



Florida Department of Environmental Protection

Bob Martinez Center
2600 Blair Stone Road
Tallahassee, Florida 32399-2400

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel T. Vinyard Jr.
Secretary

May 02, 2011

Jared Bishop
Associated Petroleum Carriers Inc
PO Box 2808
Spartanburg, SC 29304- 2808

BE IT KNOWN THAT

Associated Petroleum Carriers Inc
1746 OLD UNION RD
SPARTANBURG, SC 28302

IS HEREBY REGISTERED AS A USED OIL

Transporter

pursuant to Chapter 62-710, Florida Administrative Code (F.A.C)
The Department of Environmental Protection hereby issues
Registration Number **SCD987597655** on May 02, 2011
Insurance Carrier: **HUDSON INSURANCE COMPANY**
Insurance Ex. Date: **06/01/2011**
Transporter Type: **FH**

This registration will expire on 06/30/2012

This certificate documents receipt of your annual registration
and annual report. It shall be displayed in a prominent place
at your facility. This certificate and your cancelled check
are your receipts.

Aprilia Graves
Engineering Specialist IV
Hazardous Waste Regulation Permitting

**8700-12FL - FLORIDA NOTIFICATION OF
REGULATED WASTE ACTIVITY**DEP Waste Management Division-HWRS, MS4560
2600 Blair Stone Rd. Tallahassee, FL 32399-2400
(850) 245-8772Received
Date Received
(for FDEP Official Use Only)
MAR 07 2011**BSHW**EPA ID

S	C	D	9	8	7	5	9	7	6	5	5
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MTS

RCRAInfo

**1. Reason for
Submittal**Mark 'X' in
correct box:

- ☐ To provide **initial notification** (to obtain an EPA ID Number for hazardous waste, universal waste, or used oil activities).
- ☒ To provide **subsequent notification** (to update status and facility identification information).
- ☐ Is this the **final notification** (see instructions) for the facility?

**2. Facility or
Business Name**

ASSOCIATED PETROLEUM CARRIERS, INC

FEID No.

5	7	0	2	7	7	7	1	5
---	---	---	---	---	---	---	---	---

3. Facility Operator
(List additional
Operators in the
comments section).

Name of Operator:

ASSOCIATED PETROLEUM CARRIERS, INC

☐ New OperatorDate became Operator: ____/____/____
mm dd yy

Street or P.O. Box:

1746 UNION STREET

Phone Number:

864.573.9301

City or Town:

SPARTANBURG

State:

SC

Zip Code:

29302

Operator Type: ☒ Private☐ Federal☐ Municipal☐ State☐ Other _____**4. Facility Physical
Location
Information**

Physical Street Address:

1746 UNION STREET

City or Town:

SPARTANBURG

State:

SC

Zip Code:

29302

County: Choose ____

If available, please attach a map or sketch of the facility
boundaries.Latitude:

3	4	5	5			4993
---	---	---	---	--	--	------

 Longitude:

8	1	5	3			2342
---	---	---	---	--	--	------

 Method:
dd mm ss.ssss dd mm ss.ssss Datum:**5. Facility North American Industry
Classification System (NAICS)
Code(s)**

A.

484110

B.

484121

C.

D.

**6. Facility or
Business Mailing
Address**

Street Address or P.O. Box:

PO BOX 2808

City or Town:

SPARTANBURG

State:

SC

Zip Code:

29304

**7. Facility or
Business Contact
Person**

First Name:

JARED

Last Name:

BISHOP

Title:

Compliance Dir.

Phone Number:

864.573.9301

Extension:

E-Mail:

jbishop@apccorporate.com

Street or P.O. Box:

PO BOX 2808

City or Town:

SPARTANBURG

State:

SC

Zip Code:

29304

**8. Real Property
(Land) Owner
of the Facility's
Physical Location**
(List additional
real property owners
in the comments
section.)

Name of Real Property (Land) Owner:

ASSOCIATED PETROLEUM CARRIERS, INC

☐ New OwnerDate became Owner: ____/____/____
mm dd yy

Street or P.O. Box:

PO BOX 2808

Phone Number:

864.573.9301

City or Town:

SPARTANBURG

State:

SC

Zip Code:

29304

Owner Type: ☒ Private☐ Federal☐ Municipal☐ State☐ Other _____

9. Type of Regulated Waste Activity (Mark 'X' in all that apply):**A. Hazardous Waste Activities:****(1) Generator of Hazardous Waste**

(Choose only one of the following three categories.)

- ☐ a. Large Quantity Generator (LQG):
Generates in any calendar month 1,000 kilograms or greater per month (kg/mo) (2,200 lbs.) of *non-acute* hazardous waste; or Greater than 1 kg (2.2 lbs) of *acute* hazardous waste
- ☐ b. Small Quantity Generator (SQG):
Generates in any calendar month greater than 100kg/mo but less than 1,000 kg/mo (>220 to <2,200 lbs.) of *non-acute* hazardous waste and/or 1 kg (2.2 lbs) or less of *acute* hazardous waste
- ☐ c. Conditionally Exempt SQG (CESQG):
Generates in any calendar month 100 kg/mo or less (220 lbs.) of *non-acute* hazardous waste and 1 kg (2.2 lbs) or less of *acute* hazardous waste

In addition, indicate other generator activities that apply.

- ☐ d. United States Importer of hazardous waste
- ☐ e. Mixed Waste (hazardous and radioactive) Generator

For Items 2 through 7, mark 'X' in all that apply.

(2) Treater, Storer, or Disposer of Hazardous Waste
(at your facility) Note: A hazardous waste permit may be required for this activity.

- ☐ a. Operating Commercial TSD
- ☐ b. Operating Non-commercial TSD
- ☐ c. Non-operating: Postclosure or Corrective Action Permit or Consent Order (HSWA, etc.)

(3) Recycler of Hazardous Waste (at your facility)Specify: ☐ Commercial; ☐ Non-Commercial.
A permit is required for storage prior to recycling.**(4) Exempt Boiler and/or Industrial Furnace**

- ☐ a. Small Quantity On-site Burner Exemption
- ☐ b. Smelting, Melting, and Refining Furnace Exemption

(5) Person Authorized to Manage Conditionally Exempt Waste Generated at Other Facilities - Choose this management activity ONLY if you attach EITHER a copy of your application for such authorization OR the authorization you received from FDEP.**(6) Underground Injection Control** - Mark an 'X' even if the UIC well at your facility does not receive hazardous waste.**(7) Transporter of Hazardous Waste** [Note: A Certificate of Liability Insurance is required along with this registration.]Registration must be renewed annually. ☐ a. For own waste only ☐ b. For commercial purposes**c. Hazardous Waste Transporter Insurance Information**Insurance Company _____
Address _____Contact _____ Telephone _____
Policy Number _____ Expiration date _____d. **Transportation Mode** ☐ Air ☐ Rail ☐ Highway ☐ Water ☐ Other - specify _____e. **Hazardous Waste Transfer Facility:** Storage Volume _____☐ **Initial notification**

The following items are required to be submitted with the initial notification for a transfer facility [Rule 62-730.171(3), Florida Administrative Code (F.A.C.)]:

- ☐ Certification by a responsible corporate officer of the transporter that the proposed location satisfies the criteria of Section 403.7211(2), Florida Statutes (F.S.) [Rule 62-730.171(3)(a)1., F.A.C.]
- ☐ Evidence of the transporter's financial responsibility [Rule 62-730.171(3)(a)3., F.A.C.]
- ☐ A brief general description of the transfer facility operations [Rule 62-730.171(3)(a)4., F.A.C.]
- ☐ A copy of the facility closure plan [Rule 62-730.171(3)(a)5., F.A.C.]
- ☐ A copy of the contingency and emergency plan [Rule 62-730.171(3)(a)6., F.A.C.]
- ☐ A map or maps of the transfer facility [Rule 62-730.171(3)(a)7., F.A.C.]
- ☐ Notification of changes in above items
- ☐ Annual update notification

B. Universal Waste (UW) Activities (Mark 'X' in all that apply) ("accumulated" means at any one time):

- ☐ Large Quantity Handler (LQH) = 5,000 kg (11,000 lb) or more of any combination of UW accumulated
- ☐ Small Quantity Handler (SQH) = always less than 5,000 kg accumulated
- ☐ Mercury-containing devices LQH = 100 kg (220 lb) or more accumulated by for-hire handler
- ☐ Mercury-containing devices SQH = less than 100 kg accumulated by for-hire handler
- ☐ Mercury-containing lamps LQH = 2,000 kg (4400 lbs/8,000 lamps) or more accumulated by for-hire handler
- ☐ Mercury-containing lamps SQH = less than 2,000 kg (8,000 lamps) accumulated by for-hire handler
- [Note: 4 lamps = 1 kg, 62-737.200(10)]
- ☐ Pharmaceuticals LQH = 5,000 kg or more of universal pharmaceutical waste (UPW) accumulated
- ☐ Pharmaceuticals LQH = more than 1 kg (2.2 lb) of acutely hazardous ("P-listed") pharmaceutical waste accumulated
- ☐ Pharmaceuticals SQH = always less than 5,000 kg of UPW and always 1 kg or less of acutely hazardous UPW accumulated

(1) For those Managing	Generate/ Accumulate	Transport (see note in instructions)	Handle at Transfer Facility	(2) Enter your estimate of the maximum amount (in pounds) of each type of UW on site or transported at any one time.
a. Batteries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
b. Pesticides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
c. Pharmaceuticals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
d. Mercury Containing Devices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
e. Mercury Containing Lamps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

(3) Mercury Recovery and/or Reclamation Facility ☐ Note: A hazardous waste permit is required for this activity. [Rule 62-737.800, F.A.C.]
[Chapter 62-737, F.A.C.]

(4) Reverse Distributor of UW ☐ Pharmaceuticals ☐ Lamps ☐ Devices ☐

(5) Destination Facility for UW ☐ Note: for this activity, a facility must treat, dispose or recycle a UW. A permit is required for storage prior to recycling.

C. Used Oil Activities:**(1) Used Oil Transporter - indicate type(s) of activity(ies):**

- ☒ a. Transporter
- ☐ b. Transfer Facility
- (2) ☐ Collection Center
- (3) ☐ Used Oil Processor (A permit is required for this activity.)
- (4) ☐ Off-Specification Used Oil Burner
- (5) ☐ Used Oil Fuel Marketer
- (6) Used Oil Filter
- ☐ a. Transporter
- ☐ b. Transfer Facility
- ☐ c. Processor
- ☐ d. End User

(8) Specific Certification to be signed by all Used Oil Transporters

I certify as a Used Oil Transporter that the training program and financial responsibility required under Section 62-710.600, F.A.C., are in place, current and being adhered to. If any modifications have been made to the originally approved training program, they are explained in attachments to this registration form. Evidence of financial responsibility is demonstrated by the attached Used Oil Transporter Certificate of Liability Insurance, DEP form 62-710.901(4), F.A.C.



Signature of Authorized Person

JARED W. BISHOP

Print Name of Authorized Person

(7) Used Oil Transporters, Transfer Facilities, Collection Centers, Off-Specification Burners and Marketers must pay an annual \$100 registration fee. Used Oil Processors are exempt from this fee. If applicable, enclose a check or money order, in the amount of \$100, payable to Florida Department of Environmental Protection.

☒ A check is enclosed.

(9) The records required under the provisions of Rule 62-710.510, F.A.C., are kept at (check one):

- ☒ our mailing (business) address
- ☐ The site (facility) address

EPA ID No.

SCD987597655

D. Other State Regulated Waste Activities:☐ **Petroleum Contact Water (PCW) Handler** [Chapter 62-740, F.A.C.]

Note: A water facility permit may be required for this activity.

10. Waste Codes for Federally Regulated Hazardous Wastes: List the waste codes of the Federal hazardous wastes handled at your facility. List them in the order they are presented in the regulations (e.g., D001, D003, F007, U112).

Hazardous waste transporters list codes routinely or usually transported. Use an additional page if more spaces are needed.

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

11. Other Status Changes (Mark 'X' in all that apply):**A. Non-Handler of Regulated Waste at This Facility**☐ (1) Business no longer generates, transports, treats, stores, or disposes of hazardous waste☐ (2) Waste generated by business has been delisted.☒ (3) Other (explain) Non Handler - Used Oil Transporter only**B. Facility Closed**☐ (1) Closed at this location and **moved or moving** to another - submit a new Form 8700-12FL for the new location if you will be handling regulated waste there.☐ (2) Out of Business - Business closed on _____ (Date). Please provide a contact person, mailing address, and phone number where you can be reached after closing.

