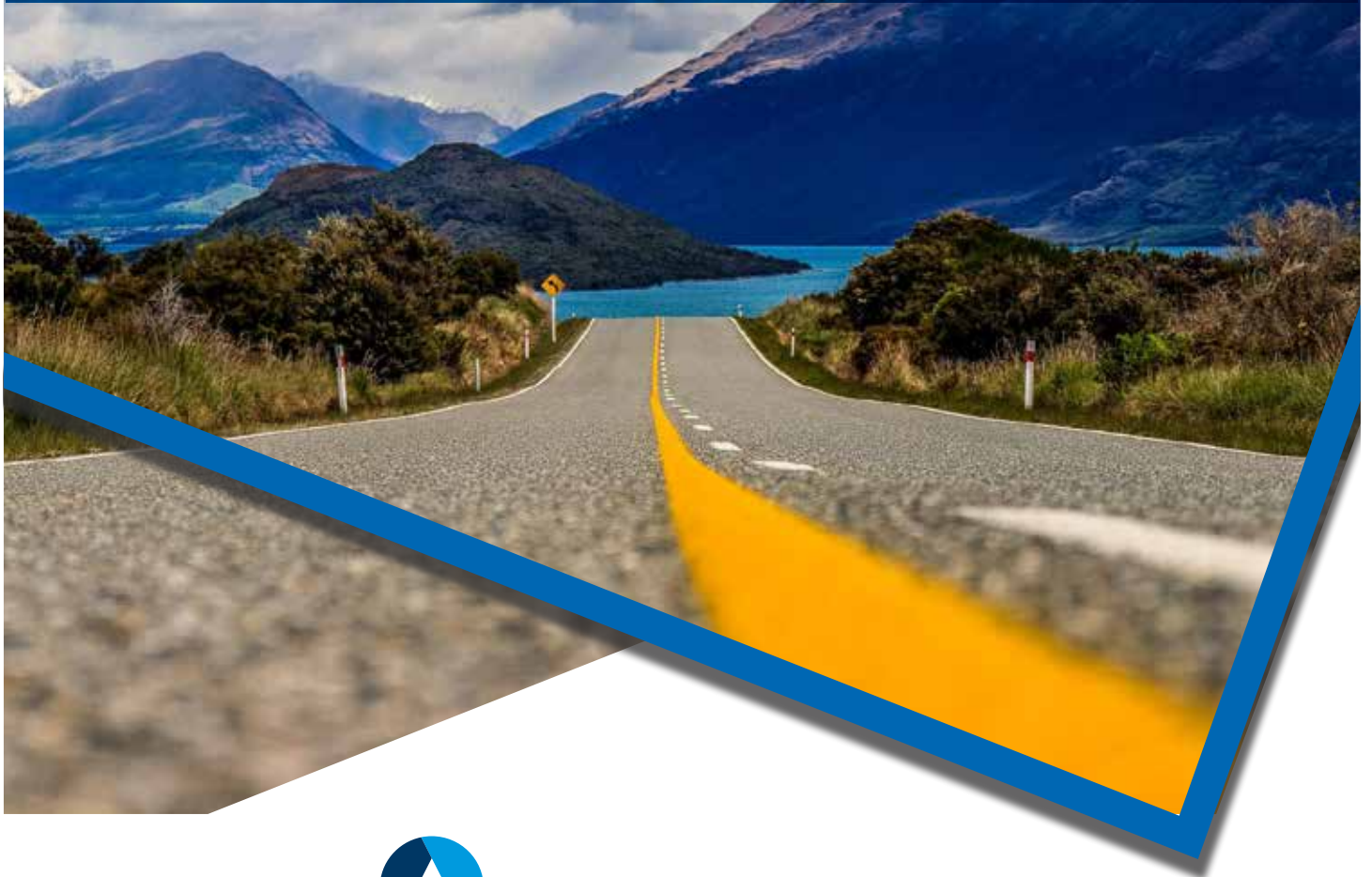
June 9-11, 2021 | Nashville, Tennessee

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Sustainable Before It Was Cool

The “environmental movement” is generally considered to have begun in the 19th century to address the environmental impacts associated with the Industrial Revolution. As the coal powered factories of that era grew in number and size, it started to become clear of the need to address air and water pollution affecting the environment and human health.

Since that time, the “environmental movement” has evolved and many terms have been associated with it. Some of those terms include: conservation, environmentalism, ‘green’ and many others.

Today, the term sustainability has grown in popularity in the 21st century and is nearly ubiquitous within corporate environmental messaging and within various environmental organization missions.

Sustainability is a complex concept and there are many different definitions from various groups. According to the U.S. Environmental Protection Agency, sustainability is the principle that, “everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. To pursue sustainability is to create and maintain the conditions under which humans and nature can exist in productive harmony to support present and future generations.”

Using that definition, NORA members have been in the sustainability business before sustainability was cool.

For decades, NORA members have been responsibly collecting and recycling billions of gallons of used oil, wastewater, antifreeze and related liquids. These same companies also collect and recycle used oil filters and provide sustainable parts cleaning services.

I have had the fortune to visit dozens of NORA members and have seen firsthand how they have diversified their environmental service offerings to include industrial and environmental services, including tank cleaning, facility maintenance, emergency response services and so much more.

As they have in the past, NORA Members provide a wide array of sustainable environmental solutions today and will in the future. ■

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INDUSTRY CALENDAR

(meeting dates are tentative and subject to change)

2021

2021 ILMA Re-Engage

June 2 - June 4, 2021

Orlando, FL

Mid-Year Meeting & EH&S Forum

June 9-11, 2021

Nashville, Tennessee

Annual Conference & Trade Show

November 10-13, 2021 in Florida.

Details coming soon.

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Implementing Best Practices: Ensure your EHS Program Authorizes Action

"You are what you do, not what you say you'll do"

— Karl Gustov Jung



Balancing environmental, health and safety (EHS) compliance with trying to maximize productivity and revenue generation is a constant challenge for NORA members. Companies of all sizes struggle with how to operate within everchanging regulations while staying in business. Many companies fail to integrate consistent EHS practices into their operations and as a result, often find themselves scrambling to comply with an agency request, customer RFP or even a plaintiff's demand. One area that many companies struggle with is having organized program documentation that empowers employees and departments to take action.

