

From: [Matt Gudorf \(Eco-Maxx\)](#)
To: [Lancellotti, Romina](#)
Cc: [Lazaro Mendez](#); [Brian P. Carney](#)
Subject: FW: [External] RE: EMaxx Miami facility follow up
Date: Thursday, April 15, 2021 12:19:58 PM
Attachments: [Field Testing.pdf](#)
[Sample Collection Procedures.pdf](#)
[Chain of Custody Instructions.pdf](#)
[Eco-Maxx Custody Seal and Bottle.pdf](#)
[Eco-Maxx USPS Procedures.pdf](#)

Hi Romina,

I am going to answer item #6 with a series of emails. First, I wanted you to see the training modules that every driver goes through when onboarding and we update with an annual training event each year. There are a lot of documents and large files so I need to send to you in pieces. This is the same email I've provided to other state agencies.

Item #6, part 1.

Matt Gudorf
Eco-Maxx
Cell: 716-545-7950
mdgudorf@eco-maxx.com



From: Matt Gudorf (Eco-Maxx)
Sent: Friday, June 21, 2019 2:11 PM
To: Houseal, Linda <lhouseal@pa.gov>
Cc: Niedererr, Noah <nniedererr@pa.gov>; Smathers, James <jsmathers@pa.gov>; Fultz, Jess <jefultz@pa.gov>; travis@schenne.com; Brian P. Carney <bpcarney@superiorlubricants.com>; john@schenne.com; Gary Rummell <grummell@eco-maxx.com>; Fleming, Carrie <cafleming@pa.gov>; Oren, John <joren@pa.gov>
Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Linda,

This is the first of three emails to you with our training material on operating procedures. Due to the size and volume of material I had to break it down into multiple emails.

We have discussed our status at the York and Hollidaysburg locations and will send a fourth email with our thoughts on this piece. Thank you for your patience, have a great weekend.

Most of the material in this email pertains to sampling, testing, sampling paperwork and shipping

samples.

Matt Gudorf

Cell: 716-545-7950

mdgudorf@eco-maxx.com



From: Houseal, Linda [<mailto:lhouseal@pa.gov>]

Sent: Thursday, June 20, 2019 7:15 AM

To: Matt Gudorf (Eco-Maxx)

Cc: Niedererr, Noah; Smathers, James; Fultz, Jess; travis@schenne.com; Brian P. Carney; john@schenne.com; Gary Rummell; Fleming, Carrie; Oren, John

Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Good Morning Matt,

Thank-you for the updates,

Linda

From: Matt Gudorf (Eco-Maxx) <mdgudorf@eco-maxx.com>

Sent: Thursday, June 20, 2019 5:56 AM

To: Houseal, Linda <lhouseal@pa.gov>

Cc: Niedererr, Noah <nniedererr@pa.gov>; Smathers, James <jmathers@pa.gov>; Fultz, Jess <jefultz@pa.gov>; travis@schenne.com; Brian P. Carney <bpcarney@superiorlubricants.com>; john@schenne.com; Gary Rummell <grummell@eco-maxx.com>; Fleming, Carrie <cafleming@pa.gov>; Oren, John <joren@pa.gov>

Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Good morning Linda,

I apologize for not getting back to you sooner. I do have all of our work procedures and operating guidelines and will send you the current documents by EOW for review. We have been working on the location specific updates since we talked about this in York and wanted to send you those documents first.

You will get the current documents first and the updated ones when completed. We have finished our research on requirements for our York, Sugarloaf and Morrisville locations and will get this to you by EOW also.

Matt Gudorf

Cell: 716-545-7950

mdgudorf@eco-maxx.com



From: Houseal, Linda [<mailto:houseal@pa.gov>]

Sent: Wednesday, June 19, 2019 1:14 PM

To: Matt Gudorf (Eco-Maxx)

Cc: Niedererr, Noah; Smathers, James; Fultz, Jess; travis@schenne.com; Brian P. Carney; john@schenne.com; Gary Rummell; Fleming, Carrie; Oren, John

Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Hi Matt,

Just following up to see when you'll be able to provide us your written business plans for the York and Hollidaysburg locations? We'd like to finalize any decisions on the applicability of any permitting requirements and your input is important in that process. Thanks very much,

Linda

From: Matt Gudorf (Eco-Maxx) <mdgudorf@eco-maxx.com>

Sent: Friday, June 7, 2019 6:17 AM

To: Houseal, Linda <houseal@pa.gov>

Cc: Niedererr, Noah <nniedererr@pa.gov>; Smathers, James <jmathers@pa.gov>; Fultz, Jess <jefultz@pa.gov>; travis@schenne.com; Brian P. Carney <bpcarney@superiorlubricants.com>; john@schenne.com; Gary Rummell <grummell@eco-maxx.com>; Fleming, Carrie <cafleming@pa.gov>; Oren, John <joren@pa.gov>

Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Hi Linda,

Thank you for your email. I will catch up with the team and get back to you with requested information.

Matt Gudorf

Cell: 716-545-7950

mdgudorf@eco-maxx.com



From: Houseal, Linda [<mailto:lhousel@pa.gov>]

Sent: Thursday, June 6, 2019 4:46 PM

To: Matt Gudorf (Eco-Maxx)

Cc: Niedererr, Noah; Smathers, James; Fultz, Jess; travis@schenne.com; Brian P. Carney; john@schenne.com; Gary Rummell; Fleming, Carrie; Oren, John

Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Hi Matt,

This will follow up our site visit concerning any potential permitting for the York location. We'd like to request that Emaxx Central PA/Eco-maxx provide the Department with a narrative that outlines your business plan for this location as well as the Hollidaysburg location. Please include the following information at a minimum:

- what types of wastes you'd like to load directly onto railcars, for what purpose (end use) & where it is going (destination facility),
- specifics on the types of wastes you'd like to transfer and/or consolidate at this location (which would subsequently be shipped out via truck),
- what materials are you receiving by rail into the facility, for what purpose (end use) & where are they going (destination facility(ies)),
- what authorizations and/or exemptions do you believe you're operating under at these locations,
- Please clarify the ownership of the track on which your transfer railcars are located and the parties involved at each location....who is leasing the railcars, is the lease of the location separate from the lease of the railcars, etc.

This will help us determine whether any permits are required for these 2 locations. Thank-you for this additional information,

Linda

From: Houseal, Linda

Sent: Wednesday, June 5, 2019 8:32 AM

To: Matt Gudorf (Eco-Maxx) <mdgudorf@eco-maxx.com>

Cc: Niedererr, Noah <nniedererr@pa.gov>; Smathers, James <jmathers@pa.gov>; Fultz, Jess <jefultz@pa.gov>; travis@schenne.com; Brian P. Carney <bpcarney@superiorlubricants.com>; john@schenne.com; Gary Rummell <grummell@eco-maxx.com>

Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Good Morning Matt,

Thank-you for forwarding this along. The Scope of Accreditation wasn't attached, but as long as they received the accreditation for the applicable parameters specified in Chapter 298, Waste Oil Regulations, you're covered.

Linda

From: Matt Gudorf (Eco-Maxx) <mdgudorf@eco-maxx.com>
Sent: Wednesday, June 5, 2019 8:02 AM
To: Houseal, Linda <houseal@pa.gov>
Cc: Niedererr, Noah <nniedererr@pa.gov>; Smathers, James <jmathers@pa.gov>; Fultz, Jess <jefultz@pa.gov>; travis@schenne.com; Brian P. Carney <bpcarney@superiorlubricants.com>; john@schenne.com; Gary Rummell <grummell@eco-maxx.com>
Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Thank you Linda. I was able to run a query on the website and review the list of labs. Even though I did not see ATT on the list it's probably just a matter of time before it is updated.

Sam just received his certificate; hoping this works for Eco-Maxx.

Matt Gudorf
Cell: 716-545-7950
mdgudorf@eco-maxx.com



From: Houseal, Linda [<mailto:houseal@pa.gov>]
Sent: Friday, May 31, 2019 9:25 AM
To: Matt Gudorf (Eco-Maxx)
Cc: Niedererr, Noah; Smathers, James; Fultz, Jess; travis@schenne.com; Brian P. Carney; john@schenne.com; Gary Rummell
Subject: RE: [External] RE: EMaxx Central PA York facility follow up

Morning Matt,

Thank-you for the quick follow up. From the link, scroll down to the heading "Search Environmental Laboratories" and go to the second bullet. That should get you to the search page for PA accredited labs. If you have any problems pulling up the info, please feel free to call.

Linda

From: Matt Gudorf (Eco-Maxx) <mdgudorf@eco-maxx.com>
Sent: Friday, May 31, 2019 9:20 AM
To: Houseal, Linda <houseal@pa.gov>
Cc: Niedererr, Noah <nniedererr@pa.gov>; Smathers, James <jmathers@pa.gov>; Fultz, Jess <jefultz@pa.gov>; travis@schenne.com; Brian P. Carney <bpcarney@superiorlubricants.com>; john@schenne.com; Gary Rummell <grummell@eco-maxx.com>
Subject: [External] RE: EMaxx Central PA York facility follow up

ATTENTION: This email message is from an external sender. Do not open links or attachments from unknown sources. To report suspicious email, forward the message as an attachment to CWOPA_SPAM@pa.gov.

Linda,

You're welcome and thanks to you and group for your feedback and support. I will reach out to Tracey and Mohamad by the 6th to discuss our operations in Sugarloaf and Morrisville so we can determine the best approach for moving forward. I would like to identify additional labs for backup, I've looked through the link you sent me and couldn't find the accredited list. Looking for advice on finding the accredited lab list.

Matt Gudorf
Cell: 716-545-7950
mdgudorf@eco-maxx.com



From: Houseal, Linda [<mailto:houseal@pa.gov>]
Sent: Thursday, May 30, 2019 4:12 PM
To: Matt Gudorf (Eco-Maxx)
Cc: Niedererr, Noah; Smathers, James; Fultz, Jess; travis@schenne.com
Subject: EMaxx Central PA York facility follow up

Hello Matt,

Thank-you for meeting with us yesterday and explaining the operation of your York rail facility. I

wanted to briefly follow up on several items from yesterday's meeting:

1. During our January meeting, mention was made that you are operating under permit-by-rule at your Sugarloaf facility (Hazelton area.) When we discussed yesterday, it was still unclear under which permit-by-rule you're operating. We asked that you contact each of the other DEP regional offices where you're conducting operations to determine whether you need any permits for those locations. Here are contacts for our counterparts in the other regional offices – we also request that you contact the other regions no later than June 6th:
 - Sugarloaf – Northeast Regional Office:
 - Tracey McGurk, Permitting Supervisor – 570-826-2076 tmcgurk@pa.gov
 - Morrisville – Southeast Regional Office:
 - Mohamad Mazid, Permits Section Chief 484-250-5768 mmazid@pa.gov
2. At our meeting yesterday, we mentioned that American Testing Technologies, Inc. is not an accredited lab with PA. Here is a link to our Laboratory Accreditation webpage: <https://www.dep.pa.gov/Business/OtherPrograms/Labs/Pages/Laboratory-Accreditation-Program.aspx> Coincidentally, Noah let us know this afternoon that ATT should have their accreditation very shortly, but I thought you might want the link to the webpage for future reference.