Contact _____ Phone _____

Address _____

City, State, Zip _____

☐ **C. Property Tax Default**☐ **D. Petition for Bankruptcy Protection****12. Certification:** I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. The information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. If I have notified as a transfer facility, I am aware that transfer facilities must comply with the requirements of Rule 62-730.171, FAC, and Rule 62-730.182, FAC.**Signature of owner, operator, or an authorized representative****Print Name and Title****Date Signed (mm-dd-yyyy)**

Jared Bishop - Dir. Training / Compliance

3/1/2011

B. Oneil Sanders - President

3/1/2011

If the person who filled in this form is not the Facility Contact or Operator, please complete the information below:

Jared Bishop

864.573.9301

jbishop@apccorporate.com

(Name of person completing this form)

(Phone Number)

(E-mail Address)

13. Comments:

Section Three

2010 Annual Report



Department of Environmental Protection
FDEP, MS 4555, 2600 Blair Stone Road Tallahassee, Florida 32399-2400

DEP Form #62-710.901(3)
Form Title Annual Report by Used Oil
and Used Oil Filter Handlers
Effective Date June 9, 2005

Annual Report by Used Oil and Used Oil Filter Handlers*

(*Handlers are any persons subject to the registration requirements of rule 62-710.500 and 62-710.850, F.A.C. [See Section A, Box 5 below])
for reporting period January 1, 2010 through December 31, 2010
Use the information recorded in your Record Keeping Form [62-710.901(2)] or equivalent to complete this document

SECTION A TO BE COMPLETED BY ALL REGISTERED PERSONS

1. Company Name: ASSOCIATED PETROLEUM CARRIERS, INC. 2. Telephone No. (864) 573-9301
Site Address: 1746 UNION STREET SPARTANBURG, SC 29302
3. EPA ID No. SCD 987597655

☐ Check box if any of the above items (1-3) have changed since your last registration

4. Name of person preparing report (please print) JARED BISHOP
Title DIRECTOR OF TRAINING AND COMPLIANCE Phone number (if different from #2, above) ()

5. Type of operation (check as many as apply to your operations)
Used Oil: ☒ Transporter ☐ Transfer Facility ☐ Collection Center/Aggregation Point ☐ Processor ☐ Marketer
☐ Burner (of off-specification used oil)
Used Oil Filter: ☐ Transporter ☐ Transfer Facility ☐ Processor ☐ End User

SECTION B USED OIL (TO BE COMPLETED BY ALL REGISTERED USED OIL HANDLERS. USED OIL FILTER HANDLERS SEE SECTION C)

1. Amount (in gallons) of Used Oil and Oily Wastes collected

	Automotive	Industrial	Mixed	Total
a. In Florida.....		36,000		36,000
b. From out of state.....				—
c. Beginning Inventory.....				0
d. Total (sum of totals from Lines a + b + c).....				36,000

2. Amount (in gallons) of Used Oil and Oily Wastes Managed

N - Not an end use, transferred to another facility for storage or processing.....
O - Marketed as an on-specification used oil fuel.....
F - Marketed as an off-specification used oil fuel.....
I - Marketed for an industrial process.....
B - Burned as an off-specification used oil fuel

D - Disposed of

Landfilled.....
Treated at a wastewater treatment unit.....
Incinerated.....

In State	Out of State
36,000	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
36,000	0
0	0

3. Total amount (in gallons) of used oil managed.....
4. End of year, on hand estimate (Difference between Lines 1D and Line 3).....

SECTION C USED OIL FILTERS (OPTIONAL) (USE TABLE BELOW FOR CONVERSIONS)

CHECK COLUMN IF OUT OF STATE ↓

1. Number of filters on hand from previous year.....
2. Number of used oil filters collected.....
3. Total number of used oil filters to manage (1 plus 2).....
4. Disposition of used oil filters collected:
 - a. Transferred to another registered facility.....
 - b. Burned for energy recovery at a Waste-To-Energy facility.....
 - c. Transferred directly to a metal foundry for recycling.....
 - d. TOTAL.....
5. End of year, on hand estimate (Difference between Lines 3 and Line 4d).....
6. Gallons of used oil collected as a result of filter processing.....
7. Gallons of used oil transferred to a used oil handler (transporter or processor).....
8. Volume of oily waste collected and managed as a result of filter processing.....
9. Description of oily waste management.....

0	
0	
0	
0	
0	
0	
0	
0	
0	
0	
0	

DIRECTIONS FOR SECTION C

Conversion Table

One 55-gallon drum of crushed used oil filters = approximately 400 used oil filters
One 55 gallon drum of uncrushed used oil filters = approximately 250 used oil filters
One ton of drained used oil filters = approximately 2,350 used oil filters

1. Enter the number of Used Oil Filters on hand, from previous year's inventory.
2. Enter the number of Used Oil Filters collected.
3. Enter the sum of Line 1 + Line 2.
4. Enter the number of filters managed by your facility in blocks 4a-c. Enter the sum of 4a-c in block 4d.
5. Enter the number of filters on hand at your site as of December 31, last year.
6. Fill in the number of gallons of used oil collected by your filter operation.
7. Enter the number of gallons transferred to a used oil transporter or processor.
8. List the volume (gallons or cubic yards) of the oily wastes collected through your filter handling. Oily wastes are identified in Chapter 62-710.201(1) of the Florida Administrative Code and include bottom sludges, sorbents, wipes etc.
9. Describe how oily wastes were managed (sent to a WTE, hazardous waste facility, landfilled after appropriate testing, etc.).

Any questions concerning this form may be referred to the Used Oil Coordinator, MS 4560, Department of Environmental Protection 2600 Blair Stone Road, Tallahassee, FL 32399-2400, Phone (850) 245-8755, email: aprilia.graves@dep.state.fl.us,

Section Four

Certificate of Liability Insurance



Certificate of Liability Insurance Used Oil Transporters

Please Print or Type Form

1. Hudson Insurance Company (the Insurer), 17 State Street, 29th Floor, New York, NY
(Name of the Insurer) (Address of the Insurer) 10004

hereby certifies that it has issued liability insurance to: ASSOCIATED PETROLEUM CARRIERS, INC (the Insured),
(Name of the Insured)

1746 UNION STREET, SPARTANBURG, SC 29302 whose EPA Identification number is SCD 987 597 655
(Address of the Insured)

This insurance complies with the insured's obligation to demonstrate the financial responsibility required by Florida
Administrative Code Rule 62-710.600(2)(e). [See page 2 on the back side of this Form]

The insurance is primary and the company shall be liable for amounts up to \$1,000,000.00 less the deductible or
retention of \$50,000.00 for each accident exclusive of legal defense costs. If a deductible or retention is applied,
its amount may not exceed 10% of the equity of the Insured.

This coverage is provided under policy number HMU200026-02 issued on March 1, 2010
(Date)

The expiration date of said policy is June 1, 2011 or the annual renewal date is June 1, 2011
(Date) (Date)

2. The Insurer further certifies the following with respect to the insurance described in Paragraph 1:

- Bankruptcy or insolvency of the insured shall not relieve the Insurer of its obligations under this policy.
- The Insurer is liable for the payment of amounts within any deductible applicable to the policy, with a right of reimbursement by the Insured for any such payment made by the Insurer.
- Whenever requested by the Secretary (or designee) of the Florida Department of Environmental Protection (FDEP), the Insurer agrees to furnish to the Department a signed duplicate original of the policy and all endorsements.
- Cancellation of the insurance, whether by the Insurer or the Insured or by any other termination of the insurance (e.g. expiration or non-renewal), will be effective only upon written notice and only after the expiration of thirty (30) days after a copy of such written notice is received by the Secretary of the FDEP as evidenced by certified mail return receipt.
- The Insurer shall not be liable for the payment of any judgment or judgments against the insured for claims resulting from accidents which occur after the termination of the insurance described herein, but such termination shall not affect the liability of the Insurer for the payment of any such judgments resulting from accidents which occur during the time the policy is in effect.

I hereby certify that the Insurer is licensed to transact the business of insurance, or eligible to provide insurance as an excess or surplus lines insurer, in one or more States, including Florida.

Lisa M. Wrightsman
(Signature of Insurer or Authorized Representative)

Authorized Representative of

Lisa M. Wrightsman
(Type Name)

Hudson Insurance Company
(Name of Insurer)

Surety Specialist
(Title)

9449 Priority Way W Dr #104, Indianapolis, IN
(Address of Representative) 46240

**Chapter 62-710.600(2)(e), Florida Administrative Code
Certification Program for Used Oil Transporters**

(e) Have, verify, and maintain vehicle insurance with a combined single limit of no less than \$1,000,000. Such insurance, or additional policy, must in no way exclude pollution coverage for sudden and accidental alleged or threatened discharge, dispersal, seepage, migration, release or escape of used oil, and must include any cost or expense relating to pollution damage for which the transporter is legally liable. Such insurance must be maintained at all times and be exclusive of legal defense costs.

1. The insurance required in this paragraph may be established by:

a. Evidence of liability insurance, either on a claim made or an occurrence basis, with or without a deductible (with the deductible, if any, to be on a per occurrence or per accident basis and not to exceed ten percent of the equity of the business), using DEP Form 62-710.901(4). The insurance policy shall be issued by an agent or company authorized or licensed to transact business in the State of Florida. An ACORD form will only be accepted for renewal of a policy with the same carrier; or

b. For business entities registered in Florida, evidence of self-insurance provided by the chief financial officer of the business entity.

2. States and the federal government are exempt from the requirements of this paragraph.

Section Five

Standard Operating Procedure (Non-Hazardous Used Oil Transporting)



Safety Department
Associated Petroleum Carriers, Inc.

SOP Manual

Section: 10-F
Environmental Compliance

Page 1 of 2

Subject:
Non-Hazardous Used Oil Transporting

Issued Date
4/14/2008

Revised Date:
4/14/2008

PURPOSE: 1. To safely transport Non-Hazardous Used/Waste Oil
2. To comply with State and Federal Laws regarding the transport of Non-Hazardous Used/Waste Oil

Step	Description	Responsible Party	Procedure
1	Screening	Generator/Shipper	Screening of all Non-Hazardous Used Oil shipments will be conducted prior to loading utilizing process knowledge
2	Verification	APC Driver Dispatch	APC Transport driver will verify with on site personnel that each load has been tested for Halogens in excess of 1,000ppm. The transport driver will reject the load [Step 4 (alt)] and notify dispatch if he/she suspects the load contains Halogens in excess of the 1,000ppm limit.
3	Certification	Generator/Shipper	The Generator/Shipper will certify each load does not contain Halogens or other Hazardous waste products by signing the Shipper Certification on the Non-Hazardous Waste manifest / Bill of Lading. APC is not a Hazardous Waste Transporter and will not, under any circumstances, accept any hazardous waste.
4	Accept Load	APC Driver	A Non-Hazardous Waste Manifest / Bill of Lading will be collected and kept with the driver during transport. At a minimum, the Non-Hazardous Waste Manifest / Bill of Lading will include the name, address, EPA/DEP ID# and signature of the person who provided and accepted the used oil, the quantity of used oil, the shippers/generators certification, and the date.
4(alt)	Reject Load	APC Driver Dispatch APC Management APC Safety Dept.	In the event the driver cannot complete steps 1, 2, or 3 of this procedure, suspects erroneous testing, or suspects the load is in excess of the testing limits for used oil (Non-Hazardous Waste), the driver will notify dispatch that the load is rejected and state the reason for rejection. Dispatch will fill out a rejected load report and forward the report immediately to APC Corporate Safety Office. APC Corporate Safety Department will notify the Florida Department of Environmental Protection immediately with the time, date, location and reason for rejection.
5	Transporting	APC Driver, Dispatch APC Management APC Safety Dept.	All loads of Used Oil will be transported in compliance with all applicable Federal, State, and Local laws and regulations.



Safety Department
Associated Petroleum Carriers, Inc.