At the core of any EHS program are the policies, procedures, training and inspection records, and company guidance that give a program its purpose and direction. As Dr. Jung's quote highlights, you can only be as good as your actions. Having a policy alone is not enough. A simple, but often overlooked, element of a healthy EHS program is a workforce and management team empowered to take action. Even if your company cannot implement a full-blown ISO or EHS management system, making sure your employees know what actions to take and when to take them is a simple best practice that can be integrated into your policies and procedures. While that sounds easy in principle, too many companies have adequate documentation and principles, but fail to put those principles in action. In many cases, an injury or spill puts companies on the defensive and in reactive mode because they have simply failed to authorize action. This hurts everything from productivity to morale.

Here are three common reasons we see that cause companies to endure this (very avoidable) fire drill:

- 1) **The Program is Invisible:** Having clear written directives that are available to all employees is critical, particularly in the event of an accident or release to the environment. If your company's "Safety Program" was downloaded from the internet, changed to include your logo and shoved in a drawer, then you are operating at risk. You must take the time to ensure your program is customized to help you drive your business and specifically identifies actions people can take. Additionally, the program needs to be available to all employees. This can be done manually with

an old-school binder or paper forms, but those are inefficient and prone to outdated version issues. A best practice is to make your program readily available through a mobile software tool or a company intranet site. Until every employee knows where to seek guidance, your program is likely invisible.

- 2) **Nobody Owns It:** Documentation is often generated and maintained by different people or departments that sometimes fail to communicate. This failure is commonly highlighted when there is a vehicle accident. As soon as an accident occurs, everything from driver drug testing to DOT training records come under scrutiny. In many companies, these records are spread out between departments like Human Resources, Operations and EHS. All too often there are gaps where one department thought the other was handling something, particularly when the accident involves a long tenured employee whose employee files are huge. Finding these gaps proactively can be done by putting an employee or department on point for collecting such information. A best practice is to undergo a mock discovery process with your insurance carrier - before you get sued.
- 3) **The idea that EHS Dept. Owns Safety and Compliance:** Too many times companies treat their safety program as a "one and done." That is, they spend considerable effort getting it up-to-speed, often as a result of customer or agency demands, and then claim victory, leaving the program to age on a shelf. EHS policies are

dynamic documents that must change with your operations. Additionally, the policies must mandate actions (ex. inspections, safety committee meetings etc.) that operations must undertake. Your EHS and Safety personnel support safety and compliance, but the actual responsibility must be on operations to run the business the right way. Finally, understand that a routine review of your program documentation not only updates your program, but almost always helps clarify roles, responsibilities and risks.

Companies that have an organized and well-communicated EHS program significantly reduce their risk and avoid the fire drill of an urgent document request. Companies that set an action cadence and establish expectations that operations owns safety and compliance are on the leading edge of EHS program implementation. The truth is, any size company can get

organized and use their program to drive value directly to the bottom line. ■



Chip Duffie is the President and Founder of EHS Momentum, LLC, a full service EHS consulting and software firm that focuses on empowering small and mid-sized business to implement EHS management systems. Prior to founding EHS

Momentum, Chip was Sr. Counsel in the Dallas, TX office of Clark Hill Strasburger where he was a member of the Environmental and Regulatory Team. Chip also served as Chief Compliance Officer for Safety-Kleen and then as SVP, Compliance for Clean Harbors.



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53,000,000 Gallons of Waste Water Collected Per Year

Crystal Clean operates five waste water treatment facilities throughout North America to ensure cost-effective, environmentally sound disposal and treatment of waste waters. Our fleet of vacuum trucks collect millions of gallons of contaminated waters annually, helping protect the environment and preserve our lakes, streams, and oceans.

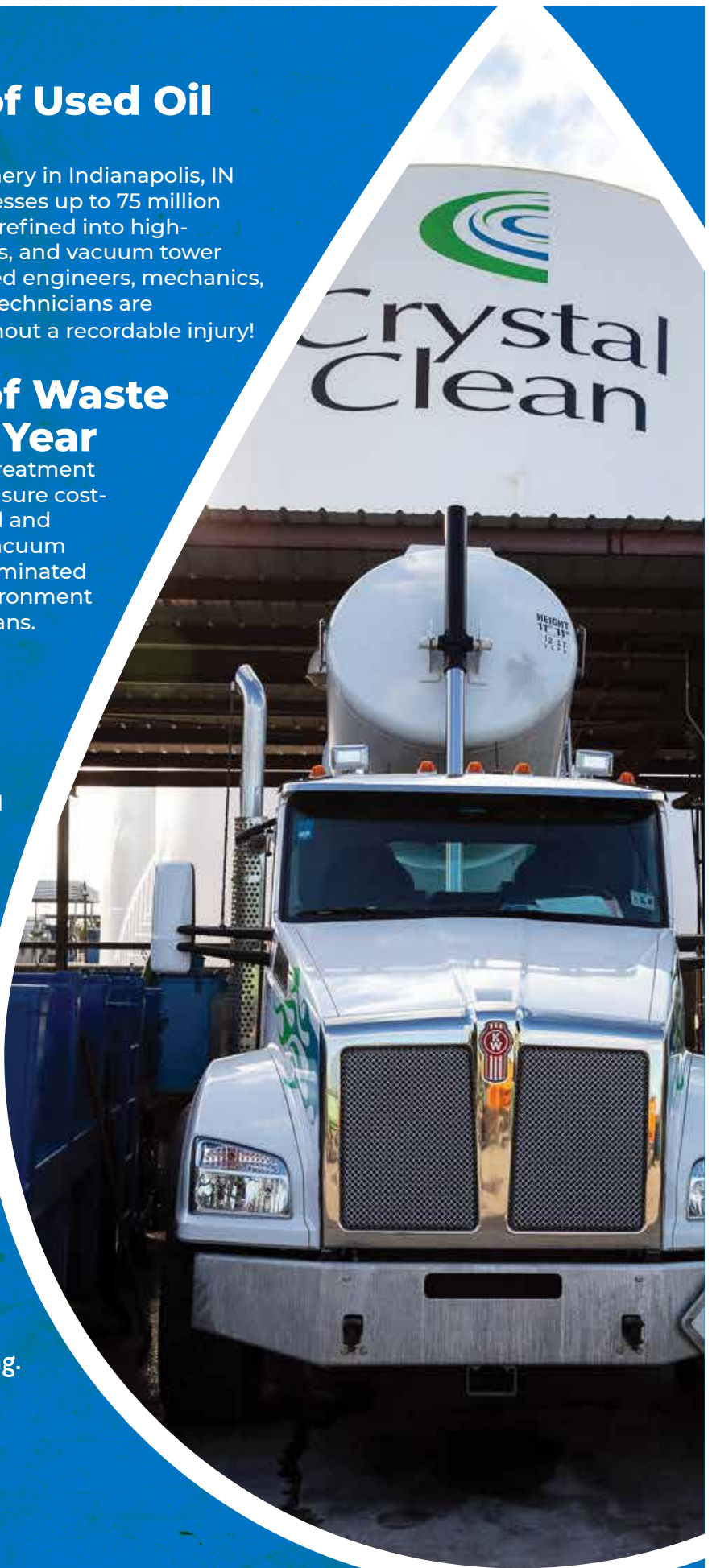
5,000,000 Gallons of Spent Antifreeze Recovered Per Year