Thank-you again for your time & we'll be back in touch with you in the near future on any permitting requirements, once we've had a chance to discuss with our managers.

Linda Houseal | Facilities Supervisor

PA Department of Environmental Protection
Southcentral Regional Office
Waste Management Program
909 Elmerton Avenue | Harrisburg, PA 17110
Ph. 717.705.4919 | lhhouseal@pa.gov

Please note the Department's current after hours reporting and 24 hour emergency response phone number (1-866-825-0208) will be changing as of JULY 1st 2019 TO 1-800-541-2050

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STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX030425

Bill of Lading Number:
193343JG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
1/29/2021 2:31 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US																			
Route: FEC-JACVL-CSXT-SANFD-ATW		REVERSE ROUTE WHEN EMPTY																	
Origin Switch Route:																			
Destination Switch Route:																			
DESCRIPTION		*EQUIPMENT																	
Contains: STCC: 4025129 Lading Quantity: 27062 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US		(Sub. To Correction) <table><thead><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr></thead><tbody><tr><td>GATX030425</td><td></td><td>195,388 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 195,388 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></tbody></table>		Rail Car	Seal Numbers	Weight	Special Instructions	GATX030425		195,388 Lbs. Estimated		Total Weight: 195,388 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions																
GATX030425		195,388 Lbs. Estimated																	
Total Weight: 195,388 Lbs. Estimated																			
Total Number of Cars: 1																			
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																			
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																			

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1932157 Pattern ID: 2008416 EDI Generated: 1/29/2021 2:35:59 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX200916

Bill of Lading Number:
184814JG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
1/13/2021 4:24 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-JACVL-CSXT-SANFD-ATW	REVERSE ROUTE WHEN EMPTY

Origin Switch Route:

Destination Switch Route:

DESCRIPTION	*EQUIPMENT																				
Contains: STCC: 4025129 Lading Quantity: 27089 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal</th><th>Weight</th><th>Special</th></tr><tr><th></th><th>Numbers</th><th></th><th>Instructions</th></tr><tr><td>GATX200916</td><td></td><td>195,583 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight:</td><td>195,583 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Number of Cars:</td><td>1</td><td></td></tr></table>	Rail Car	Seal	Weight	Special		Numbers		Instructions	GATX200916		195,583 Lbs. Estimated		Total Weight:		195,583 Lbs. Estimated		Total Number of Cars:		1	
Rail Car	Seal	Weight	Special																		
	Numbers		Instructions																		
GATX200916		195,583 Lbs. Estimated																			
Total Weight:		195,583 Lbs. Estimated																			
Total Number of Cars:		1																			

If charges are to be prepaid, write or stamp here, "To be Prepaid"
Prepaid

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

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1912308 Pattern ID: 1988398 EDI Generated: 1/13/2021 4:30:33 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
TILX250304

Bill of Lading Number:
BOL050220191508JAG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
5/2/2019 3:05 PM Eastern

Shipper: SUPERIOR LUBRICANTS (32 WARD RD NORTH TONAWANDA, NY 14120 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-jacvl-CSXT-sanfd	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route: -ATW	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 24824 Quantity Code: CLD	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>TILX250304</td><td></td><td>179,229 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 179,229 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	TILX250304		179,229 Lbs. Estimated		Total Weight: 179,229 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
TILX250304		179,229 Lbs. Estimated															
Total Weight: 179,229 Lbs. Estimated																	
Total Number of Cars: 1																	
Product Name: CRANKCASE DRAININGS																	
Product Code: CRANKCASE DRAININGS																	
Edi Pattern: Yes Weigh In Route: No																	
Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US																	
Party to Receive Freight Bill: SUPERIOR LUBRICANTS 32 WARD RD NORTH TONAWANDA, NY 14120 US																	
If charges are to be prepaid, write or stamp here, "To be Prepaid"																	
Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i>																	
IN EFFECT																	

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RSI Notes: Shipment ID: 1325267 Pattern ID: 1399135 EDI Generated: 5/2/2019 3:10:32 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX057912

Bill of Lading Number:
BOL051720191247JAG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
5/17/2019 12:43 PM Eastern

Shipper: SUPERIOR LUBRICANTS (32 WARD RD NORTH TONAWANDA, NY 14120 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-jacvl-CSXT-sanfd-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 24582 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: SUPERIOR LUBRICANTS 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX057912</td><td></td><td>177,482 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 177,482 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX057912		177,482 Lbs. Estimated		Total Weight: 177,482 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX057912		177,482 Lbs. Estimated															
Total Weight: 177,482 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

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RSI Notes: Shipment ID: 1337621 Pattern ID: 1409635 EDI Generated: 5/17/2019 12:45:38 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX053506

Bill of Lading Number:
BOL060420191741JAG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
6/4/2019 5:37 PM Eastern

Shipper: SUPERIOR LUBRICANTS (32 WARD RD NORTH TONAWANDA, NY 14120 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-jacvl-CSXT-sanfd-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 25780 Quantity Code: CLD	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX053506</td><td></td><td>186,131 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 186,131 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX053506		186,131 Lbs. Estimated		Total Weight: 186,131 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX053506		186,131 Lbs. Estimated															
Total Weight: 186,131 Lbs. Estimated																	
Total Number of Cars: 1																	
Product Name: CRANKCASE DRAININGS																	
Product Code: CRANKCASE DRAININGS																	
Edi Pattern: Yes Weigh In Route: No																	
Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US																	
Party to Receive Freight Bill: SUPERIOR LUBRICANTS 32 WARD RD NORTH TONAWANDA, NY 14120 US																	
If charges are to be prepaid, write or stamp here, "To be Prepaid"																	
Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i>																	
IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1356569 Pattern ID: 1426452 EDI Generated: 6/4/2019 5:40:31 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
CBTX736203

Bill of Lading Number:
BOL062420191535JAG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
6/24/2019 3:31 PM Eastern

Shipper: SUPERIOR LUBRICANTS (32 WARD RD NORTH TONAWANDA, NY 14120 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-jacvl-CSXT-sanfd-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 26192 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: SUPERIOR LUBRICANTS 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>CBTX736203</td><td></td><td>189,106 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 189,106 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	CBTX736203		189,106 Lbs. Estimated		Total Weight: 189,106 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
CBTX736203		189,106 Lbs. Estimated															
Total Weight: 189,106 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1373246 Pattern ID: 1441961 EDI Generated: 6/24/2019 3:35:38 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX057912

Bill of Lading Number:
BOL071520191934JAG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
7/15/2019 7:29 PM Eastern

Shipper: SUPERIOR LUBRICANTS (32 WARD RD NORTH TONAWANDA, NY 14120 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-jacvl-CSXT-sanfd-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 24743 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: SUPERIOR LUBRICANTS 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX057912</td><td></td><td>178,644 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 178,644 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX057912		178,644 Lbs. Estimated		Total Weight: 178,644 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX057912		178,644 Lbs. Estimated															
Total Weight: 178,644 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1389911 Pattern ID: 1458730 EDI Generated: 7/15/2019 7:35:32 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX057912

Bill of Lading Number:
BOL111620180438JAG

Carrier:
FEC

Origin Station:
MEDLEY, FL

Destination Station:
MARRERO, LA

Date/Time:
11/16/2018 4:36 PM Eastern

Shipper: SUPERIOR LUBRICANTS (32 WARD RD NORTH TONAWANDA, NY 14120 US)

Party at Pick-Up Location: ASSOCIATED WASTE SERVICES (MEDLEY TEAM TRACK MEDLEY, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: VERTEX REFINING LLC 5000 RIVER ROAD MARRERO, LA 70072 US	
Route: FEC-JACVL-NS-NEWOR-UP	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 24582 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Rate Authority: NSRQ 66086 10 Party at Pick-Up Location: ASSOCIATED WASTE SERVICES MEDLEY TEAM TRACK MEDLEY, FL 33166 US Party to Receive Freight Bill: SUPERIOR LUBRICANTS 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX057912</td><td></td><td>177,482 Lbs. Estimated</td><td></td></tr><tr><td colspan="4">Total Weight: 177,482 Lbs. Estimated</td></tr><tr><td colspan="4">Total Number of Cars: 1</td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX057912		177,482 Lbs. Estimated		Total Weight: 177,482 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX057912		177,482 Lbs. Estimated															
Total Weight: 177,482 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1216068 Pattern ID: 1292356 EDI Generated: 11/16/2018 4:40:33 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX200916

Bill of Lading Number:
184814JG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
1/13/2021 4:24 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)

Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-JACVL-CSXT-SANFD-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 27089 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX200916</td><td></td><td>195,583 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 195,583 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX200916		195,583 Lbs. Estimated		Total Weight: 195,583 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX200916		195,583 Lbs. Estimated															
Total Weight: 195,583 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1912308 Pattern ID: 1988398 EDI Generated: 1/13/2021 4:30:33 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX030425

Bill of Lading Number:
193343JG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
1/29/2021 2:31 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)

Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-JACVL-CSXT-SANFD-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 27062 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX030425</td><td></td><td>195,388 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 195,388 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX030425		195,388 Lbs. Estimated		Total Weight: 195,388 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX030425		195,388 Lbs. Estimated															
Total Weight: 195,388 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

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RSI Notes: Shipment ID: 1932157 Pattern ID: 2008416 EDI Generated: 1/29/2021 2:35:59 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX200916

Bill of Lading Number:
155988JG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
11/6/2020 3:37 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-JACVL-CSXT-SANFD-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 27089 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX200916</td><td></td><td>195,583 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 195,583 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX200916		195,583 Lbs. Estimated		Total Weight: 195,583 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX200916		195,583 Lbs. Estimated															
Total Weight: 195,583 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1842012 Pattern ID: 1917805 EDI Generated: 11/6/2020 3:46:13 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
CBTX736203