SOP Manual

Section: 10-F
Environmental Compliance

Page 2 of 2

Subject:
Non-Hazardous Used Oil Transporting

Issued Date
4/14/2008

Revised Date:
4/14/2008

PURPOSE: 1. To safely transport Non-Hazardous Used/Waste Oil
2. To comply with State and Federal Laws regarding the transport of Non-Hazardous Used/Waste Oil

Step	Description	Responsible Party	Procedure
6	Accident Reporting	APC Driver Dispatch APC Management APC Safety Dept.	In the event of an accident / incident involving the release of Used Oil, the Associated Petroleum Carriers, Inc. Spill Response Plan will be implemented. All regulatory agencies that govern the transportation of used oil will be notified and appropriate reports will be filed as outlined in the Associated Petroleum Carriers, Inc. Spill Response Plan.
7	APC Internal Reporting	Dispatch APC Safety Dept.	APC Dispatch will forward all Non-hazardous Waste Manifest/Bills of Lading to the Corporate Office. APC Dispatch will record all loads transported on the APC Used Oil Transporting Quarterly Report, attach copies of all Used Oil Manifests/Bills of Lading, and forward the information to the Safety Department quarterly. The information on the APC Used Oil Transporting Quarterly Report will include (1) date of transport, and (2) quantity of load.
8	File Maintenance	APC Management Corporate Office APC Safety Dept.	Non Hazardous Waste Manifests will be maintained on file at the corporate office for a period of not less than three (3) years.
9	Reporting	APC Management Corporate Office APC Safety Dept.	Quantities of used oil transported will be reported to the Florida Department of Environmental Protection in an annual report.

Section Six

Standard Operating Procedure (APC HazMat Spill Policy and Procedures)



**Safety Department
Associated Petroleum Carriers, Inc.**

SOP Manual

**Section: 9-A
Hazardous Material**

Page 1 of 14

Subject:
HAZ MAT Spill Policy and Procedures

Issued Date:
6/1/2008

Revised Date:
6/1/2008

PURPOSE

This plan is intended to serve as a guideline for all Associated Petroleum Carriers, Inc. personnel in containment and notification to regulatory agencies when a hazardous material spill occurs.

The objective of the plan is to prevent discharge of oils, petrochemicals, and other hazardous materials from entering into the waters of the United States and provide for efficient, coordinated, and effective action to minimize damage from hazardous material spills, including containment and removal. A list of clean-up contractors is available in this manual. It is suggested that you maintain a list of contractors available for the areas in which your domiciled vehicles travel.

revised: 6/08

[illegible]



**Safety Department
Associated Petroleum Carriers, Inc.**

SOP Manual

**Section: 9-A
Hazardous Material**

Page 3 of 14

Subject:
HAZ MAT Spill Policy and Procedures

Issued Date:
6/1/2008

Revised Date:
6/1/2008

I. SPILLS

From past experience we know that in spite of the precautions taken there have been spills in many areas causing damage to the environment and surrounding properties. Since the location and type of spill can vary so greatly, this plan is presented to furnish general guidelines to be taken immediately after a spill occurs.

As state and federal laws are violated when a spill occurs, it is to the responsible party's advantage to follow these guidelines as closely and as quickly as possible to avoid any penalty.

Personnel assigned to combat oil spills should have some knowledge of the behavior of the behavior once it has reached water.

The rate of spread is determined by the instantaneous thickness and viscosity of the oil. If the spill is on still waters, wind direction and speed should be one of the first considerations as to where the containment equipment should be placed. On still waters the oil will be concentrated near the leeward shores. The wind will thicken the oil layer to several centimeters which will prove helpful in the overall clean-up effort.

On exposed areas of waters oil will be influenced by currents and wind. If the wind is blowing in the same direction as the current, the effect is additive. However, when the wind blows against the current, the wind has a disproportionately greater effect on the movement of the oil. Wind and temperature determine the rate of evaporation of the oil. The longer the evaporation process continues, the viscosity and density increase making it more difficult to retrieve, therefore, the clean-up operations should commence as soon as possible to minimize the damage.



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II. Implementation

When a spill occurs, the first action should be the safeguard of live and property. As quickly as safety allows, determine the source, and if possible, stop the flow.

III. Reporting of Spills

In the event of an accident, equipment breakdown, malfunction, or man failure which causes spillage of any oil, fuel, or hazardous material which does or could discharge into any drainage ditch, storm sewer, or any other body of water, the federal government and each state involved require that they be notified immediately of any spillage.

IV. Training

All employees must be familiar with the emergency response plan. Instructions are to be held as frequently as necessary to make all affected employees aware of the procedures to be followed in preventing, reporting, containing, and cleaning up spills. Management will maintain an attendance record of each instruction session.

V. Spill Prevention

Spill prevention can best be accomplished by strict compliance of the safety program, tractor/trailer preventive maintenance program, and immediate repairs to defective equipment when noted on the vehicle inspection reports. Employee training and instructions of both drivers and mechanics is an absolute must.

VI. Containment

After the spill occurs, every effort must be made to keep the product within a limited area near the source. Prevent the spilled material from spreading with dikes or booms.



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Current and wind are important factors when containing oil on water. The wind may help or hurt you depending on its relative direction to the current flow. In any case, quick, precise action is required to minimize the damage caused by a spill.

VII. Clean-up

The cleaning up of any spill must begin as soon as possible to minimize damage. To supplement company employees, a qualified clean-up contractor should be used, if needed.

Once the spill is contained in a relatively isolated area, begin removal. A vacuum or suction truck can be used to remove the oil from land or water. Assuming the containment operation went well, the actual removal should be relatively easy.

If on land, do not permit vehicles to run through the spilled material and spread it around. Try to keep the spill in as small an area as possible.

If absorbents are used in the containment operation they must be removed and disposed as directed by the Director-Environmental control, the E.P.A. or the regulatory agency in charge.

Depending on the location and the materials spilled, the E.P.A. may require soil decontamination. Disposal of the contaminated soil will be determined by the Director-Environmental control and the E.P.A.

Sinking agents are not to be used when combating an oil spill. Dispersants are not to be used unless authorized by the United States Coast Guard or the EPA.



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VIII. Simplified Procedure for Reporting a Spill of Oil, Used Oil, and/or Hazardous Material

Information to Report by Telephone

- a) Type/name of material spilled (best available info)
- b) Location of spill (county, city, road, landmarks)
- c) Source of spill (container, vehicle, owner/operator)
- d) Time of spill
- e) Volume of spill (estimated gallons/pounds)
- f) Potential hazard of spill (flammable, toxic, etc.)
- g) Has containment been accomplished? (How?)
- h) Has spill material reached a body of water? (If so, name tributary of what river?)
- i) Responsible Party(s) Name, Address, Telephone number, official to contact, etc.
- j) Weather conditions at spill site

IX. Tips on Working with the News Media

If the emergency has happened and is serious in nature, notify the safety department immediately. Our policy does not permit you to act as a spokesperson to the media as a representative of Associated Petroleum Carriers, Inc.

As much information as possible about the situation should be provided to the safety department. The information will then be channeled to the appropriate media representatives therefore, accuracy and timeliness are extremely important. The following points should be used as a guide:



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1. Stay in control – keep your cool.
 - A. Cover the facts.
 - B. Don't volunteer opinions.
2. Be courteous and cooperative in attitude for the public interest.
3. Deal with facts.
 - A. If uncertain, say so.
 - B. Be sure names, figures, or statistics are accurate.
 - C. Questions dealing with fault, liability, or insurance will be "handled by appropriate authorities at a later time." Do not speculate!
4. Speak up – answer short and to the point.
5. Points to remember:
 - A. Be sure you have spoken to other authorities at the spill scene.
 - B. Periodically update the information you are working from.
 - C. Do not be crossed up by "what if" –state the facts at this time and incident, not "what could be".
 - D. Terms such as "from background only," "Not for attribution" and "off the record" are inappropriate when dealing with the media.
6. Questions to anticipate
 - A. What happened?
 - B. Injuries, casualties?
 - C. Product? How much?
 - D. Who is doing clean up? When will it be completed?
 - E. What is the danger or damage?
 - F. Can the media help?



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U.S. GOVERNMENT CONTACT – NATIONAL RESPONSE CENTER:

Twenty-four hour (24) Emergency phone number:

1-800-424-8802

NOTIFICATIONS – DRIVER RESPONSIBILITY

The spill should be reported immediately to terminal management and Associated Petroleum Carriers, Inc. Safety Department. If possible, have someone else notify the terminal while you attempt to stop or slow-up the spill.

<u>Contact Involved</u>	<u>Business Hours</u> <u>8 a.m. – 5 p.m.</u>	<u>After Business</u> <u>Hours (Home)</u>	<u>After Business</u> <u>Hours (Mobile)</u>
Larry Brock	800-573-9301	864-574-9369	864-612-6315
Jared Bishop	800-573-9301	864-576-6016	864-237-3483
O'Neil Sanders	803-584-3461	803-584-2286	

In compliance with U. S. Department of Transportation Regulation HM 126 regarding a 24 hour emergency response number, Associated Petroleum Carriers, Inc. is registered with CHEMTREC at **800-424-9300**. Additionally, all Associated Petroleum Carriers, Inc. equipment carries an emergency response guidebook.



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EMERGENCY RESPONSE CONTACT NUMBERS

ALABAMA

Alabama Dept. of Environmental Management (ADEM)	205-271-7700
Alabama Dept. of Public Safety	602-262-8011
Alabama Environmental Quality	602-257-2300

FLORIDA

Dept. of Env. Regulations/Bur. Of Waste Cleanup	850-245-8927
Dept. of Env. Regulations National Response Center	877-272-8335
Dept. of Environmental Protection – Used Oil Spill	850-245-8755

GEORGIA

EPA	404-656-4300
-----	--------------

KENTUCKY

Disaster & Emergency Service	502-564-2380
Dept. of Natural Resources	502-564-3410
State Fire Marshall	502-564-3626
Division of Water Quality	502-564-2126
State Police	502-695-6300

LOUISIANA

Dept. of Public Safety/Office of State Police	504-925-6113
Dept. of Public Safety/Office of State Police (24 hours)	504-925-6595
Coast Guard – New Orleans/Marine Safety Division	504-589-6296

MARYLAND

Health Dept. (HM Spills)	301-225-5700
Coast Guard (Baltimore) Marine Safety	301-962-5105
Navigable Waters (Coast Guard)	800-424-8802

MISSISSIPPI

EPA	404-347-4727
Bureau of Pollution Control (Office)	601-961-5171
Bureau of Pollution Control (24 hours)	601-961-5340



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EMERGENCY RESPONSE CONTACT NUMBERS (cont)

NORTH CAROLINA

EPA	404-347-4727
U.S. Coast Guard (Marine Safety)	919-343-4881
Dept. of Natural Resources (Day)	919-256-4161
Dept. of Natural Resources (Night)	919-270-3219
Division of Environmental Management	919-256-4161

SOUTH CAROLINA

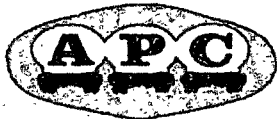
Dept. of Health and Environment	803-734-5200
24 hours Reporting Number	803-253-6488

TENNESSEE

EPA	404-347-4727
Dept. of Public Health	615-741-5181
Dept. of Agriculture (Chem.)	615-360-0117
Public Service Commission	800-324-8359
Public Service Commission	615-741-2275
Highway Patrol (Knoxville)	615-693-7311
Highway Patrol (Nashville)	615-741-2275
Federal DOT	615-558-1368
Environmental Health Services	615-546-9221 ext. 335
U. S. Coast Guard (Water Spill Only)	800-424-8802
Waste Water	615-594-6444
Air Pollution	615-594-6035
Solid Waste	615-594-6466
Public Service Commission (Transportation Division)	615-741-2974

TEXAS

EPA	214-655-2222
Water Commission Emergency Response	512-463-7727
Dept. Water Resources	512-463-7830
Railroad Commission (LP Gas Division)	512-463-6931



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EMERGENCY RESPONSE CONTACT NUMBERS (cont)

VIRGINIA

Office of Emergency Service (24 hours)
State Water Control Board
Coast Guard (Norfolk)

804-323-2300
804-257-0080
804-441-3314

WEST VIRGINIA

Dept. of Natural Resources
Dept. of Natural Resources

304-755-9141
800-642-3074



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SPILL CLEAN-UP CONTRACTORS

A. SOUTH CAROLINA

Banks Contruction Co. dba. Southeastern Soils
PO Box 71505

N. Charleston, SC 29415

CONTACT: ROB WILMS or CHRIS LOCK

ROB - (803) 849-1111 (Home) (803) 728-5368 (Pager) (803) 696-0767 (Mobile)

CHRIS - (803) 728-5412 (Pager) (803) 860-9274 (mobile)

G&K Tank Services, Inc.