Crystal Clean operates several specialized Antifreeze Recovery Centers as it continues to establish itself as one of the largest antifreeze recyclers in North America. Our antifreeze recovery process is performed through the safe filtration, distillation, and blending of used antifreeze, creating a closed loop distribution and recovery process that is a positive addition to any generator's sustainability initiatives.



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Industry News

MORE INFORMATION ABOUT THESE NEWS ITEMS IS AVAILABLE AT WWW.NORANEWS.ORG/NEWS.
SEND ANY INDUSTRY NEWS UPDATES TO COMMUNICATIONS@NORANEWS.ORG.

CIRCON Expands its Centralized Waste Treatment Capabilities with the Acquisition of Bealine

NORA member, Circon Environmental announced the acquisition of Bealine Environmental Services, Inc. Bealine represents the third add-on acquisition for Circon and Kinderhook's 53rd environmental services transaction.

GFL Environmental Announces Proposed Acquisition of Terrapure Environmental

NORA member, GFL Environmental Inc., diversified environmental services company, announced that it has entered into a definitive agreement to acquire the solid waste and environmental solutions business of NORA member, Terrapure Environmental Ltd., and its subsidiaries for an aggregate purchase price of C\$927.5 million. The Acquisition will exclude the battery recycling business carried on by Terrapure.

Liquid Environmental Solutions Acquires Ciro's Sewer Cleaning

Liquid Environmental Solutions (LES) announced that the company acquired the assets of Ciro's Sewer Cleaning (Ciro's) – a provider of septic services throughout the State of Ohio. Terms of the transaction were not disclosed. Ciro's, based in Eastlake, OH, adds an extensive network of non-hazardous wastewater customers to the existing LES operation in Ohio. These customers own septic systems that must be serviced regularly to prevent overflows, and to protect the public wastewater collection system.

Linde: Formerly Praxair, Inc.

NORA member, Linde, formerly known as Praxair, Inc., a leader in industrial gases and engineering, has been successfully operating under their new name that was made effective in the U.S. in September 2020. This name change reflects the company's evolution following the merger of Praxair, Inc. and Linde AG. Operating under the Linde brand, the company has established a vision to be the best performing global industrial gases and engineering company.

Mallory Safety + Dirteeze-US + City of San Diego = Pandemic Cleanliness for Fleets

The City of San Diego has awarded Mallory Safety a municipal fleet cleaning contract for the Dirteeze Rough and Smooth Heavy Duty Antiseptic Hand Sanitizer Wipes. These wipes are being used in place of several other products and provides the city with one product solution that works great on all kinds of messes as well as sanitizing touch points, hands and most all surfaces.

Heritage Battery Recycling to develop battery reuse, recycling facility in Southwest US

Heritage Battery Recycling (HBR) will collaborate with L.A.-based Romeo Power Inc., which provides electrification solutions for commercial applications, to develop a battery reuse and recycling facility in the southwestern United States. The Heritage Group and Heritage Environmental Services Inc., based in Indianapolis, say they launched HBR in late 2020 to address growing market demand for safe, sustainable solutions for lithium-ion batteries near or at end-of-life. HBR's goal is to recover and reuse critical battery precursor resources.

Liquid Environmental Solutions Acquires Advance Plumbing & Septic of Birmingham

NORA member, Liquid Environmental Solutions (LES), announced that the company acquired the assets of Advance Plumbing & Septic of Birmingham (Advance) – a provider of plumbing, sewer, septic, drain field, drain line and grease trap services throughout the State of Alabama. Terms of the transaction were not disclosed. Advance, based in Hueytown, AL, adds an extensive network of non-hazardous wastewater customers to the existing LES operation in Alabama. These customers own plumbing, sewer, septic, drain field, drain line and grease trap systems that must be serviced regularly to prevent overflows, and to protect the public wastewater collection system.

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Managing Alcohol and Controlled Substance Risk in your Fleet

Effective Policies and Supervision are Vital

By Will Funk, Safety Research Consultants, Inc.



A commercial driver was sentenced to life in prison plus 15 years for causing the death of two life-long friends. His truck struck their vehicle on a rural Florida road as one of their husbands, following in another vehicle with their two month old daughter, watched.

The commercial driver tested positive for methamphetamine.

In about one out of five fatal collisions, one of the drivers is above the legal limit for alcohol. Additionally, some drivers are impaired by controlled substances, like in the case above. For fleet operators, making sure that none of our drivers are on the road while impaired is imperative.

Now for some good news. In fatal road collisions, the percentage of large vehicle drivers that are impaired is exceptionally low. Data from the National Highway Traffic Safety Administration (NHTSA) showed that only about 3% of the large vehicle drivers involved in crashes with a fatality are impaired (by alcohol). The overall average for all drivers in fatal collisions is about 19%. However, since 2009, alcohol impaired large truck fatalities are one of the few groups with increasing numbers, not a trend we wish to see.

One of the most effective ways of keeping impairment numbers in a fleet low is to have alcohol and controlled substance policies that mirror a company's culture of safety. Businesses and management need to understand that as trends in their industry evolve, policies and supervision needs to be in step with these changes. Most recently this can be seen in the hiring of younger drivers as the professional driving pool is more in demand or keeping up with changes in local laws that "legalize" or decriminalize certain types of drugs.

For example, according to NHTSA research, a 21-25 year old is nearly twice as likely to be impaired in a fatal collision as a driver who is in the 55 to 64 age range. If your fleet is getting younger because of retirements this may increase the risk of alcohol (and drug) related instances.