Bill of Lading Number:
MG173032

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
12/21/2020 6:13 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)
Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-JACVL-CSXT-SANFD-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 26192 Quantity Code: CLD	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>CBTX736203</td><td></td><td>189,108 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 189,108 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	CBTX736203		189,108 Lbs. Estimated		Total Weight: 189,108 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
CBTX736203		189,108 Lbs. Estimated															
Total Weight: 189,108 Lbs. Estimated																	
Total Number of Cars: 1																	
Product Name: CRANKCASE DRAININGS																	
Product Code: CRANKCASE DRAININGS																	
Edi Pattern: Yes Weigh In Route: No																	
Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US																	
Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US																	
If charges are to be prepaid, write or stamp here, "To be Prepaid"																	
Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i>																	
IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1887715 Pattern ID: 1963630 EDI Generated: 12/21/2020 6:20:55 PM

STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE

Lead Car:
GATX030425

Bill of Lading Number:
166745JG

Carrier:
FEC

Origin Station:
Medley, FL

Destination Station:
SANFORD, NC

Date/Time:
12/4/2020 12:47 PM Eastern

Shipper: EMAXX MIAMI, LLC (7400 NW 77TH TER MEDLEY, FL 33166 US)

Party at Pick-Up Location: FEC (Medley Team Track Medley, FL 33166 US)

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee Information: NOBLE OIL SERVICES INC 5617 CLYDE RHYNE DR SANFORD, NC 27330 US	
Route: FEC-JACVL-CSXT-SANFD-ATW	REVERSE ROUTE WHEN EMPTY
Origin Switch Route:	
Destination Switch Route:	

DESCRIPTION	*EQUIPMENT																
Contains: STCC: 4025129 Lading Quantity: 26811 Quantity Code: CLD Product Name: CRANKCASE DRAININGS Product Code: CRANKCASE DRAININGS Edi Pattern: Yes Weigh In Route: No Party at Pick-Up Location: FEC Medley Team Track Medley, FL 33166 US Party to Receive Freight Bill: EMAXX MIAMI, LLC 32 WARD RD NORTH TONAWANDA, NY 14120 US	(Sub. To Correction) <table><tr><th>Rail Car</th><th>Seal Numbers</th><th>Weight</th><th>Special Instructions</th></tr><tr><td>GATX030425</td><td></td><td>193,575 Lbs. Estimated</td><td></td></tr><tr><td colspan="2">Total Weight: 193,575 Lbs. Estimated</td><td colspan="2"></td></tr><tr><td colspan="2">Total Number of Cars: 1</td><td colspan="2"></td></tr></table>	Rail Car	Seal Numbers	Weight	Special Instructions	GATX030425		193,575 Lbs. Estimated		Total Weight: 193,575 Lbs. Estimated				Total Number of Cars: 1			
Rail Car	Seal Numbers	Weight	Special Instructions														
GATX030425		193,575 Lbs. Estimated															
Total Weight: 193,575 Lbs. Estimated																	
Total Number of Cars: 1																	
If charges are to be prepaid, write or stamp here, "To be Prepaid" Prepaid																	
Subject to Section 7 of the conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:: <i>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</i> IN EFFECT																	

* This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

RSI Notes: Shipment ID: 1868300 Pattern ID: 1944094 EDI Generated: 12/4/2020 12:55:31 PM

CERTIFICATE OF COMPLETION

Supervisor Compliance
Training Department
Supervisor Course

REASONABLE SUSPICION:
Drug & Alcohol Awareness Training

Lazaro Mendez

has completed the Mandatory 2-Hour Training
on
60 Minutes Alcohol Awareness
60 Minutes Drug Education

Test Score: 100%

Graduation Date: 01/29/2021
Satisfies the Department of Transportation
49 CFR PART 382.603 for Mandatory Supervisor Training



Supervisor Compliance Training Department
1201 N. Orange St. Suite 7138
Wilmington, De 19801



CERTIFICATE OF COMPLETION

This certifies that

Johnny DelRio

has successfully completed the course

HAZWOPER 8 hr Annual Refresher



Course Duration
8.0



Completion Date
09/10/2020



Samantha Morlaibano
Chief Operating Officer



This certifies that the person named below
has successfully completed the

Johnny DelRio

HAZWOPER 8 hr Annual Refresher

Curtis Chambers
Trainer Name

09/10/2020
Completion date

Questions?

support@360training.com

visit: www.360training.com/osha-campus
877.881.2235

This is your pocket card which may be used as
proof of completion of your training.
This training is intended to provide supervisor awareness
for recognizing and preventing hazards on a construction site.
Workers must receive additional training as required for the
specific hazards of their job or federal, state, and local requirements.

(CUT HERE)

(CUT HERE)



CERTIFICATE OF COMPLETION

This certifies that

Antonio Navarro

has successfully completed the course

HAZWOPER 8 hr Annual Refresher



Course Duration
8.0



Completion Date
10/30/2020



Samantha Montalbano
Chief Operating Officer



This certifies that the person named below
has successfully completed the

Antonio Navarro

HAZWOPER 8 hr Annual Refresher

Curtis Chambers
Trainer Name

10/30/2020
Completion date

Questions?

support@360training.com

Visit: www.360training.com/osha-campus

877.881.2235

This is your pocket card which may be used as
proof of completion of your training.
This training is intended to provide supervisor awareness
for recognizing and preventing hazards on a construction site.
Workers must receive additional training as required for the
specific hazards of their job or federal, state, and local requirements.

(CUT HERE)

(CUT HERE)



CERTIFICATE OF COMPLETION

This certifies that

Brian Carney

has successfully completed the course

HAZWOPER 8 hr Annual Refresher



Course Duration
8.0



Completion Date
09/08/2020



Samantha Morabano
Chief Operating Officer



This certifies that the person named below
has successfully completed the

Brian Carney

HAZWOPER 8 hr Annual Refresher

Curtis Chambers
Trainer Name

09/08/2020
Completion date

Questions?

support@360training.com

visit: www.360training.com/osha-campus
877.881.2235

This is your pocket card which may be used as
proof of completion of your training.
This training is intended to provide supervisor awareness
for recognizing and preventing hazards on a construction site.
Workers must receive additional training as required for the
specific hazards of their job or federal, state, and local requirements.

(CUT HERE)

(CUT HERE)

(FOLD)



CERTIFICATE OF COMPLETION

This certifies that

Lazaro Mendez

has successfully completed the course

HAZWOPER 8 hr Annual Refresher



Course Duration
8.0



Completion Date
09/29/2020

Samantha Morkalbano
Chief Operating Officer



This certifies that the person named below
has successfully completed the

Lazaro Mendez

HAZWOPER 8 hr Annual Refresher

Curtis Chambers
Trainer Name

09/29/2020
Completion date

This is your pocket card which may be used as
proof of completion of your training.
This training is intended to provide supervisor awareness
for recognizing and preventing hazards on a construction site.
Workers must receive additional training as required for the
specific hazards of their job or federal, state, and local requirements.

Questions?

support@360training.com

visit: www.360training.com/osha-campus

877.881.2235



CERTIFICATE OF COMPLETION

This certifies that

Lazaro Mendez

has successfully completed the course

HAZWOPER 8 hr Annual Refresher



Course Duration
8.0



Completion Date
09/29/2020



Samantha Morcalbano
Chief Operating Officer



This certifies that the person named below
has successfully completed the

Lazaro Mendez
HAZWOPER 8 hr Annual Refresher

Curtis Chambers
Trainer Name

09/29/2020
Completion date

Questions?

support@360training.com

877.881.2235

visit: www.360training.com/osha-campus

This is your pocket card which may be used as
proof of completion of your training.
This training is intended to provide supervisor awareness
for recognizing and preventing hazards on a construction site.
Workers must receive additional training as required for the
specific hazards of their job or federal, state, and local requirements.

(CUT HERE)

(CUT HERE)

(FOLD)



ECO-MAXXTM

GET THE MAXX FOR YOUR USED OIL

Subject:

Fleetio, 2.0 Driver Dashboard, New payroll system, Vehicle maintenance tracking, scheduling and reporting

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	<i>Anthony H. Bradley</i>
7/19/2019	Bob Derr	<i>Bob Derr</i>
7/19/2019	Carlos Gramajo	<i>Carlos Gramajo</i>
7/19/2019	Dean Bailey	<i>Dean Bailey</i>
7/19/2019	Dios Garcia	<i>Dios Garcia</i>
7/19/2019	Doug Young	<i>Doug Young</i>
7/19/2019	Earl Kimbrough	<i>Earl Kimbrough</i>
7/19/2019	Gary Rummell	<i>Gary Rummell</i>
7/19/2019	Ian Rodriguez	<i>Ian Rodriguez</i>
7/19/2019	Javi Marquina	<i>Javi Marquina</i>
7/19/2019	Jay Sigel	<i>Jay Sigel</i>
7/19/2019	Jedidiah Youngcourt	<i>Jedidiah Youngcourt</i>
7/19/2019	Jeff Davis Jr.	<i>Jeff Davis Jr.</i>
7/19/2019	Joe Trimmer	<i>Joe Trimmer</i>
7/19/2019	Johnny Del Rio	<i>Johnny Del Rio</i>
7/19/2019	Josh Eschmann	<i>Josh Eschmann</i>
7/19/2019	Laz Mendez	<i>Laz Mendez</i>
7/19/2019	Matt Elsemore	<i>Matt Elsemore</i>
7/19/2019	Quinn Dowlin	<i>Quinn Dowlin</i>
7/19/2019	Rudy Santana	<i>Rudy Santana</i>
7/19/2019	Ryan Shipp	<i>Ryan Shipp</i>
7/19/2019	Tom Prescott	<i>Tom Prescott</i>
7/19/2019	Victor Rosa	<i>Victor Rosa</i>
7/19/2019	<i>Wintre Biddings</i>	
7/19/2019		



ECO-MAXX™

GET THE MAXX FOR YOUR USED OIL

Subject:

Mobile app, manifests, dispatching and billing. Acumatica

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	<i>Anthony H. Bradley</i>
7/19/2019	Bob Derr	<i>Bob Derr</i>
7/19/2019	Carlos Gramajo	<i>Carlos Gramajo</i>
7/19/2019	Dean Bailey	<i>Dean Bailey</i>
7/19/2019	Dios Garcia	<i>Dios Garcia</i>
7/19/2019	Doug Young	<i>Doug Young</i>
7/19/2019	Earl Kimbrough	<i>Earl Kimbrough</i>
7/19/2019	Gary Rummell	<i>Gary Rummell</i>
7/19/2019	Ian Rodriguez	<i>Ian Rodriguez</i>
7/19/2019	Javi Marquina	<i>Javi Marquina</i>
7/19/2019	Jay Sigel	<i>Jay Sigel</i>
7/19/2019	Jedidiah Youngcourt	<i>Jedidiah Youngcourt</i>
7/19/2019	Jeff Davis Jr.	<i>Jeff Davis Jr.</i>
7/19/2019	Joe Trimmer	<i>Joe Trimmer</i>
7/19/2019	Johnny Del Rio	<i>Johnny Del Rio</i>
7/19/2019	Josh Eschmann	<i>Josh Eschmann</i>
7/19/2019	Laz Mendez	<i>Laz Mendez</i>
7/19/2019	Matt Elsemore	<i>Matt Elsemore</i>
7/19/2019	Quinn Dowlin	<i>Quinn Dowlin</i>
7/19/2019	Rudy Santana	<i>Rudy Santana</i>
7/19/2019	Ryan Shipp	<i>Ryan Shipp</i>
7/19/2019	Tom Prescott	<i>Tom Prescott</i>
7/19/2019	Victor Rosa	<i>Victor Rosa</i>
7/19/2019	<i>Willie Biddings</i>	
7/19/2019		



ECO-MAXX™

GET THE MAXX FOR YOUR USED OIL

Subject:

Pump truck/tractor operation. Drum labeling, handling and storage

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	<i>Anthony K Bradley</i>
7/19/2019	Bob Derr	<i>Bob Derr</i>
7/19/2019	Carlos Gramajo	<i>Carlos Gramajo</i>
7/19/2019	Dean Bailey	<i>Dean Bailey</i>
7/19/2019	Dios Garcia	<i>Dios Garcia</i>
7/19/2019	Doug Young	<i>Doug Young</i>
7/19/2019	Earl Kimbrough	<i>Earl Kimbrough</i>
7/19/2019	Gary Rummell	<i>Gary Rummell</i>
7/19/2019	Ian Rodriguez	<i>Ian Rodriguez</i>
7/19/2019	Javi Marquina	<i>Javi Marquina</i>
7/19/2019	Jay Sigel	<i>Jay Sigel</i>
7/19/2019	Jedidiah Youngcourt	<i>Jedidiah Youngcourt</i>
7/19/2019	Jeff Davis Jr.	<i>Jeff Davis Jr.</i>
7/19/2019	Joe Trimmer	<i>Joe Trimmer</i>
7/19/2019	Johnny Del Rio	<i>Johnny Del Rio</i>
7/19/2019	Josh Eschmann	<i>Josh Eschmann</i>
7/19/2019	Laz Mendez	<i>Laz Mendez</i>
7/19/2019	Matt Elsemore	<i>Matt Elsemore</i>
7/19/2019	Quinn Dowlin	<i>Quinn Dowlin</i>
7/19/2019	Rudy Santana	<i>Rudy Santana</i>
7/19/2019	Ryan Shipp	<i>Ryan Shipp</i>
7/19/2019	Tom Prescott	<i>Tom Prescott</i>
7/19/2019	Victor Rosa	<i>Victor Rosa</i>
7/19/2019	<i>Willie Biddings</i>	
7/19/2019		



ECO-MAXX™

GET THE MAXX FOR YOUR USED OIL

Subject:

Sampling - Customer, truck, trailer, rail, lab, tracking

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	<i>Anthony H. Bradley</i>
7/19/2019	Bob Derr	<i>Bob Derr</i>
7/19/2019	Carlos Gramajo	<i>Carlos Gramajo</i>
7/19/2019	Dean Bailey	<i>Dean Bailey</i>
7/19/2019	Dios Garcia	<i>Dios Garcia</i>
7/19/2019	Doug Young	<i>Doug Young</i>
7/19/2019	Earl Kimbrough	<i>Earl Kimbrough</i>
7/19/2019	Gary Rummell	<i>Gary Rummell</i>
7/19/2019	Ian Rodriguez	<i>Ian Rodriguez</i>
7/19/2019	Javi Marquina	<i>Javi Marquina</i>
7/19/2019	Jay Sigel	<i>Jay Sigel</i>
7/19/2019	Jedidiah Youngcourt	<i>Jedidiah Youngcourt</i>
7/19/2019	Jeff Davis Jr.	<i>Jeff Davis Jr.</i>
7/19/2019	Joe Trimmer	<i>Joe Trimmer</i>
7/19/2019	Johnny Del Rio	<i>Johnny Del Rio</i>
7/19/2019	Josh Eschmann	<i>Josh Eschmann</i>
7/19/2019	Laz Mendez	<i>Laz Mendez</i>
7/19/2019	Matt Elsemore	<i>Matt Elsemore</i>
7/19/2019	Quinn Dowlin	<i>Quinn Dowlin</i>
7/19/2019	Rudy Santana	<i>Rudy Santana</i>
7/19/2019	Ryan Shipp	<i>Ryan Shipp</i>
7/19/2019	Tom Prescott	<i>Tom Prescott</i>
7/19/2019	Victor Rosa	<i>Victor Rosa</i>
7/19/2019	<i>Willie Biddings</i>	<i>Willie Biddings</i>
7/19/2019		



ECO-MAXX™

GET THE MAXX FOR YOUR USED OIL

Subject:

Railcar transloading - hatch, sealing, candy cane, measuring, hose, housekeeping, sludge judge, shipping procedures

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	Anthony H. Bradley
7/19/2019	Bob Derr	Bob Derr
7/19/2019	Carlos Gramajo	Carlos Gramajo
7/19/2019	Dean Bailey	Dean Bailey
7/19/2019	Dios Garcia	Dios Garcia
7/19/2019	Doug Young	Doug Young
7/19/2019	Earl Kimbrough	Earl Kimbrough
7/19/2019	Gary Rummell	Gary Rummell
7/19/2019	Ian Rodriguez	Ian Rodriguez
7/19/2019	Javi Marquina	Javi Marquina
7/19/2019	Jay Sigel	Jay Sigel
7/19/2019	Jedidiah Youngcourt	Jedidiah Youngcourt
7/19/2019	Jeff Davis Jr.	Jeff Davis Jr.
7/19/2019	Joe Trimmer	Joe Trimmer
7/19/2019	Johnny Del Rio	Johnny Del Rio
7/19/2019	Josh Eschmann	Josh Eschmann
7/19/2019	Laz Mendez	Laz Mendez
7/19/2019	Matt Elsemore	Matt Elsemore
7/19/2019	Quinn Dowlin	Quinn Dowlin
7/19/2019	Rudy Santana	Rudy Santana
7/19/2019	Ryan Shipp	Ryan Shipp
7/19/2019	Tom Prescott	Tom Prescott
7/19/2019	Victor Rosa	Victor Rosa
7/19/2019	Willie Biddies	Willie Biddies
7/19/2019		



ECO-MAXXTM

GET THE MAXX FOR YOUR USED OIL

Subject:

Daily/weekly inventory - drums, tanks, trailers, rail - product movement

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	<i>Anthony H. Bradley</i>
7/19/2019	Bob Derr	<i>Bob Derr</i>
7/19/2019	Carlos Gramajo	<i>Carlos Gramajo</i>
7/19/2019	Dean Bailey	<i>Dean Bailey</i>
7/19/2019	Dios Garcia	<i>Dios Garcia</i>
7/19/2019	Doug Young	<i>Doug Young</i>
7/19/2019	Earl Kimbrough	<i>Earl Kimbrough</i>
7/19/2019	Gary Rummell	<i>Gary Rummell</i>
7/19/2019	Ian Rodriguez	<i>Ian Rodriguez</i>
7/19/2019	Javi Marquina	<i>Javi Marquina</i>
7/19/2019	Jay Sigel	<i>Jay Sigel</i>
7/19/2019	Jedidiah Youngcourt	<i>Jedidiah Youngcourt</i>
7/19/2019	Jeff Davis Jr.	<i>Jeff Davis Jr.</i>
7/19/2019	Joe Trimmer	<i>Joe Trimmer</i>
7/19/2019	Johnny Del Rio	<i>Johnny Del Rio</i>
7/19/2019	Josh Eschmann	<i>Josh Eschmann</i>
7/19/2019	Laz Mendez	<i>Laz Mendez</i>
7/19/2019	Matt Elsemore	<i>Matt Elsemore</i>
7/19/2019	Quinn Dowlin	<i>Quinn Dowlin</i>
7/19/2019	Rudy Santana	<i>Rudy Santana</i>
7/19/2019	Ryan Shipp	<i>Ryan Shipp</i>
7/19/2019	Tom Prescott	<i>Tom Prescott</i>
7/19/2019	Victor Rosa	<i>Victor Rosa</i>
7/19/2019	<i>Willie Bradley</i>	
7/19/2019		



ECO-MAXX™

GET THE MAXX FOR YOUR USED OIL

Subject:

Safety Always, e-Log compliance, lunch, break hours

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	Anthony K. Bradley
7/19/2019	Bob Derr	Bob Derr
7/19/2019	Carlos Gramajo	Carlos Gramajo
7/19/2019	Dean Bailey	Dean Bailey
7/19/2019	Dios Garcia	Dios Garcia
7/19/2019	Doug Young	Doug Young
7/19/2019	Earl Kimbrough	Earl Kimbrough
7/19/2019	Gary Rummell	Gary Rummell
7/19/2019	Ian Rodriguez	Ian Rodriguez
7/19/2019	Javi Marquina	Javi Marquina
7/19/2019	Jay Sigel	Jay Sigel
7/19/2019	Jedidiah Youngcourt	Jedidiah Youngcourt
7/19/2019	Jeff Davis Jr.	Jeff Davis Jr.
7/19/2019	Joe Trimmer	Joe Trimmer
7/19/2019	Johnny Del Rio	Johnny Del Rio
7/19/2019	Josh Eschmann	Josh Eschmann
7/19/2019	Laz Mendez	Laz Mendez
7/19/2019	Matt Elsemore	Matt Elsemore
7/19/2019	Quinn Dowlin	Quinn Dowlin
7/19/2019	Rudy Santana	Rudy Santana
7/19/2019	Ryan Shipp	Ryan Shipp
7/19/2019	Tom Prescott	Tom Prescott
7/19/2019	Victor Rosa	Victor Rosa
7/19/2019	Willie Biddings	Willie Biddings
7/19/2019		



ECO-MAXX™

GET THE MAXX FOR YOUR USED OIL

Subject:

SPILL Preparedness - CLEAN UP

Date	Driver Print	Signature
7/19/2019	Anthony Bradley	Anthony H. Bradley
7/19/2019	Bob Derr	Bob Derr
7/19/2019	Carlos Gramajo	
7/19/2019	Dean Bailey	Dean Bailey
7/19/2019	Dios Garcia	
7/19/2019	Doug Young	
7/19/2019	Earl Kimbrough	
7/19/2019	Gary Rummell	Gary Rummell
7/19/2019	Ian Rodriguez	
7/19/2019	Javi Marquina	Javi Marquina
7/19/2019	Jay Sigel	Jay Sigel
7/19/2019	Jedidiah Youngcourt	Jedidiah Youngcourt
7/19/2019	Jeff Davis Jr.	Jeff Davis Jr.
7/19/2019	Joe Trimmer	Joe Trimmer
7/19/2019	Johnny Del Rio	Johnny Del Rio
7/19/2019	Josh Eschmann	Josh Eschmann
7/19/2019	Laz Mendez	
7/19/2019	Matt Elsemore	Matt Elsemore
7/19/2019	Quinn Dowlin	Quinn Dowlin
7/19/2019	Rudy Santana	
7/19/2019	Ryan Shipp	Ryan Shipp
7/19/2019	Tom Prescott	Tom Prescott
7/19/2019	Victor Rosa	Victor Rosa
7/19/2019	Willie Biddings	
7/19/2019		

Eco-Maxx Chain of Custody

[illegible]

Required Information


ECO-MAXX™ GET THE MAXX FOR YOUR USED OIL										ANALYSIS REQUEST AND CHAIN OF CUSTODY RECORD										ECO-MAXX Get the Maxx for Your Used Oil WEBSITE: WWW.ECO-MAXX.NET PHONE: (844) 645-6299																								
Project Manager Jeremy Gudorf										Driver <h1 style="margin: 0;">Section I</h1>										MATRIX TYPE										REQUIRED ANALYSIS										PAGE		OF		
CLIENT (NAME) Eco-Maxx										CLIENT EMAIL jgudorf@eco-maxx.net										<div style="display: flex; justify-content: space-around;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">COMPOSITE (C) OR GRAB (G) INDICATE</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">AQUEOUS (WATER)</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">SOLID OR SEMISOLID</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">AIR</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">NONAQUEOUS LIQUID (OIL, SOLVENT...)</div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">PCB</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">RFO</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">REBUTAL</div> </div>										STANDARD REPORT DELIVERY DATE DUE _____										<input type="radio"/>				
CLIENT ADDRESS (CHECK ONE) 32 Ward Road, North Tonawanda, NY 14120										6485 Ridings Road Syracuse, NY 13206																				EXPEDITED REPORT DELIVERY (SURCHARGE) DATE DUE _____										<input type="radio"/>				
SAMPLE										SAMPLE IDENTIFICATION																				NUMBER OF CONTAINERS SUBMITTED										REMARKS				
DATE					TIME					<div style="display: flex; justify-content: space-around;"> <h1 style="margin: 0;">Section II</h1> <h1 style="margin: 0;">Section III</h1> </div>										<div style="display: flex; justify-content: space-around;"> <h1 style="margin: 0;">Section IV</h1> </div>																								
RELINQUISHED BY: (SIGNATURE)					DATE					TIME					RELINQUISHED BY: (SIGNATURE)					DATE					TIME																			
RECEIVED BY: (SIGNATURE)					DATE					TIME					RECEIVED BY: (SIGNATURE)					DATE					TIME																			
RECEIVED FOR LABORATORY BY (SIGNATURE)										DATE					TIME					CUSTODY INTACT YES <input type="radio"/> NO <input type="radio"/>					CUSTODY SEAL NO.					A.T.T. LOG NO.					LABORATORY REMARKS									

Eco-Maxx Chain of Custody

Section I

**Driver: Print both
first and last name**

**Client Address: Select
the facility from
which the sample will
be sent.**

 ECO-MAXX TM GET THE MAXX FOR YOUR USE		ANALYSIS REQUEST AT CHAIN OF CUSTODY REC	
Project Manager Jeremy Gudorf		Driver 	
CLIENT (NAME) Eco-Maxx		CLIENT EMAIL jgudorf@eco-maxx.net	
CLIENT ADDRESS (CHECK ONE)			
32 Ward Road, North Tonawanda, NY 14120		<input type="checkbox"/>	
6485 Ridings Road Syracuse, NY 13206		<input type="checkbox"/>	
SAMPLE		SAMPLE IDENTIFICATION	
DATE	TIME		

COMPOSITE (C) OR GRAB (G) INDICATE

Eco-Maxx Chain of Custody

Section II

Sample Identification: Enter the client name of truck number on each sample bottle label 

Sample: Fill out the date and time each sample was taken.

[illegible]

Eco-Maxx Chain of Custody

Section III

Require Analysis: Annotate which analysis is needed for each sample.

Matrix Type:
Identify each
sample as a grab
(G) or composite
(C). Annotate if
the sample is
aqueous, solid, air,
or non-aqueous.

MATRIX TYPE	REQUIRED ANALYSIS							
COMPOSITE (C) OR GRAB (G) INDICATE								
AQUEOUS (WATER)								
SOLID OR SEMISOLID								
AIR								
NONAQUEOUS LIQUID (OIL, SOLVENT...)								
(TURE)	DATE	TIME	RELINQUISHED BY: (SIGNATURE)					

Eco-Maxx Chain of Custody

Section IV

**Relinquished
By: Sign, date
and annotate
the time the
sample was
package for
delivery.**

RELINQUISHED BY: (SIGNATURE)	DATE	TIME	RE
RECEIVED BY: (SIGNATURE)	DATE	TIME	RE

**Received By: Whoever receives
the packaged sample must sign,
date and annotate the time it
was received.**

From: [Shirley Wagner](#)
To: [Matt Gudorf \(Eco-Maxx\)](#)
Cc: [Gary Rummell](#); [Jeremy Gudorf \(Eco\)](#); [Dean Bailey](#)
Subject: Safety Call Recap
Date: Wednesday, April 7, 2021 7:15:39 AM

Roll call

COVID ? We did have a team member and spouse who got it . Wear mask, sanitize hands

Stats Month of March

1. Johnny 1443 miles 97.9%

Rod Denson 3700 miles 97.5% disqualified at fault

2. Anthony 2000 97.1%

3. Jay 5600 miles 97%

Two drivers at fault disqualified

Looking at new e-log backup camera we need 4 drivers to test.

Cross over mirror? ask Gary or Jeremy

Drum labels being shipped out, preprinted, they must be on all drums

Supply check

Gary dex 1000

Shirley Wagner
Technical Field Specialist



swagner@eco-maxx.com

www.eco-maxx.com

330-338-3507



American Testing Technologies, Inc.

ECO-MAXX
Attn: Jeremy Gudorf
7400 NW 77th Terr
Medley FL 33166

Date Received: 01/28/2021
Date Reported: 01/29/2021
Date Collected: 01/26/2021
Time Collected: 8:00 AM
Matrix: Oil
Client ID #: GATX 30425
Laboratory ID #: 012821-39

Certificate of Analysis

<u>Parameter</u>	<u>Result</u>	<u>Method</u>	<u>Date of Analysis</u>
Arsenic	<2.0 ppm	6010C	01/29/2021
Cadmium	<2.0 ppm	6010C	01/29/2021
Chromium	<5.0 ppm	6010C	01/29/2021
Lead	6.2 ppm	6010C	01/29/2021
PCBs	<2.0 ppm	8082	01/29/2021
Water	4.2 %	D95	01/28/2021
BS&W, %	4.2 %	D1796	01/28/2021
Sulfur, Wt%	0.10 %	D4294	01/28/2021
Total Halogens	500 ppm	9075	01/28/2021
Ash	0.60 %	D482-02	01/28/2021
BTU	134,300 Btu/gal	D240-09	01/28/2021
BTU	18,400 Btu/lb	D240-09	01/28/2021
API Gravity@60F	30	D4052	01/28/2021
Density	7.30 lb/gal	D4052	01/28/2021
Flash Point	>200 °F	D93	01/28/2021

Final report reviewed by:


Laboratory Manager

Page 2 of 2



American Testing Technologies, Inc.

ECO-MAXX
Attn: Jeremy Gudorf
7400 NW 77th Terr
Medley FL 33166

Date Received: 01/11/2021
Date Reported: 01/13/2021
Date Collected: 01/08/2021
Time Collected: 8:00 AM
Matrix: Oil
Client ID #: GATX 200916
Laboratory ID #: 011121-30

Certificate of Analysis

<u>Parameter</u>	<u>Result</u>	<u>Method</u>	<u>Date of Analysis</u>
Arsenic	<2.0 ppm	6010C	01/11/2021
Cadmium	<2.0 ppm	6010C	01/11/2021
Chromium	<5.0 ppm	6010C	01/11/2021
Lead	6.0 ppm	6010C	01/11/2021
PCBs	<2.0 ppm	8082	01/12/2021
Water	6.7 %	D95	01/11/2021
BS&W, %	7.0 %	D1796	01/11/2021
Sulfur, Wt%	0.14 %	D4294	01/11/2021
Total Halogens	580 ppm	9075	01/11/2021
Ash	0.75 %	D482-02	01/11/2021
BTU	132,130 Btu/gal	D240-09	01/11/2021
BTU	18,100 Btu/lb	D240-09	01/11/2021
API Gravity@60F	30	D4052	01/11/2021
Density	7.30 lb/gal	D4052	01/11/2021
Flash Point	>200 °F	D93	01/11/2021

Final report reviewed by:


Laboratory Manager

Page 2 of 2



American Testing Technologies, Inc.

ECO-MAXX
Attn: Jeremy Gudorf
7400 NW 77th Terr
Medley FL 33166

Date Received: 11/04/2020
Date Reported: 11/06/2020
Date Collected: 11/03/2020
Time Collected: 4:30 PM
Matrix: Oil
Client ID #: GATX 200916
Laboratory ID #: 110420-07

Certificate of Analysis

<u>Parameter</u>	<u>Result</u>	<u>Method</u>	<u>Date of Analysis</u>
Arsenic	<2.0 ppm	6010C	11/04/2020
Cadmium	<2.0 ppm	6010C	11/04/2020
Chromium	<5.0 ppm	6010C	11/04/2020
Lead	7.5 ppm	6010C	11/04/2020
PCBs	<2.0 ppm	8082	11/04/2020
Water	4.5 %	D95	11/04/2020
BS&W, %	4.5 %	D1796	11/04/2020
Sulfur, Wt%	0.18 %	D4294	11/04/2020
Total Halogens	470 ppm	9075	11/04/2020
Ash	0.73 %	D482-02	11/04/2020
BTU	135,580 Btu/gal	D240-09	11/04/2020
BTU	18,700 Btu/lb	D240-09	11/04/2020
API Gravity@60F	31	D4052	11/04/2020
Density	7.25 lb/gal	D4052	11/04/2020
Flash Point	>200 °F	D93	11/04/2020

Final report reviewed by:



Laboratory Manager

Page 2 of 2



American Testing Technologies, Inc.