Broad Street Ext.

PO Box 1384

Sumter, SC 29151

CONTACT: TOMMY KEELS

(803) 494-4593 (24 hour number) (803) 494-4593 (local) (800) 800-6840 (toll free)

JBR Environmental Services

PO Box 4098

2210 Alice Street

Spartanburg, SC 29304

CONTACT: REX RUSSELL

(864) 583-2717 (24 hour number)

A & D Environmental Services (SC)

1741 Calks Ferry Road

Lexington, SC 29703

CONTACT: JONO RABLEY or BILL DUNNIGAN

(803) 957-9175 (24 hour number)



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SPILL CLEAN-UP CONTRACTORS (Cont)

B. NORTH CAROLINA

Containment Control
311 Judges Road, Suite 12F
Wilmington, NC 28405
CONTACT: SCOTT PEREZ
(800) 212-0276 (Pager) (910) 512-7820

Eastern Environmental Management
PO Box 4030
Rocky Mount, NC 27803
CONTACT: JOHNNY BAINES or CARL SMITH or BILLY RAWLS
(252) 443-2224 (24 hour number)

NEO Corporation
PO Box 646
556 Hazelwood Avenue
Waynesville, NC
CONTACT: MAX KIEMEL
(800) 822-1247 (24 hour number)

C. GEORGIA

Coastal Divers and Pollution Control
120 Brannen Drive
Savannah, GA 31410
CONTACT: ED CAWTON
(912) 232-3224

O.H. Materials Corp.
535 Triangle Parkway Suite 450
Norcross, Ga 30092
(800) 537-9540



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SPILL CLEAN-UP CONTRACTORS (Cont)

D. ALL OTHER STATES

Shield Engineering
Steven B. Lucas
Action Environmental Group Manager
4301 Taggart Creek Road
Charlotte, NC 28208
1-800-948-6044

APC Operator _____

Date _____

REPORT OF SPILL, CONTAMINATION, MIXTURE, OR REJECTED LOAD

Where and when did the loss occur _____

_____ Time _____

Date we were notified _____ Date investigated _____

Trailer No. _____ Driver _____

Serial No. of Trailer _____ MC No. _____ How was

vehicle placarded? _____

Shipper _____ Address _____

Consignee _____ Address _____

Quantity loaded _____ Quantity – Mixed Contaminated Spilled

Rejected _____ Did product loss cause damage or injury? _____

Value of product lost or other damage _____ B/L No. _____

Product Brand Name _____ Shipping Name _____

Customer Order No. _____ Order dated _____ Due Date _____

Did driver contact terminal? _____ Time _____ AM/PM Who? _____

If load was rejected, why? _____

Did shipper or consignee issue special instructions? _____

Was proper type hose supplied? _____ Was equipment cleaned and inspected? _____

By whom? _____

Did driver show B/L to consignee agent before unloading? _____

Were unloading lines marked? _____

Was driver instructed to connect to proper line? _____

Were tanks gauged before unloading? By whom? _____

Describe what happened _____

Driver's Signature _____

Section Seven

Used Oil Transporter
(Sample Quarterly Report)



Associated Petroleum Carriers, Inc
Used Oil Transporter
Quarterly Report

Associate Company: MABBETT TRANSPORT

Information on this report reflects Used Oil Transported during the _____ Quarter of _____.

Date of Transport	State of Origin	Destination State	Quantity (In Gallons)
1/1/2000	FL	GA	7,500
/ /			
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/ /			
/ /			
/ /			
/ /			
Total Used Oil Transported this Quarter:			


Report Completed By: _____

Section Eight

APC Driver Orientation Program

A: Day One – General Awareness

B: Day Two – HazMat Training



Associated Petroleum Carriers, Inc.

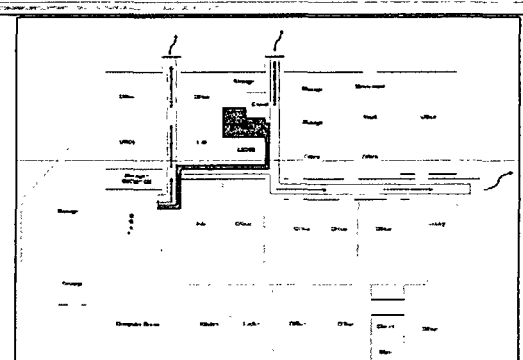
Welcome


Presented By:

Jared Bishop

Russell Lawson



Associated Petroleum Carriers, Inc.




Associated Petroleum Carriers, Inc.


Operation

- Speed


Associated Petroleum Carriers, Inc.


How Fast Can You Stop?

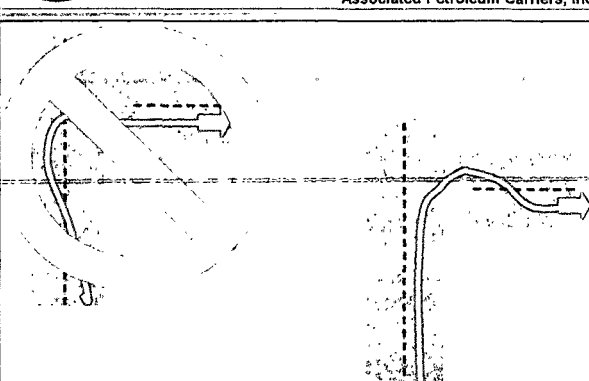
30 MPH					
40 MPH					
55 MPH					
60 MPH					
65 MPH					
	500'	400'	300'	200'	100'

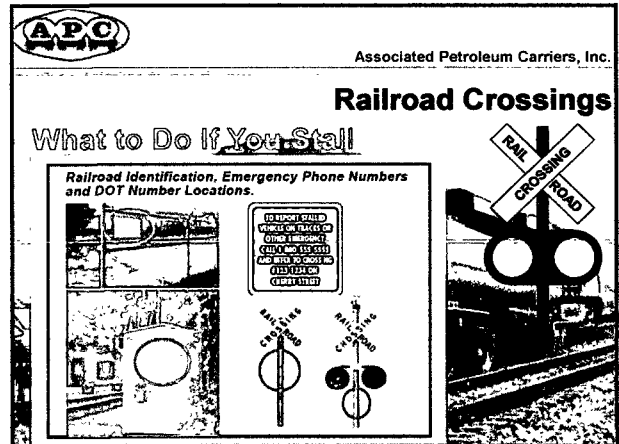
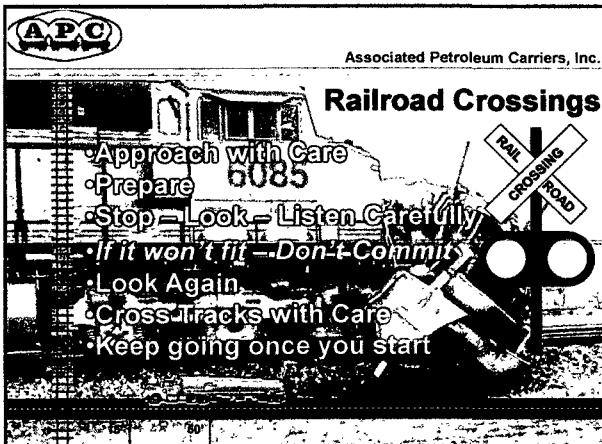
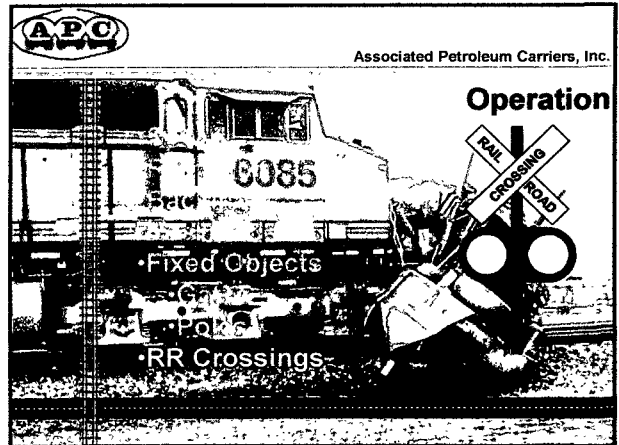
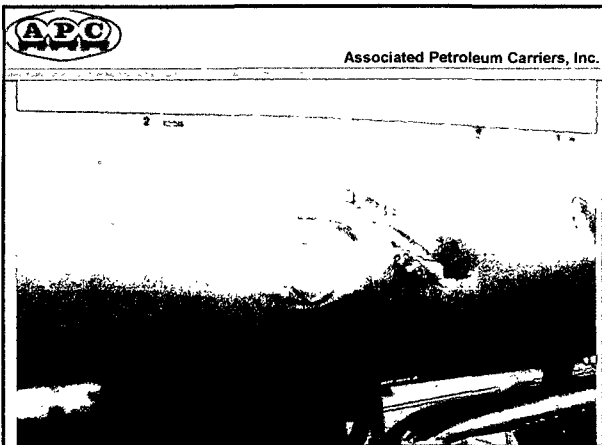
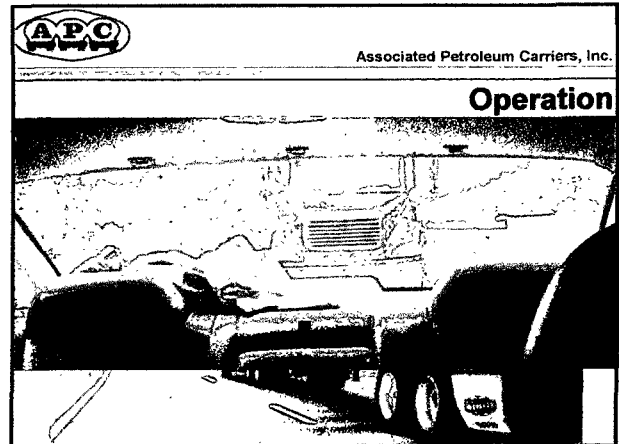
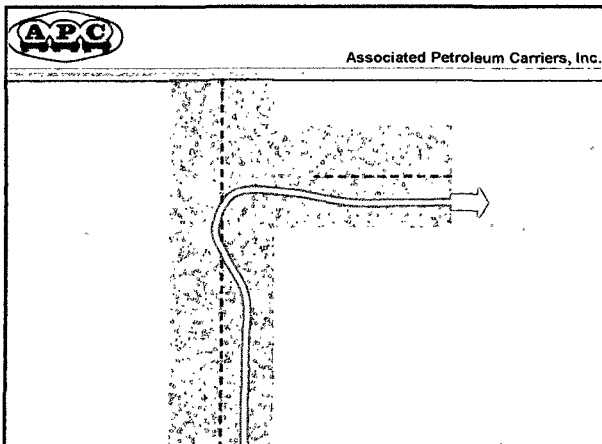

Associated Petroleum Carriers, Inc.

Operation

- Right Turns


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Work Zone Safety

- Speed
- Tailgating
- Workers
- Distractions
- Other Drivers

WORK ZONE
SPEED
LIMIT

45
 MPH

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Work Zone Safety

- **How Many Accidents-**
 - Almost 30 percent of all work zone crashes involve large trucks.
 - Over 1,000 fatalities and 18,000 injuries in last 5 years
- **The stopping distance required for a large truck traveling at 55 mph is almost 50 percent greater than that needed for a car.**

Speed (MPH)	Truck Stopping Distance vs. Car
40	36% Longer
55	49% Longer
65	66% Longer

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Work Zone Safety

Where they Happen-

- About 60 percent of fatal work zone crashes involving large trucks take place on divided roads.
- Over 70 percent of fatal work zone crashes involving large trucks occur on level roadways.
- Almost 90 percent of fatal work zone crashes involving large trucks occur on straight roads.

When they happen-

- Six times as many Mon – Fri
- 65 percent of fatal work zone crashes involving large trucks occur during the day.

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Whose Fault?

Who Cares?

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Break

APC
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Loading / Unloading

- Engine Off
- Attendance
- Chocks
- Smoking

Loading / Unloading

Be Aware of your Surroundings!