Some of the best policies we have reviewed from

companies and municipal entities have framed their rules around what information is required to be provided to safety-sensitive drivers per 49 Code of Federal Regulations §382.601. Other state, local and federal regulations may also need to be including in policies, but this is a good place to begin. This section covers 12 areas that commercial drivers are required to receive regarding controlled substance and alcohol policies.

It is mandated that drivers receive this information prior to driving a commercial vehicle subject to testing. This should be in written form, provided to the driver, not simply a policy in a book sitting on an office shelf. In fact, each driver must sign a statement that they received the information, and the employer must maintain this record. This document should be provided and clearly discussed at the time of onboarding. Additionally, annual training provides the opportunity to review the material, noting any changes in company policies (e.g., a new process or facility for random testing).

There are other areas that need to be included in a comprehensive controlled substance policy; however, since all of areas in 49 CFR §382.601 need to be provided to drivers this can help shape the framework of a policy. Companies using templates or "boilerplate" policies should confirm that all of the information required to be provide to drivers is included and accurately reflects how the company implements the policies. This is true for all areas of these "prefab" documents, as having a policy that does not reflect what a company actually does may be as bad or worse than having no policy at all. Many companies provide their entire drug and alcohol policies to drivers and use this to establish what is expected in this area.

The Importance of Supervision

As with so many areas of successful fleet operations, supervisors are a critical component in the process. First off, all staff supervising commercial drivers need to have training in Reasonable Suspicion. This is a minimum two-hour training that covers the recognition of controlled substance use and alcohol abuse. Managers should

seek out up to date and relevant training for their supervisors. Trends change and outdated training will not be as effective as sessions that helps keep staff apprised on current fleet impacts. Providing update training, including from different providers, will help by presenting a different perspective related to recognition of symptoms.

Supervisors need to be present when drivers are arriving for work, not tucked back in an office doing paperwork. Having interactions with drivers as they arrive for work allows them to notice signs of impairment or recognize drivers that are clearly trying to avoid any type of contact with supervisors. Some companies also train other staff in Reasonable Suspicion that have regular contact with drivers such as dispatchers. This provides and extra line of safety as they can relay information to supervisors for additional review.

Non-Commercial Driver Issues

One area that is often overlooked are the non-commercial drivers in the fleet. They are generally not mandated to be part of a drug and alcohol testing program, yet impairment could still be an issue. As we noted earlier, commercial drivers have a lower instance of impaired driving than non-commercial vehicle operators. Effective policies often include expectations for non-professional drivers as well. Special consideration should be given for employees with “take home” vehicles, where the possibility of alcohol use and driving is higher. Sales and other staff, even if they are driving their own vehicles while on company business, should be a consideration when crafting policies.

Emerging Trends

About one third of the population in the United States lives in an area where marijuana is “legal.” At the federal level and as far as the Department of Transportation is concerned, it is still illegal to use anywhere, especially for commercial drivers. Again, good news, we just don’t see a significant percentage of drivers testing positive for THC, the psychoactive ingredient in marijuana. There is an overall increase in exposure to the drug by many, which

could turn into an issue for drivers, especially ones who are not safety-sensitive and not subject to DOT drug testing.

Prescription medication is another area of concern. Many people have legitimate uses for pain medication, muscle relaxers and other medicine that can seriously hamper their ability to safely operate a motor vehicle. These drugs come with a warning, but many believe that they are able to drive safely. Drug interactions (taking more than one medication at the same time) can cause a synergistic effect that enhances the level of impairment. Federal and state laws detail medications prescribed by doctors and are detailed in 49 CFR §382.213 and other locations. But just because a medical provider initially advises that the employee should be able to operate a vehicle safely, if symptoms of impairment are present, they may not be able legally drive.

Another trend is with non-DOT tested “synthetic” drugs. Just because a drug is not one that is routinely screened (marijuana, cocaine, opiates, amphetamines and phencyclidine – PCP) does not mean that if a driver shows up to work impaired by something else they are okay to drive. Companies need to consider their best course of action and policies in these situations.

If you haven’t visited your current controlled substance and alcohol policies recently it may be time for a review. Seek out trends in your industry and area with local resources and check to see if effective supervision is helping to enhance your fleet safety. Remember, there are only two yellow lines between your drivers and oncoming traffic. ■

William Funk

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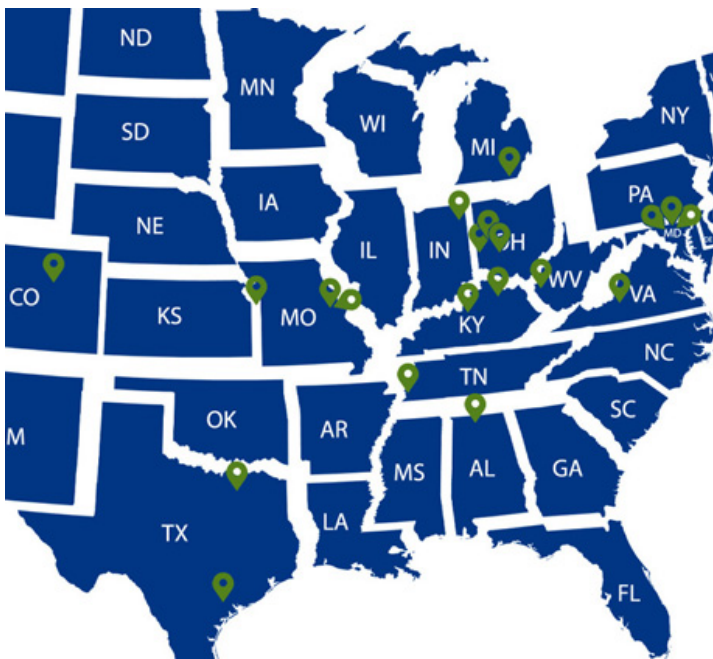
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2021 NORA Virtual Winter Meeting Wrap Up

The 2021 NORA Virtual Winter Meeting was the first of its kind: virtual. While we would have preferred to be meeting together in person, NORA came together to make the most of today's circumstances in providing members with a platform to remain up to date on industry trends as well as connect with other members through committee meetings.