ECO-MAXX
Attn: Jeremy Gudorf
7400 NW 77th Terr
Medley FL 33166

Date Received: 06/07/2019
Date Reported: 06/10/2019
Matrix: Oil
Method: 8082/9075
Date of Analysis: 06/10/2019

Certificate of Analysis

Lab ID No.	Client ID No.	Date Collected	PCBs, PPM	Total Halogens, PPM
060719-09	GATX53506	06/04/2019 @ 8:00 AM	<2	570

Final report reviewed by:


Laboratory Manager



American Testing Technologies, Inc.

ECO-MAXX

Attn: Jeremy Gudorf

7400 NW 77th Terr

Medley FL 33166

Date Received: 05/20/2019

Date Reported: 05/22/2019

Matrix: Oil

Method: 8082/9075

Date of Analysis: 05/20-05/21/2019

Certificate of Analysis

Lab ID No.	Client ID No.	Date Collected	PCBs, PPM	Total Halogens, PPM
052019-07	Used Oil T37	05/09/2019 @ NA	<2	630
052019-08	Used Oil T37	05/10/2019 @ NA	<2	610
052019-09	Used Oil T37	05/13/2019 @ NA	<2	620
052019-10	Used Oil T37	05/14/2019 @ NA	<2	560
052019-11	Used Oil T37	05/15/2019 @ NA	<2	530
052019-12	GATX57912	05/15/2019 @ NA	<2	530

Final report reviewed by:


Laboratory Manager

Page 2 of 2

1350 Home Avenue Akron, Ohio 44310

Toll Free: 877.634.9906

Phone: 330.634.9906

Fax: 330.634.9907

www.AmericanTestingTechnologies.com



American Testing Technologies, Inc.

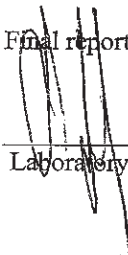
Superior Lubricants Company
Attn: Jeremy Gudorf
7400 NW 77th Terr
Medley FL 33166

Date Received: 05/10/2019
Date Reported: 05/12/2019
Date Collected: 05/01/2019
Time Collected: 9:00
Matrix: Oil
Client ID #: TILX250304
Laboratory ID #: 051019-17

Certificate of Analysis

<u>Parameter</u>	<u>Result</u>	<u>Method</u>	<u>Date of Analysis</u>
PCBs	<2.0 ppm	8082	05/12/2019
Total Halogens	580 ppm	9075	05/10/2019

Final report reviewed by:



Laboratory Manager



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

4/15/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER M & T Insurance Agency, Inc. 285 Delaware Avenue, Ste 4000 Buffalo NY 14202	CONTACT NAME: Commercial Lines Department PHONE (A/C, No, Ext): 716-853-7960 E-MAIL ADDRESS: CLServicing@mtb.com FAX (A/C, No): (855)595-4605
INSURED Emaxx Miami, LLC 7400 NW 77 Terrace Medley, FL 33166	INSURER(S) AFFORDING COVERAGE INSURER A: Old Republic Ins Co INSURER B: Great American Ins Co INSURER C: Certain Underwriters at Lloyds INSURER D: INSURER E: INSURER F:

COVERAGES**CERTIFICATE NUMBER:** 1148944718**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:			MWZY312371	3/1/2020	3/1/2021	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			MWTB312370	3/1/2020	3/1/2021	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			TUU024586809	3/1/2020	3/1/2021	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000 \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N	N/A	MWC312372	3/1/2020	3/1/2021	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
C	Pollution Liability Site & Transported Cargo Off Site Operations			SPL-0000038-01	10/4/2017	10/4/2020	Incident/ Agg Retention \$ 5,000,000 25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Umbrella is not over Pollution Policy

The following forms apply per indicators (Y) marked above if required by written contract:

#CG 20 37 04 13: General Liability - Additional Insured - Owners, Lessees & Contractors

#CG 24 04 05 09: General Liability - Waiver of Transfer of Rights of Recovery (Waiver of subrogation)

#CG 20 01 04 13: General Liability - Additional Insureds - Primary and Noncontributory

#CA 20 48 10 13: Auto - Additional Insured - All persons or organizations

#CA 04 44 10 13: Auto - Waiver of Transfer of Rights of Recovery Against Others to Us

#GAI 6113: Umbrella General Liability - Following Form

See Attached...

CERTIFICATE HOLDER**CANCELLATION**Florida Dept of Environmental Protection FDEP
Dept Waste Management Division-HWRS, MS4560
2500 Blair Stone Road
Tallahassee FL 32399-2400

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**ADDITIONAL REMARKS SCHEDULE**Page 1 of 1

AGENCY M & T Insurance Agency, Inc.		NAMED INSURED Emaxx Miami, LLC 7400 NW 77 Terrace Medley, FL 33166
POLICY NUMBER		
CARRIER	NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: 25 **FORM TITLE:** CERTIFICATE OF LIABILITY INSURANCE

#GAI 6106: Umbrella Auto Liability - Following Form

DEP ID No: FLR000227546 Loc: 7496 NW 69th Avenue Medley FL 33166
DEP ID No: FLR000223313 Loc: 7400 NW 77th Terrace Medley FL 33166

2001 Peterbilt VIN: 2NPNLZ9XX1M569033
2005 Peterbilt VIN: 2NPNDH7X15M844477



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

4/15/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER M & T Insurance Agency, Inc. 285 Delaware Avenue, Ste 4000 Buffalo NY 14202	CONTACT NAME: Commercial Lines Department PHONE (A/C, No, Ext): 716-853-7960 E-MAIL ADDRESS: CLServicing@mtb.com FAX (A/C, No): (855)595-4605
INSURED Emaxx Miami, LLC 7400 NW 77 Terrace Medley, FL 33166	INSURER(S) AFFORDING COVERAGE INSURER A: Old Republic Ins Co INSURER B: Great American Ins Co INSURER C: Certain Underwriters at Lloyd's INSURER D: INSURER E: INSURER F:

COVERAGES

CERTIFICATE NUMBER: 236715949

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:			MWZY312371	3/1/2019	3/1/2020	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			MWTB312370	3/1/2019	3/1/2020	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			TUU024586808	3/1/2019	3/1/2020	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000 \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A				PER STATUTE E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
C	Pollution Liability Site & Transported Cargo Off Site Operations			SPL-0000038-01	10/4/2017	10/4/2020	Incident/ Agg Retention \$ 5,000,000 25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Umbrella is not over Pollution Policy
The following forms apply per indicators (Y) marked above if required by written contract:
#CG 20 37 04 13: General Liability - Additional Insured - Owners, Lessees & Contractors
#CG 24 04 05 09: General Liability - Waiver of Transfer of Rights of Recovery (Waiver of subrogation)
#CG 20 01 04 13: General Liability - Additional Insureds - Primary and Noncontributory
#CA 20 48 10 13: Auto - Additional Insured - All persons or organizations
#CA 04 44 10 13: Auto - Waiver of Transfer of Rights of Recovery Against Others to Us
#GAI 6113: Umbrella General Liability - Following Form
See Attached...

CERTIFICATE HOLDER**CANCELLATION**

Florida Dept of Environmental Protection FDEP
Dept Waste Management Division-HWRS, MS4560
2500 Blair Stone Road
Tallahassee FL 32399-2400

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**ADDITIONAL REMARKS SCHEDULE**Page 1 of 1

AGENCY M & T Insurance Agency, Inc.		NAMED INSURED Emaxx Miami, LLC 7400 NW 77 Terrace Medley, FL 33166
POLICY NUMBER		
CARRIER	NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: 25 **FORM TITLE:** CERTIFICATE OF LIABILITY INSURANCE

#GAI 6106: Umbrella Auto Liability - Following Form

DEP ID No: FLR000227546 Loc: 7496 NW 69th Avenue Medley FL 33166
DEP ID No: FLR000223313 Loc: 7400 NW 77th Terrace Medley FL 33166

2001 Peterbilt VIN: 2NPNLZ9XX1M569033
2005 Peterbilt VIN: 2NPNDH7X15M844477



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

4/15/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

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PRODUCER M & T Insurance Agency, Inc. 285 Delaware Avenue, Ste 4000 Buffalo NY 14202	CONTACT NAME: Commercial Lines Department PHONE (A/C, No, Ext): 716-853-7960 E-MAIL ADDRESS: CLServicing@mtb.com FAX (A/C, No): (855)595-4605
INSURED Emaxx Miami, LLC 7400 NW 77 Terrace Medley, FL 33166	INSURER(S) AFFORDING COVERAGE INSURER A: Old Republic Ins Co INSURER B: Great American Ins Co INSURER C: Berkley Insurance Company INSURER D: INSURER E: INSURER F:

COVERAGES

CERTIFICATE NUMBER: 1502442473

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:			MWZY312371	3/1/2021	3/1/2022	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			MWTB31237021	3/1/2021	3/1/2022	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			TUU024586809	3/1/2021	3/1/2022	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000 \$
A	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N	N/A	MWC312372	3/1/2021	3/1/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
C	Pollution Liability Site & Transported Cargo Off Site Operations			FE-EIL-27913-00	10/4/2020	10/4/2023	Incident/ Agg Retention \$ 5,000,000 25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Umbrella is not over Pollution Policy
The following forms apply per indicators (Y) marked above if required by written contract:
#CG 20 37 04 13: General Liability - Additional Insured - Owners, Lessees & Contractors
#CG 24 04 05 09: General Liability - Waiver of Transfer of Rights of Recovery (Waiver of subrogation)
#CG 20 01 04 13: General Liability - Additional Insureds - Primary and Noncontributory
#CA 20 48 10 13: Auto - Additional Insured - All persons or organizations
#CA 04 44 10 13: Auto - Waiver of Transfer of Rights of Recovery Against Others to Us
#GAI 6113: Umbrella General Liability - Following Form
See Attached...