Parking

- Legally
- Engine off
- Chocked
- Take Keys



Runaway big rig on I-85 kills mother, injures family

GASTONIA, N.C.—A mother of four was killed and six family members injured when a parked tractor-trailer rolled onto I-85 and hit their southbound SUV because the driver had not engaged the truck's emergency brake, authorities said Sunday.

Maria Raquel Alvarez Gallardo, 42, died at the scene Saturday, officials said. The accident left her children, ages 19, 17, 15 and 9, her husband, and his mother with serious injuries, authorities said.

Injured family members were taken to Gaston Memorial Hospital, and at least one of them had life-threatening injuries. Their conditions were not available.

Alvarez was driving her family in their 2000 GMC Yukon to a weekend trip in Mexico.

An unoccupied U.S. Food Service tractor-trailer parked in the center lane on a nearby road unexpectedly started to move. It

rolled headfirst about 1,000 feet down the road, crossed the off ramp at Exit 21, then rolled down a steep embankment,

The truck ran over a guardrail into southbound I-85 and hit the highway median as Alvarez's SUV rammed into it.

Emergency personnel said Alvarez had almost no time to react. "It was a freak accident," Gastonia police Sgt. Michael Lehr said. "It's very unusual to see such a large vehicle roll so far without jackknifing or turning over."

Vincent Bernard Lowery, 36, of Gastonia had left the truck parked in the turn lane to go into a gasoline station, officials said.

Gastonia police Officer Eric Wiggins said Lowery might face a misdemeanor charge of failing to properly secure a vehicle. He said it was unlikely Lowery will

and it was unlikely Lowery will face any felony charges because he wasn't in the truck at the time and didn't show recklessness or malicious intent.

Parking



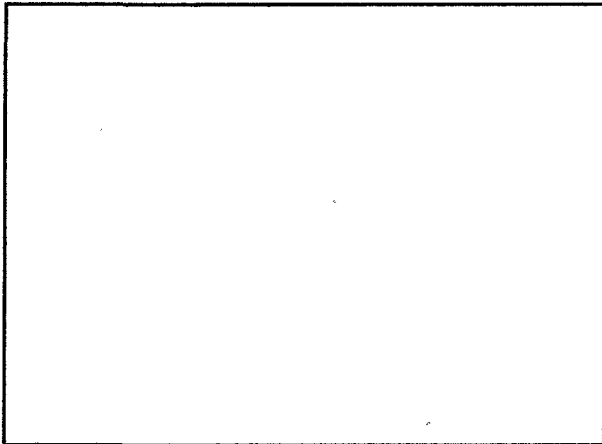
Pre-Trip Inspection

- Daily
- Vehicle Condition Report
- Cab Cards
- Accident Report



NAME		DATE	
NAME (Last, First, Middle)	NAME (Last, First, Middle)	DATE (Month, Day, Year)	DATE (Month, Day, Year)
ACADEMIC PERFORMANCE COURSE: _____ GRADE: _____ TEACHER: _____ SCHOOL: _____		ASSOCIATED PERSONNEL NAME: _____ TITLE: _____ ORGANIZATION: _____	
REMARKS (This section is for the use of the personnel who are associated with the student.)		REMARKS (This section is for the use of the personnel who are associated with the student.)	

[illegible]



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Hours of Service
FMCSR 49CFR Part 395

- > **10 Hour Rule**
> Driver must accumulate 10 consecutive hours off duty separating each 11 hours accumulated driving time.
- > **11 Hour Rule**
> Driver may not drive more than 11 hours following 10 consecutive hours off duty
- > **14 Hour Rule**
> Driver may not drive after the fourteenth hour after coming on duty following 10 consecutive hours off duty
- > **Adverse Conditions Provision**
> Permitted to drive up to 13 hours, but not after the 14th hour since coming on duty following 10 consecutive hours off duty
- > **16 Hour Provision**
> Must be released from the normal work location for previous 5 days
> May drive up to the 16th hour after accumulation of 10 consecutive hours off duty
> Must not have used the provision within the previous 6 consecutive days or must have a 34 hour restart
> Note your intent to utilize the provision in the Lower Left Corner of log

APC
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Hours of Service
FMCSR 49CFR Part 395

- > **70 hour/ 8 day Rule**
> Driver may not be on duty more than 70 cumulative hours in any eight consecutive day period
> Includes all compensated time
- > **34 Hour Restart**
> Drivers may restart their 70 hour clock by being off duty 34 consecutive hours

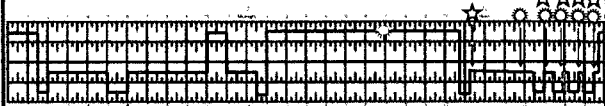
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Hours of Service

Common Problems with Hours of Service

- > 10 Hour Violation - Not taking the full 10 Hours off - 21 Last Quarter
- > 10 Hour Violations - Often caused by violation of 10 Hour Rule - 43 Last Qtr
- > 11 Hour Violations - Often caused by violation of 10 Hour Rule - 73 Last Qtr
- > 14 Hour Violation - Often caused by violation of 10 Hour Rule - 73 Last Qtr

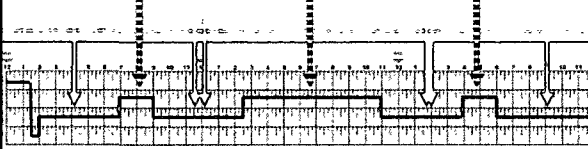
Legal? Legal?



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Sleeper Berth Provision

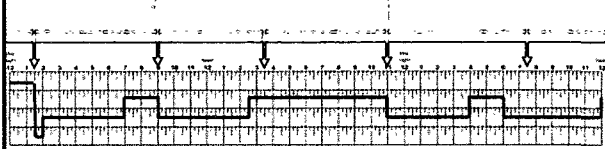
- > **Meet the 10 Hour Rule**
> 8 in Sleeper + 2 in Sleeper or Off Duty
> 10 in Sleeper or off duty or any combination of
- > **Meet the 11 Hour Rule**

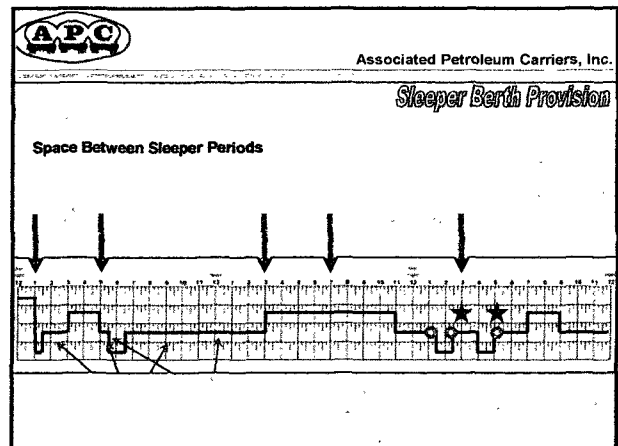
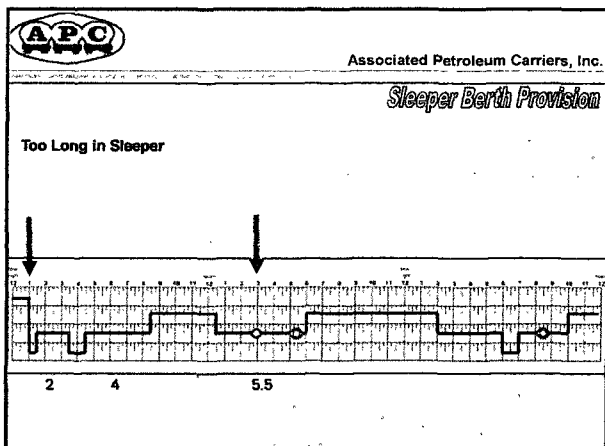


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Sleeper Berth Provision

- > **Meet the 10 Hour Rule**
- > **Meet the 11 Hour Rule**
- > **Meet the 14 Hour Rule**





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Hours of Service

- Plan Your Route
- Know The Rules
- Manage Your Time

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Driver Logs

- Log Scanning
- Neat Entries
- Turn in Logs On Time

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Hazardous Materials

What is Hazardous Material?

A material or substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

What is a Haz Mat Employee?

A Person who is employed by a HazMat employer and in the course of employment directly affects Hazardous Materials Transportation Safety.

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Hazardous Materials

What is Hazardous Material?

A material or substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

What is a Haz Mat Employee?

A Person who is employed by a HazMat employer and in the course of employment directly affects Hazardous Materials Transportation Safety.



General Awareness

- Training and Re-certification
 - Must be conducted every three years
- Shipping Papers
- Placarding
- Emergency Response Guidebook
- Emergency Response Contact
 - CHEMTREC - 1-800-424-9300
- Location of Shipping Papers and Emergency Response Information



Bill of Lading

- Proper Shipping Name (Gasoline)
- Hazardous Class (3)
- ID Number (UN 1203)
- Packaging Group (II)
- Quantity (8,500 Gallons)
- Emergency Response Number
 - (CHEMTREC 1-800-424-9300)
- Shippers Certification
- RQ – Reportable Quantity



Placarding

- All Four Sides
- Color and Size Specs
- Must be Placarded Unless Empty and Hazard Free
- Clear View
- Clean
- 3" From Other Decals



**Hazardous Materials
Certificate of Registration**

- Must be Current
- Must Have in Possession
- Is an Acceptable Copy of Original



Break

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Cargo Trailers

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Cargo Trailers

- Types of Inspection
 - External Visual (V)
 - Internal Visual (I)
 - Pressure (P)
 - Lining (L)
 - Leakage (K)
 - Thickness (T)

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Cargo Trailers

Videos

-
-

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Cargo Trailers

- Emergency Shutoff
 - Emergency Valves
- Loading / Unloading
- Attendance
 - 100 Feet
- Smoking
 - 25 feet

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Cargo Trailers

- Parking
- Fueling

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Cargo Trailers

DO NOT DROP LOADED CARGO TANKS

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Cargo Trailers

Chock Your Truck

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Driver Awareness En Route Security

- Be alert when driving. Look for vehicles following you, especially if there are 3 or more people in the vehicle. If you believe you are being followed, call your dispatcher or 911 immediately.
- When leaving your facility, be aware of any possible surveillance of your facility or your truck.
- Don't discuss your cargo, destination, or trip specifics with people you don't know or on open channels on the CB.
- When stopped at a traffic light, stop sign, or in traffic, be aware of anyone approaching your vehicle.
- Leave your truck in a secure parking lot or truck stop if possible; if not, be certain someone can watch your vehicle.

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Driver Awareness En Route Security

- Never leave your vehicle running with the keys in it; shut off the engine and lock the doors when you leave the vehicle. Ensure windows are closed.
- Don't preload hazardous materials shipments without adequate security.
- When entering or exiting facilities check your vehicle for foreign objects or damage.
- Use tractor and trailer brake-locking devices when parked.
- If you drop a trailer, use a fifth wheel lock whenever possible.

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Driver Awareness En Route Security

- Associates' drivers should perform "walk around" inspection of vehicle after every stop, including deliveries and breaks. Be sure to look under the trailer and in hose tubes where a device could be attached. Check landing gears, and visually check coupling.
- Associates' drivers should not pick up hitchhikers or allow any unauthorized personnel in truck cab, (i.e. Associated Petroleum Carriers, Inc. Company Policy.)
- Associates' drivers should not stop to help disabled vehicles or motorists. Call local authorities and notify them of anyone needing assistance. Be suspicious of motorists trying to get the driver to pull over for an "alleged" traffic accident.

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Driver Awareness En Route Security

- Supervisors should develop procedure for detection of "late" loads. Investigate any late load more than an hour late for a delivery.
- Associates' drivers should not change delivery destination unless authorized by dispatch.
- All associates' employees are to report any suspicious events to company and local law enforcement. Do not take unnecessary chances.

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Driver Awareness En Route Security

Cargo Theft

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Security Training Questions


1. Many materials that are classified as hazardous materials are essential products to industry, but potential deadly weapons in the hands of a terrorist.
2. Hazardous materials are least vulnerable when in transit.
3. Casual discussions with strangers along transportation routes about loads and destinations are encouraged by general security standards.
4. Some mixtures containing hazardous materials can cause a powerful explosion if detonated or ignited.
5. One easy way to increase security of hazardous materials in transportation is to lock all doors of transport vehicles.