Uses of PFAS

 Aerospace	 Apparel	 Building and Construction	 Chemicals and Pharmaceuticals	 Electronics
 Oil & Gas	 Energy	 Healthcare and Hospitals	 Aqueous Film Forming Foam	 Semiconductors

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AECOM

Jack Waggener

The meeting kicked off with the webinar presentation from Jack Waggener, NORA Senior Consultant, "PFAS EPA Interim Report Webinar - Executive Summary."



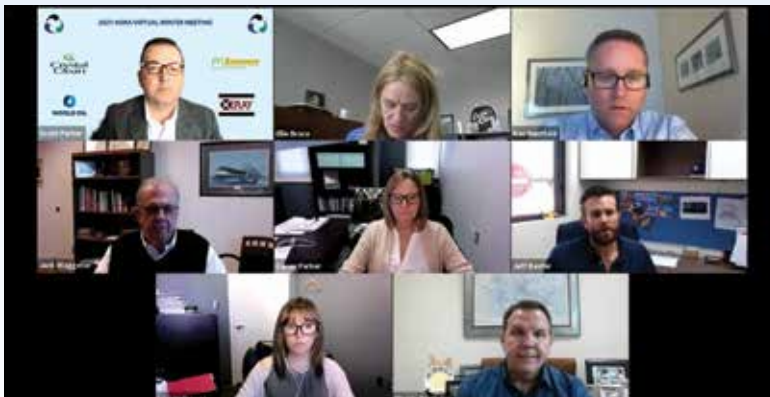
Wastewater Working Group



Membership & Marketing Committee



Conference Committee



Used Oil Council/Government Affairs Council



NORA Executive Director, Scott Parker, presented a webinar, "US Department of Energy Used Oil Study Webinar - Executive Summary."

In addition, committee meetings were held from February 9-25 allowing members to engage with each other discussing current issues and relevant topics. Committees and working groups are an effective way to invest in NORA and contribute to creating positive change.

- Wastewater Working Group
- Membership & Marketing Committee
- Parts Cleaning Council
- Antifreeze Working Group
- Conference Committee
- Advanced Processors Working Group
- Used Oil Council/Government Affairs Council

Over 115 attendees participated in the 2021 Virtual Winter Meeting. NORA would like to thank all of the sponsors of this event (see page 18). We hope to see you at the 2021 Mid-Year Meeting and EH&S Forum in Nashville, Tennessee. See page 24 for event and registration information.

Thank You Our 2021 Winter Meeting Sponsors

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WINTER MEETING EVENT LANDING PAGE



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Usher Oil

By M. Diane McCormick



Usher Oil President,
Matthew Usher



Fourth-generation Usher Oil stays ahead of the curve

It was the late 1990s, and regulators were clamping down on handling of used oil. Usher Oil President, Michael Usher, responded by installing one of the first centralized wastewater treatment systems in the Midwest. State-of-the-art DAF technology met the highest EPA standards and made the statement that Usher Oil was an environmental company.

“My dad always had good foresight for seeing what was coming,” says fourth-generation CEO/President Matthew Usher. “He was good at steering the ship around icebergs and seeing what was on the horizon.”

Today, Detroit-based Usher Oil is a fourth-generation family business that has grown into one of Michigan’s largest recyclers of nonhazardous liquid industrial waste.

Origins

Charles Usher founded Usher Oil in 1930. He was alerted by a nephew - a chemical engineer - that manufacturing plants were firing up again as they worked their way out of the Great Depression. With his son, Morris, Charles Usher created a major supplier of used oil fuels for heavy industrial furnaces.

Michael, the third generation of Ushers, led the business into the environmental management era. His son, Matthew, always wanted to be a part of it.

“When I graduated from high school, my dad said, “That’s fine, but you need to go to college first,”” says Usher. “I didn’t know that was part of the program.”

Today, Matthew works with his sister, Vice President, Lori-Anne Usher, and his brother, Account Executive Andrew Usher. From its plant in Detroit, the Usher Oil fleet of 30 vehicles services accounts within about 200 miles.

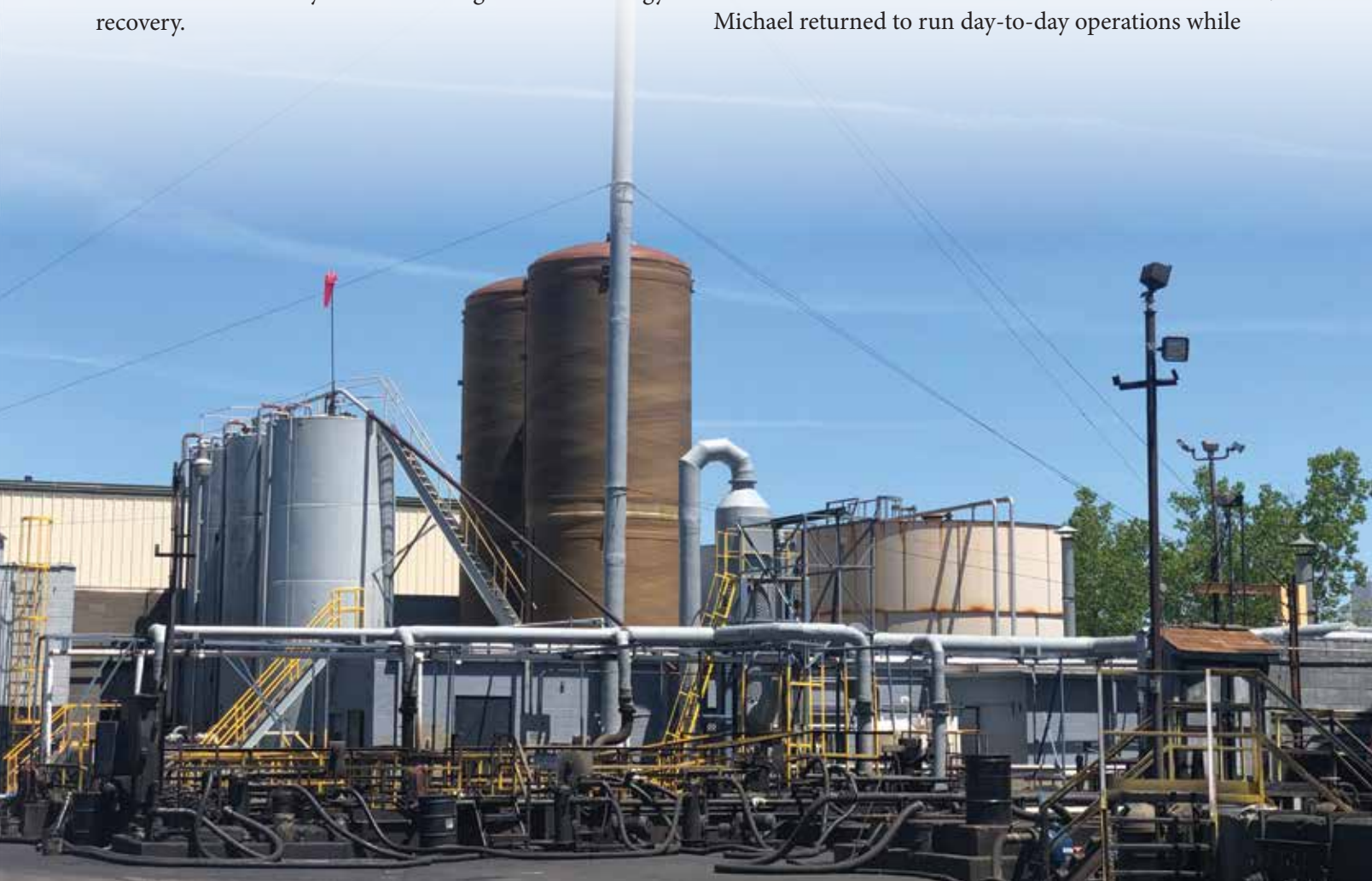
That original CWT has since been augmented with a newer, larger system. Both are dissolved air flotation (DAF) systems, recognized by the EPA as the best available technology for removing oil, fats, grease, and metals.