CERTIFICATE HOLDER**CANCELLATION**

Florida Dept of Environmental Protection FDEP
Dept Waste Management Division-HWRS, MS4560
2500 Blair Stone Road
Tallahassee FL 32399-2400

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**ADDITIONAL REMARKS SCHEDULE**Page 1 of 1

AGENCY M & T Insurance Agency, Inc.		NAMED INSURED Emaxx Miami, LLC 7400 NW 77 Terrace Medley, FL 33166
POLICY NUMBER		
CARRIER	NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: 25 **FORM TITLE:** CERTIFICATE OF LIABILITY INSURANCE

#GAI 6106: Umbrella Auto Liability - Following Form

DEP ID No: FLR000227546 Loc: 7496 NW 69th Avenue Medley FL 33166
DEP ID No: FLR000223313 Loc: 7400 NW 77th Terrace Medley FL 33166

2001 Peterbilt VIN: 2NPNLZ9XX1M569033
2005 Peterbilt VIN: 2NPNDH7X15M844477

USDOT Number: _____ Date Received: _____

A Federal Agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0008. Public reporting for this collection of information is estimated to be approximately 2 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, Washington, D.C. 20590.



United States Department of Transportation
Federal Motor Carrier Safety Administration

**Endorsement for Motor Carrier Policies of Insurance for Public Liability
under Sections 29 and 30 of the Motor Carrier Act of 1980**

FORM MCS-90

Issued to Emaxx Miami, LLC of FL
(Motor Carrier name) (Motor Carrier state)

Dated at 3:42 PM on this 29th day of March, 2019

Amending Policy Number: MWTB312370 Effective Date: 03/01/19

Name of Insurance Company: Old Republic Insurance Company

Countersigned by:

(authorized company representative)

The policy to which this endorsement is attached provides primary or excess insurance, as indicated for the limits shown (check only one):

- ☒ This insurance is primary and the company shall not be liable for amounts in excess of \$ 1,000,000 for each accident.
- ☐ This insurance is excess and the company shall not be liable for amounts in excess of \$ _____ for each accident in excess of the underlying limit of \$ _____ for each accident.

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: 877-797-3400.

Cancellation of this endorsement may be effected by the company of the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under 49 U.S.C. 13901, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, DC).

Filings must be transmitted online via the Internet at <http://www.fmcsa.dot.gov/urs>.

(continued on next page)

DEFINITIONS AS USED IN THIS ENDORSEMENT

Accident includes continuous or repeated exposure to conditions which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

Motor Vehicle means a land vehicle, machine, truck, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

Bodily Injury means injury to the body, sickness, or disease to any person, including death resulting from any of these.

Property Damage means damage to or loss of use of tangible property.

Environmental Restoration means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measures taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife.

Public Liability means liability for bodily injury, property damage, and environmental restoration.

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Motor Carrier Safety Administration (FMCSA).

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Sections 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon,

or violation thereof, shall relieve the company from liability or from the payment of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of any one accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

(continued on next page)

SCHEDULE OF LIMITS — PUBLIC LIABILITY

Type of carriage	Commodity transported	January 1, 1985
(1) For-hire (in interstate or foreign commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Property (nonhazardous)	\$750,000
(2) For-hire and Private (in interstate, foreign, or intrastate commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403.	\$5,000,000
(3) For-hire and Private (in interstate or foreign commerce, in any quantity; or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,000 or more pounds).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	\$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,000 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of a Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	\$5,000,000

*The schedule of limits shown does not provide coverage. The limits shown in the schedule are for information purposes only.

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USDOT Number: _____ Date Received: _____

A Federal Agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0008. Public reporting for this collection of information is estimated to be approximately 2 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, Washington, D.C. 20590.



United States Department of Transportation
Federal Motor Carrier Safety Administration

**Endorsement for Motor Carrier Policies of Insurance for Public Liability
under Sections 29 and 30 of the Motor Carrier Act of 1980**

FORM MCS-90

Issued to Emaxx Miami, LLC of Florida
(Motor Carrier name) (Motor Carrier state)

Dated at 3:43 pm on this 25th day of March, 2020

Amending Policy Number: MWTB 312370 Effective Date: 03/01/20

Name of Insurance Company: Old Republic Insurance Company

Countersigned by:

(authorized company representative)

The policy to which this endorsement is attached provides primary or excess insurance, as indicated for the limits shown (check only one):

- ☒ This insurance is primary and the company shall not be liable for amounts in excess of \$ 2,000,000 for each accident.
- ☐ This insurance is excess and the company shall not be liable for amounts in excess of \$ _____ for each accident in excess of the underlying limit of \$ _____ for each accident.

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: 877-797-3400.

Cancellation of this endorsement may be effected by the company of the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under 49 U.S.C. 13901, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, DC).

Filings must be transmitted online via the Internet at <http://www.fmcsa.dot.gov/urs>.

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DEFINITIONS AS USED IN THIS ENDORSEMENT

Accident includes continuous or repeated exposure to conditions which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

Motor Vehicle means a land vehicle, machine, truck, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

Bodily Injury means injury to the body, sickness, or disease to any person, including death resulting from any of these.

Property Damage means damage to or loss of use of tangible property.

Environmental Restoration means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measures taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife.

Public Liability means liability for bodily injury, property damage, and environmental restoration.

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Motor Carrier Safety Administration (FMCSA).

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Sections 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon,

or violation thereof, shall relieve the company from liability or from the payment of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of any one accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

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SCHEDULE OF LIMITS — PUBLIC LIABILITY

Type of carriage	Commodity transported	January 1, 1985
(1) For-hire (in interstate or foreign commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Property (nonhazardous)	\$750,000
(2) For-hire and Private (in interstate, foreign, or intrastate commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403.	\$5,000,000
(3) For-hire and Private (in interstate or foreign commerce, in any quantity; or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,000 or more pounds).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	\$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,000 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of a Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	\$5,000,000

*The schedule of limits shown does not provide coverage. The limits shown in the schedule are for information purposes only.

USDOT Number: _____ Date Received: _____

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United States Department of Transportation
Federal Motor Carrier Safety Administration

**Endorsement for Motor Carrier Policies of Insurance for Public Liability
under Sections 29 and 30 of the Motor Carrier Act of 1980**

FORM MCS-90

Issued to Emaxx Miami LLC of Florida
(Motor Carrier name) (Motor Carrier state)

Dated at 2:15 PM on this 25th day of February, 2021

Amending Policy Number: MWTB 312370 21 Effective Date: 03/01/21

Name of Insurance Company: Old Republic Insurance Company

Countersigned by:

(authorized company representative)

The policy to which this endorsement is attached provides primary or excess insurance, as indicated for the limits shown (check only one):

- ☒ This insurance is primary and the company shall not be liable for amounts in excess of \$ 2,000,000 for each accident.
- ☐ This insurance is excess and the company shall not be liable for amounts in excess of \$ _____ for each accident in excess of the underlying limit of \$ _____ for each accident.

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: 877-797-3400.

Cancellation of this endorsement may be effected by the company of the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under 49 U.S.C. 13901, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, DC).

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SCHEDULE OF LIMITS — PUBLIC LIABILITY

Type of carriage	Commodity transported	January 1, 1985
(1) For-hire (in interstate or foreign commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Property (nonhazardous)	\$750,000
(2) For-hire and Private (in interstate, foreign, or intrastate commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403.	\$5,000,000
(3) For-hire and Private (in interstate or foreign commerce, in any quantity; or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,000 or more pounds).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	\$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,000 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of a Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	\$5,000,000

*The schedule of limits shown does not provide coverage. The limits shown in the schedule are for information purposes only.

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Sampling Procedures

Materials Needed

- Composite Liquid Waste Analyzer
“Coliwasa”
- Bucket
- Sample Jar
- Absorbents
- Gloves
- Sample Jar Label
- Rags



The Purpose of the Sample

- Samples are our first line of defense against contamination.
- Good representative samples help identify the quality of product being collected.
- Samples help identify contaminants early, protecting the employees, and the product.
- Samples are the fastest way to identify the source of contamination during an investigation.



Composite Liquid Waste Analyzer

“COLIWASA”

- Coliwasas are a hollow tube used for pulling a core sample of the fluid being collected.
- There is a handle on one end, and a plug on the other hand. Some have a check valve in place of a drum. Ensure the coliwasa opens and closes freely.
- Select the appropriate length coliwasa for the size tank being sampled (4', 7', and 2 piece 10' sizes).



Coliwasa Operation

- Check that the Coliwasa opens and closes freely. If the coliwasa has a check valve, make sure it moves freely.
- Open the coliwasa completely. Submerge the coliwasa completely, ensuring the coliwasa stays open until it reaches the bottom of the tank/drum being sampled.
- Remove the coliwasa from the liquid, cleaning it as it comes out.

Coliwasa Operation Continued

- Place the bottom of the coliwasa in a bucket, or directly into the sample jar.
- Open the plunger, let the fluid drain into the sample jar.
- If the coliwasa has a check valve, empty it into a bucket first, then pour the sample into the sample jar.
- Not any layers present in the sample.
- Close the lid, and seal the sample with a sample jar label.



Sample Types

Grab and Composite Samples

- The single most important activity with regard to oil/antifreeze analysis is the practice of obtaining a representative sample. A sample that is not representative of the oil/antifreeze in **all** of the customer's containers will give false and misleading information. To be representative, samples must be collected from **each** tank, drum or container.
- **Grab** samples are samples that are taken from a single container. If a customer has oil/antifreeze in a single container such as a tank, a grab sample will be representative of the oil/antifreeze. However, if the customer's oil/antifreeze is in more than one container, then a **composite** sample is necessary. For a composite sample to be representative, *each* container must be sampled. These individual samples are then combined into one composite sample.

Composite Sampling Multiple Containers

- It is import that all containers, no matter how small, are sampled before collecting.
- If there are multiple containers, pull a representative sample from all containers.
- Mix each pull in a clean bucket.
- Once all containers have been sampled and mixed in a bucket, pour the sample into a sample jar.
- Seal the jar with a sample jar label.



Truck Retain Samples

- Sample each truck before offloading.
- Run a Chlor-D-Tect 1000 test kit on that sample.
- Send the sample out for an additional PCB test by American Testing Technologies in Akron OH.
- Be sure the sample is representative of the total load. If there are 1000 gallons in one compartment, and 3000 gallons in another compartment, the sample must comprise of three parts rear compartment, and one part front compartment.

Tank Car Sampling

- Using the two piece coliwasa (Sludge Judge), pull a top to bottom sample from the rail car.
- Empty the contents into a bucket.
- Transfer the fluid from the bucket into a 16oz sample jar.
- Pull a secondary sample.
- One sample should go to American Testing Technologies for a PCB analysis, the second will be sent to the appropriate buyer's lab.