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Security Training Questions


6. The most likely terrorist threats are internal.
7. With the use of commonplace equipment like scanners and color printers, a driver's license, certifications, passports, and other types of personal identification can be forged.
8. All terrorists fit a preconceived picture of a criminal.
9. A careful employee background check and verification of information provided on an employment application can be an effective deterrent to the insider threat.
10. When you are questioned about hazardous materials transportation it is important that you know the person asking and that he or she has a need to know.

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Safety Training

- Pre-Trip Inspection
- Roll Over Prevention
- Personal Protective Equipment
 - ✓Protective Clothing
 - ✓Eye Protection
 - ✓Head Protection
- Railroad Crossings
- Accidents

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Accidents

- Accident to Vehicle
 - Prevent Sparks or Flames
 - Unauthorized People Away
 - Smoking
- Prevent Spread
 - By all Practical Means
 - Dam Up When Possible


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Accidents

- If Vehicle is Leaking
 - Get off highway in safest place
 - Try to prevent spread
 - Unauthorized People / Smoking
- Transfer of Flammable Liquid
 - Unlawful except in emergency
 - Place warning devices
 - Prevent Hazards

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Mixes and Spills

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Rollover

Main Causes


- **Speed**
 - Major cause of many accidents
 - Almost Always contributes to Rollovers
 - Speed Adaptation Theory
- Cell Phones - CB
- Eating
- Daydreaming
- **Fatigue**
 - Know your limits
 - Follow guidelines for HOS Rules

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Rollover

Main Causes


- **Product Surge**
 - Speed
 - Angle of Road
 - Braking
- **High Center of Gravity**
 - Be aware
 - Baffles
 - Take turns slowly -
- **Weather/Road Conditions**
 - Ice/Snow -
 - Holes/Dips
 - Soft or High Shoulders

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Rollover

Avoiding the Accident

- **Scan Ahead...Know your route**
 - Unfamiliar intersections – approach planning to stop
- **Know your Equipment / Load**
- **Know your speed**
 - Watch your speedometer!
 - Don't rely on the "Feel"
- **Pay Attention**

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Seat Belts

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Title 49, Section 392.16 of the Code of Federal Regulations states:

"A commercial motor vehicle that has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly."

- 5,190 Fatalities in large truck-related crashes.
- 116,000 Injuries in large truck-related crashes.
- 23,000 Estimated number of drivers of large trucks injured in crashes.



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Accident Facts

- Motor vehicle crashes of all types are the leading cause of lost work time and on-the-job fatalities in the U.S.
- In 2004, 634 professional truck drivers were killed in crashes - Almost half were not wearing safety belts.
- 51% of truck-occupant-fatalities in large trucks involve rollovers. In a rollover, a truck driver is 90% less likely to die when wearing a safety belt.
- 29% of the truck drivers surveyed reported that they had been involved in a truck crash at some point in their career.
- The average cost to a company per injury truck crash is \$174,387 and per fatal truck crash is \$3,469,962.



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Knowledge Test



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1. Good drivers know how to avoid crashes. Only poor drivers need to wear safety belts.

(True or False)

FALSE

Even expert and alert drivers have no control over other drivers on the road, including drunk drivers. Truck driving is third only to farming and mining in the number of fatalities per 100,000 workers.



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2. If a vehicle catches on fire or submerges, the safety belts will trap the occupants inside.

FALSE

Fire or submersion occurs in less than five percent of heavy-duty truck crashes. If you are belted and unhurt, you are more likely to remain conscious and alert. Therefore, you are more likely to be able to escape from the vehicle. If you are not wearing the safety belt, you are more likely to become unconscious or hurt by striking other parts of the vehicle's interior.



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3. Wearing a safety belt is a personal decision that doesn't affect anyone else.

FALSE

Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law; Federal regulations require commercial vehicle drivers to buckle up.




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4. If you are thrown from the vehicle, your chances of injury will be lower than if you had been wearing your safety belt.

FALSE


If you are thrown from a vehicle in a crash, the chances of death or serious injury are four times greater than if you remain belted inside. If you are thrown from the vehicle, you may land on hard or sharp objects, be scraped along the pavement, be struck by your own vehicle as it rolls over, or be struck by another vehicle.

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5. Although studies have shown that safety belts reduce the chances of injury or death in automobiles, they do not apply to large trucks.


FALSE

According to 2004 Fatal Accident Reporting System statistics, almost half of drivers of large trucks killed in crashes were not wearing their safety belt.


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Will you commit to wear your seatbelt?


Can you hold on?

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Rollover Videos

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Test Your Knowledge

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1. What agency of the Federal Government is primarily responsible for the safety of hazardous materials in tank trucks?
(C) The Department of Transportation (DOT).
2. Which elements of the Federal DOT regulations are most important to the tank truck driver?
(A) The Federal Motor Carrier Safety Regulations (FMCSR) which deal with issues such as brakes, driving and parking rules and hours of service.
(B) DOT rules which deal with the transportation of hazardous materials.
(D) Both "A" and "B" are correct.

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3. What are the fundamental purposes of the Federal DOT's Hazardous Materials Information System?
(D) Both "A" (alert the public) and "B" (assist emergency response personnel) .
4. What is an essential first step in DOT's Hazardous Materials Information System?
(A) Classification.
5. Who is responsible for "classification" of the product as required in the Federal DOT regulations?
(B) The shipper
6. For which of the following reasons is it important that shipping papers be properly prepared?
(C) In the event of an accident, the shipping papers can help emergency responders identify the products and its hazards.



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7. As a professional tank truck driver, you are prohibited from accepting any safety-related information about product being transported, other than Federal DOT shipping papers.

False

8. Always put other papers on top of the shipping papers in order to prevent them from getting dirty or smudged and possibly becoming illegible.

False

9. As long as you use understandable abbreviations, the proper shipping name of the product may be abbreviated on the shipping paper.

False

10. The four digit identification number need not appear on the shipping papers if the product is well-known, such as "Gasoline".

False



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11. At the minimum, which of the following pieces of information must appear on the shipping papers?

- (A) Proper shipping name
- (B) Total quantity of the product being transported (in pounds, gallons, or other appropriate unit of measure.
- (C) The DOT hazard classification of the product.
- (D) The packing group assigned to the product (if applicable).
- (E) A four-digit product identification number.
- (F) An emergency response telephone number.
- (G) All of the above must appear on the shipping paper.

12. What do the letters "RQ" mean when they appear on the shipping papers?

(B) "RQ" stands for "Reportable Quantity" and its appearance on the shipping paper signifies that the product may be harmful to the environment and a release or spill must be reported.

13. A "Material Safety Data Sheet" (MSDS) is a proper substitute for Federal DOT shipping papers.

False



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14. In the event of an accident or incident, which of the following best describes what you, the driver, should do with the shipping papers?

A. Promptly give the shipping papers and other safety related information to emergency responders.

15. It is a good idea to keep safety-related information from prior loads in the cab of your vehicle because it will help shippers prevent contamination.

(B) False

16. Federal DOT shipping papers and safety-related information must be secure and within easy reach while driving.

(A) True

17. Always leave the shipping papers for the current load in the cab of your vehicle whenever you leave your vehicle for any reason.

(A) True

18. What is the 3rd element of the DOT's Hazardous Materials Information System?

C) Placarding.



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19. In which of the following ways does a placard convey information about the product or hazard?

- (A) By the color of the Placard
- (B) Through the use of Symbols
- (C) With hazard class wording
- (D) With hazard class number or division number
- (E) With a Four Digit ID
- (F) All of the Above

20. A placard (or a label) may contain two sets of numbers: they may display a four-digit ID number (usually in the center of the placard or label, or on an adjacent orange panel). The placard or label will also display a one or two-digit hazard class or division number in the lower point of the diamond. Do these two numbers mean the same thing: (yes or no)

(B) No, the two numbers do not mean the same thing.



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21. A placard with the "1203" ID number may be used for the transportation of both fuel oil and gasoline, but only if the tank truck is also used to transport gasoline.

True

22. Consider this situation: you've finished loading and you find that you do not have the proper placards for the product or commodity.

True or False: It is permissible to return to your terminal prior to delivery and pick up the proper placards.

False: you should not leave the loading area unless you have the correct placards for your load.

23. The best way to determine if you have the proper placards on your vehicle is to compare them to the information contained on the shipping papers for the load.

True

24. Federal DOT regulations never require more than four placards per vehicle.

False



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25. What is the 4th element of the DOT's Hazardous Materials Information System?


(D) Emergency Response Information.

26. What is the purpose of having emergency response information in the cab of your vehicle?

(B) To assist fire, police and other responders in the event of an accident or accidental release.


27. The only way that is allowed for meeting the requirement of having emergency response information is to carry a copy of the DOT "Emergency Response Guidebook".

False

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28. When using the DOT Emergency Response Guidebook, there are two ways to find the appropriate "emergency action": through the numerical index of product ID numbers, and through the alphabetical index of product names.
True

29. The DOT Emergency Response Guidebook includes information on all of the following: (1) potential hazards; (2) emergency action, and (3) first aid.
True

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30. Which of the following is part of the Federal DOT's Hazardous Materials Information System?
(A) Placards.
(B) Emergency Response Information.
(C) Classification.
(D) All of these choices are part of the Hazardous Materials Information System.
(E) Shipping Papers.


31. There will always be one, and only one, product hazard listed on each shipping paper.
False

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32. Why are placards important?
(A) Placards tell the public that your vehicle is loaded with Hazardous Materials.
(B) Placards assist emergency responders in dealing with an incident or accidental release.
(C) In the event that you, the driver, are unable to communicate with responders as a result of an accident, the placards may be the first or only means responders have of identifying the product.
(D) All of the above

33. The emergency response information required by DOT provides which of the following "first response" information?
(D) Fire, explosion, health and environmental hazards.

34. Loading a cargo tank totally full:
(B) Should never be done because liquids expand when they warm.

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35. Which vehicles must stop at all railroad crossings?
(A) Placarded.
(B) Carrying any amount of chlorine.
(C) Empty cargo tanks used for hazardous materials.
(D) All of the above.

36. Two things make hauling liquids in bulk tanks difficult. One of these is a center of gravity.
(C) High.

37. What does liquid surge do to the handling of a vehicle with a bulk tank?
(B) It can move the truck in the direction the liquid moves

38. Side to side surge can cause:
(A) Rollover

39. Baffles in liquid cargo tanks do not usually prevent _____ surge.
(A) Side to side


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40. You should reduce your speed on curves, especially when driving tank trucks, because the center of gravity is high.
True

41. Dome or fill covers must seal tightly. A leak at these covers is grounds for placing the cargo tank out of service.
True

42. The emergency valve is:
(C) Designed to hold the cargo in the tank even if the piping is sheared off in an accident.

43. Which of these is the most important thing to remember about emergency braking?
(C) If the wheels are skidding, you cannot control the vehicle

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44. The purpose of the pre-trip inspection skill test is:
(C) To see if you know whether the vehicle is safe to drive.

45. After identifying that you are about to enter a tight downhill curve you should:
(C) Slow down and downshift before entering the curve.

46. When due to an emergency, you must pull onto the road shoulder, you must place triangles:
(A) One in front, no more than 500 ft, Two behind at 10 ft and 100 ft.

47. When fueling your vehicle:
(A) The engine must be turned off and you must be in attendance.



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48. If the road surface is slippery:

(D) Both B & C

49. A pre-trip inspection should be done

(C) Before each trip.

50. Driver Training must include:

(C) Both A & B

51. You must inspect your tires:

(A) At the beginning and end of each trip.

52. You must stop within _____ feet of a railroad crossing.

(B) No closer than 15 feet and not further than 50 feet.



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Drug / Alcohol Policy



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PP-7 REV. 2010

The Smith 5Keys™

SMITH SYSTEM
 Drive Different.
 "Changing Driving Habits Since 1962"

Smith System History

Developed by
 Harold Smith in 1948

Established as a
 company in 1962

First training method
 dedicated to educating
 experienced drivers in
 collision avoidance

We've Worked With:

Over Half of the Fortune 500 Companies

Traffic Collision Triangle

Collision Type	Deaths	Injuries	Total Collisions	Vehicle Involvement	Cost
1. Deaths	37,281				
63. Injuries		2,318,000			
156. Total Collisions			3,801,000		
269. Vehicle Involvement				90,338,872	
1,586. Cost					\$6,188,776
???. Unsafe Acts					???