The two systems can run separately or in tandem as needed, creating unparalleled efficiencies in treating outbound effluent. The fully permitted facility is capable of discharging 500,000 gallons a day but typically stays busy discharging about 250,000 gallons a day to the Great Lakes Water Authority. Reclaimed oil goes toward energy recovery.

Organic growth

Out of college, Matthew Usher worked in commercial real estate. When his daughter was born in 2004, he joined the family business to help his father build up a recently purchased oil collection route.

Matthew worked loading and unloading trucks and treating waste (“but I was by no means the best person who worked in the yard,” he admits) and learned the back-office functions. In 2007, he became president while Michael went into a semi-retirement that would be short-lived. When the economic downturn of 2008-09 arrived, Michael returned to run day-to-day operations while





The Usher Oil way

In a fourth-generation business, wisdom gets handed down.

“My dad always taught me to try to be open and listen, and to treat everyone on an equal footing,” Matthew says. “A good leader can either sit behind the desk and give orders, or they can get their hands dirty. I’m not putting on overalls every day, but if I’m out and I see trash on the ground, I pick it up. When I talk to people, I say that we work as a team.”

Loyal employees include some who have been with Usher Oil for decades. The plant operator, transportation manager, and one of the dispatchers all have 35 years with the company.

“It’s a good work culture, and we treat our employees very well,” Usher says. “Everyone looks out for everybody else.”

Customers know that, whether a pickup is scheduled or specially requested, an Usher Oil truck will be there.

“We always make sure we get a truck to a customer,” says Usher. “Our dispatchers are very good at doing the dispatch shuffle.”

During the COVID-19 pandemic, the business adapted to a slight slowdown and, as an essential supplier, stayed open. Auto manufacturers kept producing vehicles, even if there were fewer of them, and Usher Oil’s

Matt got his CDL.

“To this day, I could still drive if I had to,” Usher says. “I don’t, but if we were in a pinch, I could.”

Michael retired for real around 2014. Matt returned to the office when the economy recovered, concentrating on growing the business organically by acquiring like-minded companies. In 2013, Usher Oil bought Polar Environmental, which increased total revenue by about 25 percent and brought 13 new employees and 20 additional pieces of equipment into the shop.

“We were still family-owned, but it took us into another level,” Usher says. “My dad had growth for the company along his way. I’ve had growth. My sister and brother are very helpful with the growth. We have a great management team in place.”



experienced oil collector – “the best in the business,” says Usher – maintained his routes.

“We’ve been pretty blessed,” says Usher. “Even at the height of the pandemic, our workforce was still receiving at least eight hours a day of work.”

Usher Oil shares its bounty with causes across the community, supporting the American Cancer Society and local police and fire departments, sponsoring the events of employees’ kids, donating to holiday gift drives for the children of Detroit, and of course, buying Girl Scout cookies. When the company has a good year, employees get bonuses.

“We try to give back as much as we can,” Usher says. “I’m fortunate for what I have. Each generation has worked hard. If we’re going to be blessed, I like to share it around.”

‘Business as normal’

Usher Oil was one of NORA’s first members. The relationship has been “a very beneficial one,” says Usher. He has made good connections and contacts over the years. When a customer needs a service outside of Usher Oil’s territory, Usher knows he can recommend, without hesitation, a trusted provider from the NORA directory.

In a “business as normal” kind of year, Usher has no current expansion plans, other than perhaps taking advantage of low interest rates to buy new equipment.

Matthew’s daughter is more interested in theater and dance than used oil, so a fifth-generation Usher in the business is unlikely. Still, Matthew is proud of sustaining a family business that started in the Great Depression and continues to thrive, through recession and pandemic. He calls it “going with the ebbs and flows.”



“Every generation of Ushers has adapted to the changing needs of the environmental world,” he says. “We’re an environmental business. What’s kept it going is a need for what we do and a passion for being able to adapt to the marketplace, always staying one step ahead of where the market is going so we can have the business ready for it.” ■



Join your colleagues for the NORA Mid-Year Meeting and EH&S Forum in Nashville, TN. The event host hotel, the JW Marriott Nashville, is ideally located in the heart of downtown just two blocks to Broadway and the Gulch and adjacent to Music City Center.

Register Now

- Use registration form on page 27
- Register online at www.noranews.org > Events
- Call the NORA office at 703-753-4277

Sponsor the Event

Many sponsorship and advertising opportunities are available for the 2021 Mid-Year Meeting. Starting at just \$150 to place your logo in the event book, you can support your industry and promote your company. Visit noranews.org for more information or contact NORA at marketing@noranews.org. Page 28 has details about sponsorship options and reserve your sponsorship on page 27.

Hotel Information

NORA has secured a room block at the JW Marriott Nashville for \$225/night. Most attendees will arrive on Wednesday, June 9 and depart on Friday, June 11. If you are attending the EH&S Forum, you may wish to arrive on Tuesday, June 8. To reserve your room, visit noranews.org>Events or contact the JW Marriott Nashville directly at **1 (888) 236-2427**. *To receive the discounted room rate, be sure to mention the NORA Group in June when making your reservation. The hotel will accept cancellations for reservations up to three days prior to avoid cancellation fee (one night room/+tax).*

Travel Information

Nashville International Airport (BNA)

Airport Phone: +1 615-275-1675

Hotel direction: 8.2 miles NW

Estimated taxi fare: 30 USD (one way)

Bus service, fee: 2 USD (one way)

2021 NORA ENVIRONMENTAL HEALTH & SAFETY FORUM

On June 9, 2021 in Nashville, NORA will be hosting the 8th annual Environmental Health & Safety Forum. The full day training event, which is only \$159 for members, will feature topics of specific interest to companies that recycle used oil and related materials as well as firms providing sustainable environmental solutions. Use the form on page 27 to register.

The following are some of the topics that will be addressed. Note: this is a tentative agenda and subject to change.

- **The Biden Administration Impact on EH&S:** With a whole new administration in DC, what does this mean for NORA members? This session will cover what to expect from anticipated health and safety regulations for the transportation, labor and other EH&S issues.
- **COVID & EH&S:** Year 2 into the pandemic leaves NORA members exploring employee vaccination policies and related EH&S COVID best practices. This session will address how do balance keeping workers safe while keeping adequate staffing levels.

- **Maintaining a Safety Culture:** Whether your company has one location or many, maintaining a consistent safety culture with all employees and various departments is a challenge. A leading experts will provide real ideas to take back to your company to improve your overall safety culture.
- **Dashcams & More:** The use of telematic devices are a great way to maintain and improve transportation safety. Where do you begin? If you already have them, are you maximizing their use? This session will help your company answer these questions to maximize safety.
- **NORA EH&S Roundtable:** The forum will conclude with an open session that will generate practical ideas for NORA members to take back to their companies to improve their safety culture.
- And more...

New Thursday Meeting Speaker: New Recovery & Recycling Program for Plastic Lubricant Packaging: *What All NORA Members Need to Know*
Presented by: Tristan Steichen, Director, National Lubricant Container Recycling Coalition
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Complete one form for each person. Online registration available at www.noranews.org > Events.

Contact Info

Name		Badge First Name	
Company			
Address	City	State	Zip
Phone	Email		

Registration

EVENT

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Mid-Year Meeting Only

EH&S Forum Only

Mid-Year Meeting + EH&S Forum

NON-MEMBER

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EH&S Forum Only

Mid-Year Meeting + EH&S Forum

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*Exclusive item, offered via lottery. Email casey@noranews.org by April 14, 2021 to enter the lottery.

Payment Options

Total Amount Due \$ _____

All payments are in US Dollars, drawn on US Bank.

- Check (payable to NORA) American Express Visa MasterCard

Name on Card _____ Signature _____

Card Number _____ Exp. Date _____ Security Code _____

Billing Street Number & Zip (if different than above) _____ Email to send receipt (if different than above) _____

Submit Your Registration

Registration may be scanned and emailed to casey@noranews.org. Please do not email credit card information. Please indicate form of payment:

- Faxed to 703-753-2445
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Only one available. Your logo will be printed on the front of bottles of hand sanitizer distributed at registration. Offered via lottery.

Lanyard Sponsor*

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Only one available. Your company logo will be printed on the lanyard handed to all attendees. Offered via lottery.

Key Card Sponsor*

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Only one available. Your company logo and message will be printed on all room key cards given to attendees staying at the hotel. Offered via lottery.

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Only one available. Your logo will be on the notebook placed at each seat at the beginning of the Mid-Year Meeting. Offered via lottery.

Can Cooler Sponsor (Coozie Style)*

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Only one available. Your Company logo will be printed on the can coolers placed next to the bars at Happy Hour on Thursday, June 10. Offered via lottery.

Non-Exclusive Sponsorships

Premier Sponsor with Full Page Ad \$900

Premier Sponsor..... \$750

Premier sponsors have the opportunity to use a 6' table near the NORA registration desk to display company information and literature for the duration of the meetings on Thursday, June 10 and are allowed up to 60 seconds to address the entire group at the beginning of the meeting on Thursday. Your company logo will be printed on the front cover of the committee book, and on a large sign inside the meeting room. This also includes a full page black and white or half page color ad printed in the committee book. Please note that meeting space allows for materials to be displayed only on a 6' table. Tables are assigned on a first-come first-served basis on the day of the event. Floor signs are not permitted.

Audio/Visual Sponsor \$700

Your logo will be prominently displayed when the "splash screen" is displayed in the main meeting room on Thursday, June 10. This also includes a full page black and white or half page color ad printed in the committee book.

Floor Sponsor \$700

Your full-color logo or ad will be displayed on 2 large floor signs.

Happy Hour Sponsor..... \$625

Your company logo will be prominently displayed during happy hour on the main meeting day. Your company logo will be printed on each drink ticket. Your company will receive extra drink tickets for the event. Your company logo will appear on all Mid-Year Meeting agendas.

Event Page Logo \$600

Your logo on the event page on the NORA website.

Charging Station Sponsor \$550

Your company logo will be prominently displayed near a charging station near the NORA registration desk to supply power for mobile devices.

EH&S Sponsor \$500
 Your company logo will be displayed on signage inside the EH&S Forum meeting room on Wednesday, June 9. Your company logo will appear on all the EH&S Forum schedules in the EH&S book. This also includes a half page black and white ad in the EH&S printed materials.

EH&S Lunch Sponsor..... \$500
 Your company logo will be prominently displayed during lunch on Wednesday, June 9. Your company logo will appear on all Mid-Year Meeting agendas. You may address the entire group before lunch for up to 60 seconds. Only six available.

Thursday Lunch Sponsor..... \$500
 Your company logo will be prominently displayed during lunch on Thursday, June 10. Your company logo will appear on all Mid-Year Meeting agendas. You may address the entire group before lunch for up to 60 seconds. Only six available.

Thursday Afternoon Break Sponsor..... \$300
 Your company logo will be displayed during the afternoon break on Thursday, June 10. Your company logo will appear on all Mid-Year Meeting schedules.

Breakfast Sponsor \$250
 Your company logo will be displayed during breakfast on Thursday, June 10. Your company logo will appear on all Mid-Year Meeting schedules.