For each death there are:

Source: NHTSA Traffic Safety Facts

Causes Of Collisions

Speed
 Roads
 Health
 Fatigue
 Attitude
 Weather
 Tailgating
 Inattention
 Impairment
 Inexperience
 Other Drivers
 Vehicle Condition

Use Of The 5 Keys Provides:

SPACE
for the vehicle

VISIBILITY
for the driver

TIME
to make decisions

The Benefits:

Reduced collision potential

Reduced fuel usage

Reduced maintenance

Lower insurance expense

Reduced anxiety and stress

**The
Smith5KeysSM**

Key 1. Aim High In Steering.

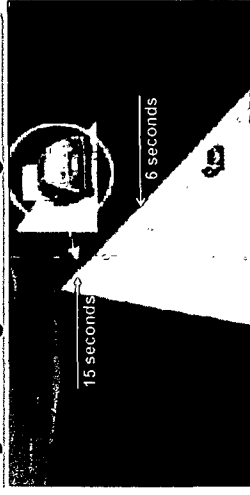
Key 2. Get The Big Picture.

Key 3. Keep Your Eyes Moving.

Key 4. Leave Yourself An Out.

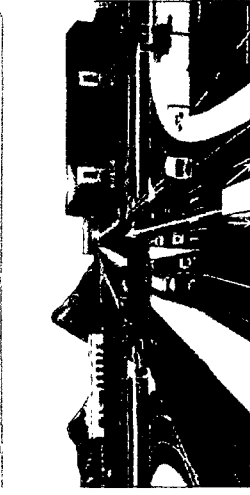
Key 5. Make Sure They See You.

Key 1 Aim High In Steering.



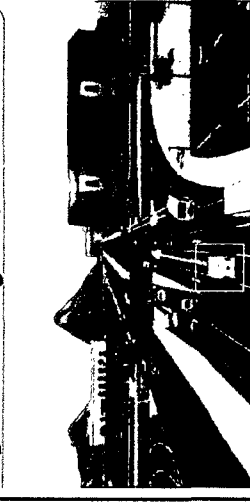
- An animal's eyesight is suited to its survival needs
- Average drivers have 3 to 6 seconds of eye lead time
- Expand your eye lead to a minimum of 15 seconds

Key 2 Get The Big Picture.



- Look 15 seconds ahead
- Scan your mirrors every 5 to 8 seconds
- Achieve a circle of awareness

Key 2 Get The Big Picture.



- Relevant and non-relevant objects
- Position your vehicle so you can see
- Maintain the proper following distance at all times

Key 3 Keep Your Eyes Moving.



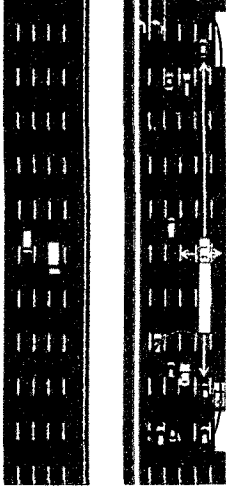
- Central vision is approximately 3° of clear visibility
- Peripheral vision is approximately 180° of visibility

Key 3 Keep Your Eyes Moving.



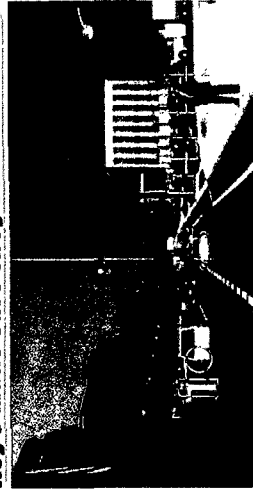
- Avoid blank and fixed stares
- Avoid focusing on an object for more than 2 seconds

Key 4 Leave Yourself An Out.



- Avoid traveling in traffic clusters
- Surround yourself with space
- Anticipate the actions of others

Key 5 Make Sure They See You.



- Seek eye contact
- Use your warning devices
- Proper timing is essential

Remember The Smith 5 Keys


- Key 1. Aim High In Steering.**
Look ahead a minimum of 15 seconds
- Key 2. Get The Big Picture.**
4 second minimum following distance
Scan mirrors every 5 to 8 seconds
- Key 3. Keep Your Eyes Moving.**
Avoid focusing on one object for more than 2 seconds
- Key 4. Leave Yourself An Out.**
Surround yourself with space
- Key 5. Make Sure They See You.**
Seek eye contact

The Smith5KeysSM



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DRIVE DIFFERENT.
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Smith System Drive Improvement Institute, Inc. Arlington, Texas USA 76010




Many fleets report that more than 30% of their incidents happen while backing

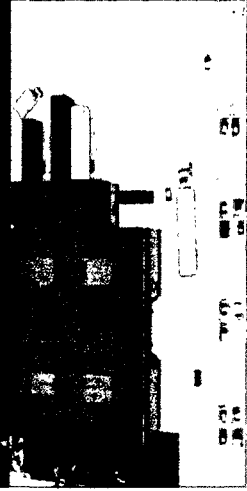
Why Do Backing Collisions Happen?

- Backing unnecessarily
- Blind areas
- Vehicle design
- Infrequent practice
- Limited mental preparation for backing
- Inadequate information during backing







Key 1 Aim High In Steering.




- When possible avoid backing
- Think about your departure upon your arrival
- Select the safest parking location and backing path




Key 2 Get The Big Picture.




- Look for all hazards and consider backing upon arrival
- Use a guide when available
- When in doubt Get Out And Look – G.O.A.L



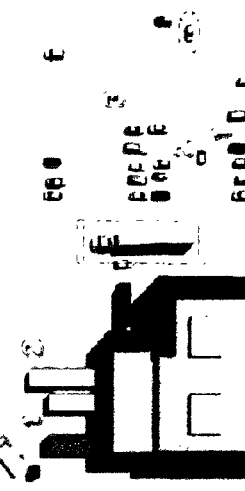
Key 3 Keep Your Eyes Moving.



- Avoid staring at any one object; scan the entire area
- Don't forget the front and the sides
- Back slowly



Key 4 Leave Yourself An Out.



- Choose the site with the fewest hazards
- Cut no closer to other objects than necessary
- Back only as far as you must

Key 5 Make Sure They See You.

- Seek eye contact
- Use warning devices
- If you don't know, DON'T GO!

The Smith5Keys™

When possible, avoid backing!
If you back.

Key 1. Aim High In Steering.
Choose the safest location possible

Key 2. Get The Big Picture.
Search for all potential hazards

Key 3. Keep Your Eyes Moving.
Scan, don't fixate

Key 4. Leave Yourself An Out.
Surround yourself with space

Key 5. Make Sure They See You.
Use warning devices - Seek eye contact

Section Nine

APC Used Oil Transporter Training

A: Training Slides

B: Sample Comprehension Test

C: Sample Driver Training Record

APC *Used Oil Transporter Training*

Used Oil Transporter

Instructional Training for Drivers

APC *Used Oil Transporter Training*

What is a Used Oil Transporter?

Persons who transport used oil, persons who collect used oil from more than one generator and transport the collected oil, and owners and operators of used oil transfer facilities.

APC *Used Oil Transporter Training*

General Awareness

- The used oil transporter is ultimately responsible for the safe transportation of used oil shipments.
- It is the transporter (driver) responsibility to make sure each bill of lading is signed by a representative of the shipper, signifying the load has been tested for halogen content.
- Rules relating to Used Oil Transportation, found in FMCSR Part 279CFR and included in this training, must be strictly adhered to in order to avoid unsafe transportation of Used Oil and stiff Federal and State fines and penalties.

APC *Used Oil Transporter Training*

Certification 403.767

- Who must be certified as a Used Oil Handler?
 - Any person who transports over public highways more than 500 gallons annually of used oil must be a certified transporter
 - Any Used Oil Transfer Facility
 - Used Oil Processors
 - Used Oil Fuel Marketers who sell used oil fuel
 - Used Oil Burners

APC *Used Oil Transporter Training*

Restrictions 279.41


- Transporters may consolidate or aggregate loads of used oil for purposes of transportation.
- Transporters may conduct incidental processing operations that occur in the normal course of used oil transportation (settling and water separation), as long as the operations are not designed to produce used oil derived products.

APC *Used Oil Transporter Training*

Used Oil Transportation 279.43


a) Deliveries- a used oil transporter must deliver all used oil received to:

- Another used oil transporter who has properly obtained an EPA identification number
- A used oil processing/re-refining facility who has properly obtained an EPA identification number
- An off-specification used oil burner facility who has properly obtained an EPA identification number
- An on-specification used oil burner facility

 *Used Oil Transporter Training*


Used Oil Transportation 279.43 (Cont)

- b) DOT Requirements
 - Used oil transporters must comply with all applicable requirements under the US Department of Transportation regulations in 49 CFR parts 171-180.
- c) Used Oil Discharges
 - In the event of a discharge of used oil during transportation, the transporter must take appropriate immediate action to protect human health and the environment (insert APC Spill Plan)
 - All used oil spills must be cleaned up, or action taken to the point that the used oil discharge no longer presents a hazard to human health or the environment.

 *Used Oil Transporter Training*


Rebuttal Presumption for Used Oil 279.44

- Used oil must not exceed 1,000ppm total Halogens.
- Halogen testing may be completed by use of:
 - testing equipment
 - Knowledge of the process by which the used oil is processed (process knowledge)
- It is the responsibility of the shipper to properly test the used oil for halogen content
- It is the responsibility of the APC driver to ensure testing has been completed prior to loading any used oil product.
- Bills of Lading bearing the shippers certification will be retained in the corporate office for a period of 3 years.

 *Used Oil Transporter Training*


Tracking 279.46

- A. Acceptance of Used Oil Shipments
 - Used Oil Transporters must keep a record of each used oil shipment accepted for transport.
 - The records must include
 - Name and address and EPA Identification Number of the generator, transporter, or processor who provided the used oil for transport
 - The quantity of used oil accepted and the date accepted
 - Shippers Certification, dated upon the receipt of the used oil, of a representative of the generator, transporter or processor who provided the used oil for transport

 *Used Oil Transporter Training*


Tracking 279.46

- B. Delivery of Used Oil Shipments
 - Used Oil Transporters must keep a record of each shipment of used oil that is delivered to another used oil transporter, or to a used oil burner, processor/re-refiner, or disposal facility.
 - The records must include:
 - The name and address and EPA Identification number of the receiving facility or transporter
 - The quantity of used oil delivered and the date of delivery
 - The signature of a representative of the receiving facility or transporter dated upon the receipt of the used oil.
- C. Records of Acceptance and Delivery must be kept at the APC Corporate Office for a period of three years.

 *Used Oil Transporter Training*

Registration
Florida Code 403.754

- All used oil transporters must register annually with the Florida EPA pursuant to rules of the department on departmental forms
- The transporter must file an annual report on all used oil transported
 - Terminals will file quarterly reports to the APC Corporate Office to include the type and quantity of used oil transported

 *Used Oil Transporter Training*

Prohibitions, Violation, Penalty, Intent
Florida Code 403.161

It is prohibited by law to:

- cause pollution so as to harm or injure human health or welfare, animal, plant, or aquatic life or property.
- Fail to obtain a used oil transporter permit
- Knowingly make any false statement (written or otherwise) or to falsify testing records
- Fail to report any release of used oil

• Knowingly violating rules listed in Florida Code 403.161 can result in penalty assessments of \$5,000 to \$50,000 and or 60 days to 5 years imprisonment.



Comprehension Test



1. A Used Oil Transporter is any person who transports used oil, or any person who collects used oil from more than one generator to transport the collected oil, and owners and operators of used oil transfer facilities.



2. The responsibility to lawfully and safely transport Used Oil falls primarily on:
 - a) The Shipper of the used oil
 - b) The Driver of the used oil shipment
 - c) The Dispatcher
 - d) Regulatory Agencies (ie, Transport Police, Highway Patrol, FMCSA, etc.)



3. Any transport company transporting more than 500 gallons of used oil annually must register as a used oil handler.



4. As long as the company is well known, it is not necessary to make sure the shipper has a proper EPA Identification Number.