Candy Bowl Sponsor \$175
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Bulk Petroleum Storage Facility Hazards:

by Mark Creager,
Associate - Risk Consulting,
Environmental, AXA XL

Mitigating Risks During Storage and Transfer

In March 2019, a fire began in a petrochemical storage facility in Deer Park, Texas. Four days later, the fire was extinguished, but the damage was already done. Two storage tanks were destroyed, and roughly 9,000 gallons of a naphtha-butane mixture had been released into the air. Schools and businesses in the immediate area were closed, residents were ordered to shelter in place, and the busy Houston Ship Channel was closed temporarily. The initial estimated hit to the liability market: \$175 million.

Accidents happen at bulk storage facilities every year and this is just one example. Bulk storage facilities have numerous operational and environmental exposures. Because of the materials they store – crude oil, natural gas, or refined products containing petrochemicals – storing and managing the shipment of such materials comes with a host of risks. One spark or one leak can impact the lives of humans and wildlife, and cost companies millions.

To keep facilities, employees, and surrounding communities safe, facilities operators must have a comprehensive and active risk management plan that encompasses six key areas: hazard evaluation, engineering controls, release prevention measures, employee training, spill and fire emergency planning, and a rigorous inspection and preventative maintenance program.

Hazard evaluation

These following areas have been identified by the American Petroleum Institute (API) as the main causes of petroleum-related releases:

- Physical damage to tanks, valves, pumps and ancillary equipment
- Tank and equipment leaks from mechanical failure, corrosion, and faulty valves or seals
- Improper product handling and employee or contractor negligence
- Poor housekeeping practices

Every facility should conduct routine visual surveys of tanks and equipment and containment. Beyond observations, hazard assessment should include current operating procedures, maintenance activities, and security to measure the effectiveness and expo-

sure of each area. Key questions include whether employees are handling materials properly and what operational vulnerabilities exist.

Engineering controls

In the event of a leak or potential accident, you need the ability to contain the problem. Shutdown systems, ventilation, block valves, and fire retardant systems are essential. Your facilities should also have the following in place:

- Centralized controls for continuous monitoring and reporting
- Pressure relief devices to protect against failures and leaks
- Intermediate alarms that allow time for corrective action
- Automatic shutdown for selected equipment
- Backup instrumentation for all critical controls

Release prevention

There are a variety of causes of spills and accidents that cannot be eliminated. However, you can reduce spill frequency and severity by combining comprehensive written operating procedures with best practices for your facilities.

- Shutting off tank trucks and chocking wheels and grounding equipment during transfer of flammable liquids reduces the risk of explosion.
- Check all hoses and fittings. Are they in good condition? Are the connections secure?
- Also, verifying the available free tank volume is a basic, but essential step in avoiding overfill releases.
- When there are other tanks in the storage area, confirming fill ports/piping during product transfer can help avoid putting the wrong product in a tank.
- Tank, truck, rail car product transfer areas should be provided with secondary containment, catch basins and drip pans to prevent a release to the environment.
- Maintain maximum safety and response time by requiring an attendant to be present during all transfers.



Beyond observations, hazard assessment should include current operating procedures, maintenance activities, and security to measure the effectiveness and exposures of each area.

Employee training

OSHA requires employers to develop and administer safety training programs for all employees. Your employees should be trained and re-educated regularly on safe handling and storage practices. This should include testing to measure knowledge and understanding.

A good training program should adhere to your written operating procedures, and should include information on the hazards of surrounding equipment as well as how each safety control functions. Most importantly, your training program should emphasize swift reporting and corrective action for any deficiencies. Facilities should halt operations when safety equipment is out of order.

Inspection and preventative maintenance

Your inspection and maintenance processes are the first line of defense in preventing equipment condition-related accidents. How often you inspect depends on the age and condition of equipment, as well as the potential threat to life and property should a leak or sudden release occur. Any defects should be addressed immediately.

Both visual and nondestructive testing of equipment can assess the integrity of your tanks and other equipment. Older equipment should be inspected more frequently and more rigorously. Inspect tank exteriors and interiors for structural integrity. Use a detailed recordkeeping system that includes useful life forecasts to stay ahead of any potential issues. Any equipment with a predictable lifespan should be replaced according to manufacturer's recommendations.

Regular preventative maintenance should be done on a strict schedule, including lubricating mechanicals and checking valves, gaskets, and hoses for signs of

degradation. Chart corrosion rates for metal parts, and replace when they reach a predetermined level. Keep oil/water separators maintained to ensure the ability to treat contaminated stormwater and help contain and prevent releases to the environment.

Spill & fire emergency planning

Even the most proactive safety program cannot cover every exposure. Your spill and emergency planning should include steps for responding to every potential hazard.

Your plan should include:

- Contact information for environmental, occupational safety, and fire safety agencies
- Clear processes for responding to and cleaning up spills
- A designated employee responsible for emergency response procedures
- Emergency response drills and training
- Placement of spill and fire response equipment near various hazards
- Planning for severe weather or other natural disaster events

The focus on safety

Bulk petroleum storage facilities come with inherent operational risks. If your operations are not properly managed, the result could be devastating to your facilities, your employees, your community, and your bottom line.

Fortunately, a comprehensive management plan that addresses hazards, controls, prevention, emergency planning, and employee training can go a long way toward mitigating many of these risks. By establishing rigorous inspection and maintenance procedures, training employees in equipment use and incident response, and by being prepared for any potential event, your facilities can do much to decrease losses and keep employees and communities safe. ■

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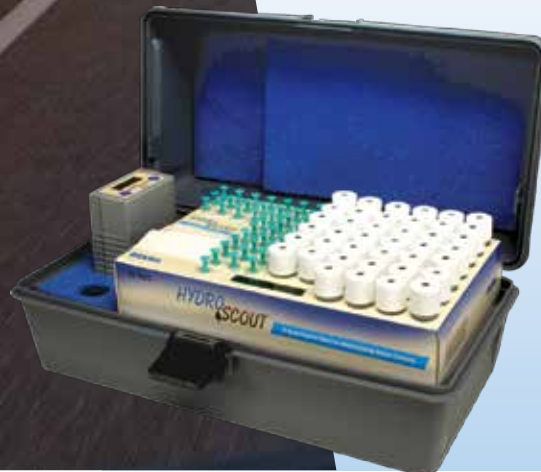
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