5. In the event of a discharge of used oil during transportation, the transporter must take appropriate immediate action to protect human health and the environment.

APC *Used Oil Transporter Training*

6. As long as you are loading at a "Trusted" shipper, it is permissible to accept a load containing halogens in excess of 1,000ppm.

APC *Used Oil Transporter Training*

7. Each load must be tested for halogens by the shipper before loading. The shipper may use scientific equipment or "process knowledge" to test the product for halogens.

APC *Used Oil Transporter Training*

8. The Bill of Lading or Non-Hazardous Waste Manifest must include which of the following pieces of information:

- a) Shipper name and EPA Id
- b) Transporter Name and EPA Id
- c) Designated Facility Name and EPA Id
- d) Description and Quantity of product
- e) Load Date and Time
- f) Shipper Certification and date
- g) All of the above

APC *Used Oil Transporter Training*


9. It is necessary to report all spills of used oil, even if the spill is a small one.

APC *Used Oil Transporter Training*

10. Knowingly violating rules listed in Florida Code 403.161 can result in penalty assessments beginning at \$5,000 and up to 5 years imprisonment.


APC *Used Oil Transporter Training*

**Comprehension
Test
Answer Key**

 *Used Oil Transporter Training*

1. A Used Oil Transporter is any person who transports used oil, or any person who collects used oil from more than one generator to transport the collected oil, and owners and operators of used oil transfer facilities.


TRUE

 *Used Oil Transporter Training*

2. The responsibility to lawfully and safely transport Used Oil falls primarily on:


- a) The Shipper of the used oil
- b) The Driver of the used oil shipment
- c) The Dispatcher
- d) Regulatory Agencies (ie, Transport Police, Highway Patrol, FMCSA, etc.)

B – The Driver of the Used Oil Shipment

 *Used Oil Transporter Training*


3. Any transport company transporting more than 500 gallons of used oil annually must register as a used oil handler.

TRUE

 *Used Oil Transporter Training*


4. As long as the company is well known, it is not necessary to make sure the shipper has a proper EPA Identification Number.

FALSE - Anyone who handles Used Oil must possess / obtain a US EPA Identification Number.

 *Used Oil Transporter Training*


5. In the event of a discharge of used oil during transportation, the transporter must take appropriate immediate action to protect human health and the environment.


TRUE


 *Used Oil Transporter Training*


6. As long as you are loading at a "Trusted" shipper, it is permissible to accept a load containing halogens in excess of 1,000ppm.


FALSE - Used oil must not exceed 1,000ppm total Halogens. If the load is in excess of 1,000ppm total halogens, the load is considered hazardous waste and must be refused.

 <i>Used Oil Transporter Training</i>	
	<p>7. Each load must be tested for halogens by the shipper before loading. The shipper may use scientific equipment or "process knowledge" to test the product for halogens.</p> <p style="text-align: center;">TRUE</p>

 <i>Used Oil Transporter Training</i>	
	<p>8. The Bill of Lading or Non-Hazardous Waste Manifest must include which of the following pieces of information:</p> <ul style="list-style-type: none"> a) Shipper name and EPA Id b) Transporter Name and EPA Id c) Designated Facility Name and EPA Id d) Description and Quantity of product e) Load Date and Time f) Shipper Certification and date g) All of the above

 <i>Used Oil Transporter Training</i>	
	<p>9. It is necessary to report all spills of used oil, even if the spill is a small one.</p> <p style="text-align: center;">TRUE - All spills must be reported immediately.</p>

 <i>Used Oil Transporter Training</i>	
	<p>10. Knowingly violating rules listed in Florida Code 403.161 can result in penalty assessments beginning at \$5,000 and up to 5 years imprisonment.</p> <p style="text-align: center;">TRUE</p>

 <i>Used Oil Transporter Training</i>	
	<p style="text-align: center; font-size: 1.2em;">Questions or Comments?</p>



Associated Petroleum Carriers, Inc. Used Oil Transporter Quiz

Driver Name: _____ Date: _____

APC Member Company: MABBETT TRANSPORT

1. A Used Oil Transporter is any person who transports used oil, or any person who collects used oil from more than one generator to transport the collected oil, and owners and operators of used oil transfer facilities.
(True or False) _____
2. The responsibility to lawfully and safely transport Used Oil falls primarily on:
(Circle One)
 - a. The Shipper of the used oil
 - b. The Driver of the used oil shipment
 - c. The Dispatcher
 - d. Regulatory Agencies (ie, Transport Police, Highway Patrol, FMCSA, etc.)
3. Any transport company transporting more than 500 gallons of used oil annually must register as a used oil handler.
(True or False) _____
4. As long as the company is well known, it is not necessary to make sure the shipper has a proper EPA Identification Number.
(True or False) _____
5. In the event of a discharge of used oil during transportation, the transporter must take appropriate immediate action to protect human health and the environment.
(True or False) _____
6. As long as you are loading at a "Trusted" shipper, it is permissible to accept a load containing halogens in excess of 1,000ppm.
(True or False) _____
7. Each load must be tested for halogens by the shipper before loading. The shipper may use scientific equipment or "process knowledge" to test the product and make a determination on the content of halogens.
(True or False) _____
8. The Bill of Lading or Non-Hazardous Waste Manifest must include which of the following pieces of information:
(Circle One)
 - a. Shipper name and EPA Id
 - b. Transporter Name and EPA Id
 - c. Designated Facility Name and EPA Id
 - d. Description and Quantity of product
 - e. Load Date and Time
 - f. Shipper Certification and date
 - g. All of the above
9. It is necessary to report all spills of used oil, even if the spill is a small one.
(True or False) _____
10. Knowingly violating rules listed in Florida Code 403.161 can result in penalty assessments beginning at \$5,000 and up to 5 years imprisonment.
(True or False) _____



Associated Petroleum Carriers, Inc. Used Oil Transporter Quiz

1. A Used Oil Transporter is any person who transports used oil, or any person who collects used oil from more than one generator to transport the collected oil, and owners and operators of used oil transfer facilities. (T)
2. The responsibility to lawfully and safely transport Used Oil falls primarily on: (B)
 - a. The Shipper of the used oil
 - b. **The Driver of the used oil shipment**
 - c. The Dispatcher
 - d. Regulatory Agencies (ie, Transport Police, Highway Patrol, FMCSA, etc.)
3. Any transport company transporting more than 500 gallons of used oil annually must register as a used oil handler. (T)
4. As long as the company is well known, it is not necessary to make sure the shipper has a proper EPA Identification Number. (F) Anyone who handles Used Oil must obtain a US EPA Identification Number.
5. In the event of a discharge of used oil during transportation, the transporter must take appropriate immediate action to protect human health and the environment. (T)
6. As long as you are loading at a "Trusted" shipper, it is permissible to accept a load containing halogens in excess of 1,000ppm. (F) Used oil must not exceed 1,000ppm total Halogens. If the load is in excess of 1,000ppm total halogens, the load is considered hazardous waste and must be refused.
7. Each load must be tested for halogens by the shipper before loading. The shipper may use scientific equipment or "process knowledge" to test the product for halogens. (T)
8. The Bill of Lading or Non-Hazardous Waste Manifest must include which of the following pieces of information: (G)
 - a. Shipper name and EPA Id
 - b. Transporter Name and EPA Id
 - c. Designated Facility Name and EPA Id
 - d. Description and Quantity of product
 - e. Load Date and Time
 - f. Shipper Certification and date
 - g. **All of the above**
9. It is necessary to report all spills of used oil, even if the spill is a small one. (T) All spills must be reported immediately.
10. Knowingly violating rules listed in Florida Code 403.161 can result in penalty assessments beginning at \$5,000 and up to 5 years imprisonment. (T)



Associated Petroleum Carriers, Inc.
Driver Training Record

APC Member Company

I hereby certify that I have been instructed in and understand my duties and responsibilities as a Used Oil Transport Driver in accordance with the Federal Code of Regulations found in Part 279CFR, the Florida Laws governing pollution and used oil management found in Chapter 403FS, and Departmental rules governing used oil transportation found in the Used Oil Management section of the Florida Administrative Code (Chap 62-710 F.A.C.).

Driver Signature

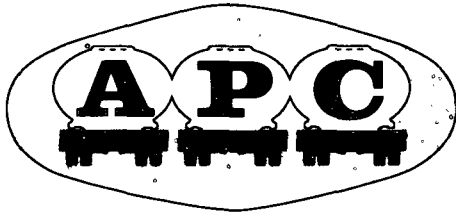
Date of Training

Supervisor (Trainer) Signature

Date

Section Ten

APC Annual Report Statement (Sample Report)



ASSOCIATED PETROLEUM CARRIERS, INC.

P.O. BOX 2808
SPARTANBURG, SOUTH CAROLINA 29304
PHONE (864) 573-9301 • FAX (864) 573-9305

01 March, 2010

Training Program Statement and Summary of Changes

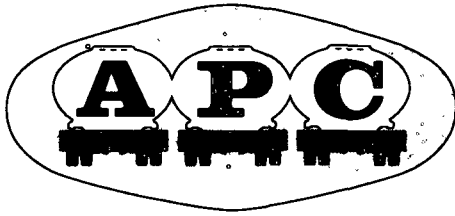
Associated Petroleum Carriers, Inc. Used Oil Transporter Training is being conducted on all new APC Used Oil Transport Drivers in accordance with all Federal Regulations, Florida Laws, and Departmental Rules of the Florida Administrative Code. This training is being conducted on each applicable driver during the APC Driver Orientation two day training schedule, occurring before the drivers 90 day anniversary with the company. Each driver who leaves employment with his/her Member Company for a period of at least six (6) months, must re-apply and submit to repeating the Driver Orientation program, which includes Used Oil Transporter Training to those applicable drivers.

Modifications of the program since the last annual report are as follows:

*****No Changes*****

Sincerely,

Jared Bishop
Associated Petroleum Carriers, Inc.
Director of Training and Compliance



ASSOCIATED PETROLEUM CARRIERS, INC.

Received

MAR 07 2011

BSHW

P.O. BOX 2808

SPARTANBURG, SOUTH CAROLINA 29304

PHONE (864) 573-9301 • FAX (864) 573-9305

Thursday, March 3, 2011

Aprilla Graves
Hazardous Waste Regulation Section MS 4560
Department of Environmental Protection
2600 Blair Stone Road
Tallahassee, Florida 32399-2400

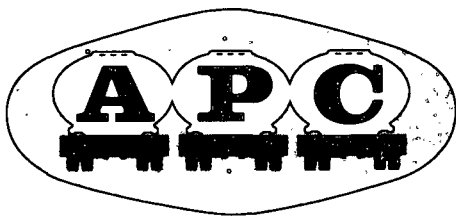
Ms. Graves,

Please find attached the Application for Used Oil Transporters in the name of Associated Petroleum Carriers, Inc. Please feel free to contact me regarding additional questions or problems regarding the submission.

With kindest regards,

Jared Bishop
Director of Training and Compliance
Associated Petroleum Carriers, Inc.

Encl:



ASSOCIATED PETROLEUM CARRIERS, INC.

P.O. BOX 2808
SPARTANBURG, SOUTH CAROLINA 29304
PHONE (864) 573-9301 • FAX (864) 573-9305

Florida Used Oil Permit Application

Contents

- I. Permit Application Fee - \$100
- II. Application for Registration – Used Oil and Oil Filter Handlers
- III. 2010 Annual Report
- IV. Certificate of Liability Insurance – Used Oil Transporters
- V. Standard Operating Procedure – Non-Hazardous Used Oil Transporting
- VI. Standard Operating Procedure – APC HazMat Spill Policy and Procedures
- VII. Used Oil Transporter – Sample Quarterly Report (To be sent from terminal to APC Corporate Office)
- VIII. APC Driver Orientation Program
 - a. Day One – General Awareness and HazMat Training
 - b. Day Two – Smith System Driver Training and Used Oil Transporter Training (If applicable)
- IX. APC Used Oil Transporter
 - a. Training Slides
 - b. APC Used Oil Transporter Training – Sample Comprehension Test
 - c. APC Used Oil Transporter Training – Sample Driver Training Record
- X. APC Annual Report Statement – Sample

Jared Bishop
Associated Petroleum Carriers, Inc.
Director of Training and Compliance

Section One

Permit Application Fee

Section Two

Application for Registration (Used Oil and Oil Filter handlers)