Sample Jar Labeling

- It is important that sample jars are labeled with the customer name, the date and time the sample was pulled, and the initials of the driver.
- To ensure the label stays on the jar, the jar should be wiped clean with a rag before the label is applied.
- The customer will sign the sample label with the invoice for the service.
- This helps to quickly identify sources of contamination in the event of an investigation.

Sample Jars

- There are two types of jars, 4oz and 16 jars.
- The smaller jars are for customer retains.
- The larger jars are for truck, tank and rail retains.
- To prevent any contamination, a new jar should be used for every sample.



Sample Storage

- For reference, in the event of contamination, or as a quality control check; retain samples should be stored for a minimum of 90 days.
- Samples should be kept in a dry, secure area, where they can be quickly referenced.
- Samples should be labeled, ordered by date, and then by truck/driver.



Protecting Yourself

- Used oil, antifreeze and oily water can contain any number of unknown contaminants.
- To prevent exposure, it is important that you protect yourself appropriately.
- Oil resistant gloves are a must. Using materials that are absorbent could allow for fluid to soak through, exposing the user to potentially hazardous materials.
- Clean rags should be used at each location. Make sure that rags are disposed of when they are saturated. This will reduce exposure, and prevent cross contamination.
- Don't pump because the customer wants you to. Only pump fluid if you feel it is free of contaminants. Contamination can put yourself, and others at risk of exposure.



Oil and Antifreeze Collection Procedures

Purpose:

The purpose of this procedure is to provide instructions for the collection and proper management of bulk used oil and antifreeze.

Scope:

Responsibilities:

Transportation Manager

Ensure that the oil and antifreeze collection procedures are implemented.

Oil Service Representatives

Collect oil and antifreeze from customers, obtain retain samples, and perform screening tests.

Definitions:

CESQG

A customer that generates less than 220 lbs. of hazardous waste in any single month.

COLIWASA

A sampling tool used to sample free-flowing liquids and slurries in containers and tanks. Especially useful for sampling waste that consists of several liquid phases.

Composite Sample

A sample created by mixing two or more samples together.

Customer Retain Sample

A grab or composite sample of oil/antifreeze taken from every container or tank at a customer's site. Retain samples are used to identify the source of contamination if found in an oil/antifreeze load.

Grab Sample

A sample taken from a single point.

Headspace

The vapor mixture trapped above a liquid in a sealed tank, container, or sample jar.

High Risk Sources

Sources of used oil or antifreeze that may represent a high risk of contamination such as PCBs, silicon, chlorinated solvents, or any other contaminants that Superior Lubricants is not permitted to handle. These include, but are not limited to, used oil/antifreeze from the following sources:

1. electrical service, repair, and utility facilities
2. **all non-automotive used oil stored in drums**
3. generators that have previously been identified as being high risk waste generators
4. generators with used oil/antifreeze that contain detectable levels of PCBs (2 ppm or greater)
5. generators whose used oil has failed the Dexsil Clor-D-Test test.
6. “Do-It-Yourself” (DIY) storage tank/container sites that have no controlled access
7. scrap yards/junk yards - includes, but is not limited to a facility that:
 - Salvages scrap metal of any kind,
 - Processes scrap metal,
 - Stores scrap metal,
 - Crushes or shreds automobiles,
 - Dismantles automobiles or refurbishes industrial equipment such as hydraulic machines and electrical transformers, or dismantles ships
8. sewage treatment plants
9. third party oil collectors where the waste composition varies over time depending on the original source
 - oil purchased from a vendor (customer) who is actively collecting, buying or brokering used oil/oil filters from outside sources.
10. dismantling of an old plant
11. source or generator is unknown, irregular or cannot be verified
12. oil or antifreeze that exhibits unusual characteristics

LQG

A customer that generates more than 2,200 lbs. of hazardous waste in any single month.

PCB

A chemical highly regulated by EPA. Superior Lubricants cannot manage PCBs under the Oil and Antifreeze Collection Program.

**Pre-qualification
(Prequal)**

Detailed laboratory analysis of a used oil/antifreeze sample performed at the RFT Lab. A subsequent evaluation is performed by the RFT Approval Group in Niagara Falls before the oil/antifreeze can be picked up.

SQG

A customer that generates less than 2,200 lbs. of hazardous waste in any single month.

Truck Retain Sample

A grab sample taken from an oil truck before it is unloaded.

Used Antifreeze	Any liquid containing ethylene/propylene glycol or alcohol that has been used for engine cooling or heating systems.
Used Oil	Any oil that has been refined from crude oil or any synthetic oil that has been contaminated by physical or chemical impurities during the use of the oil. Used oil is federally regulated under RCRA Regulations found in 40 CFR 279 and associated state regulations. For the purposes of this OG, “used” and “waste” oil are considered the same thing, and “used” oil will be the term used throughout this procedure. Petroleum hydrocarbons used as solvents are specifically excluded from the definition of used oil.
Utility	Any electrical power generating location, including automotive and industrial maintenance repair activities.

Related Documents:

Dexsil Kit Process	A procedure to deactivate spent and expired Dexsil Clor-D-Tect 1000 halogen test kits.
Oil Service Flow Chart Automotive	A flow chart illustrating the procedures for collecting used oil/antifreeze at an automotive customer.
Oil Service non-automotive	A flow chart illustrating the procedures for collecting used oil/antifreeze at a non-automotive customer.
Oil Services High Risk	A flow chart illustrating the procedures for collecting used oil/antifreeze from a high risk oil/antifreeze customer.
PCB Sample	A form used to document the PCB analysis performed on oil/antifreeze samples from high risk sources.

Overview:

These procedures are based on US EPA regulations for collection and transportation of used oil and antifreeze. According to EPA and many states, used oil and antifreeze are not a hazardous waste. Some states do regulate used oil and antifreeze as hazardous waste. If your state regulates used oil or antifreeze as a hazardous waste, a hazardous waste manifest will be required for transportation. Your EHS Manager will provide guidance on your specific state.

The **Used Oil Acceptance Criteria** should be used to determine which oil types can be approved into this program.

Fuel oils such as diesel, heating oil, and kerosene are **not allowed** to be picked up under the procedures in this OG.

SERVICE RESPONSIBILITIES	
Sales	OSR
1. Take a sample for pre-qualification and pre-shipment evaluations and prepare them for shipment.	1. Complete service order
2. Complete waste profiles and PCB Control Forms for pre-qualification evaluations.	2. Verify that the customer has a valid pre-qualification approval if an approval is required.
3. Ensure that oil/antifreeze from the non-automotive category and high risk sources are pre-qualified before pick up.	3. Take samples of oil/antifreeze before pumping it onto the truck.
4. Contact the customer if there are problems with the oil/antifreeze or if additional lab analysis is needed.	4. Test the oil or antifreeze before pumping it onto the truck*.
	5. Reject the oil or antifreeze if it does not pass the test.

* disciplinary procedures will be implemented in response to spills due to truck overfills.

Sample Collection Procedures

There are 3 different collection procedures. One is for oil/antifreeze collected from automotive categories, the second is for oil/antifreeze collected from non-automotive categories, and the third is for oil/antifreeze collected from high risk sources. The next table lists the required collection procedures for each. We will service if existing customer before October 2014.

Collection Requirement	Collection Procedure #1 Automotive Categories	Collection Procedure #2 We will service if existing before October 2014 Non-Automotive Categories	Collection Procedure #3 We will not service High Risk Sources
Pre-qualification Samples (Prequal)	No	Yes (results must be received prior to the initial collection only)	Yes (results must be received prior to the initial collection only)
Pre-shipment PCB and Silicon Samples			(PCB and Silicon results must be received prior to each collection or the initial pre-qualification collection.)
Customer Retain Samples	Yes	Yes	Yes
Truck Retain Samples	Yes	Yes	Yes
Field Test Sampling for Halogens	Yes, for SQG & LQG only.	Yes, for SQG & LQG only.	Yes, for all generators
	Field testing is not required for antifreeze unless it is commingled with used oil.		
	Important note! Some States require field testing for all generators. Check with your EHS Manager for your State requirements.		

Automotive Categories – Collection Procedure #1

Oil/antifreeze is considered automotive if it comes from one of the following categories:

Body Shop, Auto Maintenance, Fleet, Dealerships, Quick Lubes, Auto Retail, Government, Military, Schools and Colleges

No pre-qualification sample is required under this collection procedure. If the used oil is considered non-crankcase oil, a pre-qualification sample is required. If the used oil/antifreeze exhibits unusual characteristics (i.e. color, odor, etc.) it is considered to be from a high risk source.

Non-Automotive Categories – Collection Procedure #2

Oil/antifreeze is considered non-automotive if it comes from one of the following categories:

Metal Fabrication, Printing, Chemical Manufacturing, Metal Working, Natural Resources, Dry Cleaners, Misc Manufacturing

A pre-qualification sample is required under this collection procedure and the results must be received prior to the initial collection. The results are valid as long as the process that generates the used oil/antifreeze has not changed. If the generating process changes or if no oil/antifreeze is picked up for over one year, the pre-qualification approval becomes invalid and must be renewed before the oil/antifreeze is picked up again. For each collection after the initial pre-qualification collection, if the used oil/antifreeze exhibits unusual characteristics (i.e. color, odor, etc.) it is considered to be from a high risk source.

High Risk Sources – Collections Procedure #3 (See definition above)

Oil/antifreeze from high risk sources may sometimes be contaminated with PCBs, Silicon, or other chemicals. The transportation and disposal of PCBs is very strictly regulated by the USEPA. **Superior Lubricants cannot transport PCBs in branch oil trucks.** PCBs cannot be detected in oil/antifreeze at the regulatory thresholds by the field tests used by Superior Lubricants.

A pre-qualification sample is required under this collection procedure. Pre-qualification results must be received prior to the initial collection only. PCB and Silicon results must be received prior to each following collection. The results are valid as long as the process that generates the used oil/antifreeze has not changed. If the generating process changes or if no oil/antifreeze is picked up for over one year, the pre-qualification approval becomes invalid and must be renewed before the oil/antifreeze is picked up again.

Pre-Qualification & Pre-Shipment PCB and Silicon Sample Requirements

Before servicing any oil/antifreeze account, the sales specialist or oil rep must review the customer's operation and oil/antifreeze to determine the category - automotive, non-automotive, or a high risk source. When a sample is necessary, a sales specialist will complete a material profile and take a pre-qualification sample following the sampling guidelines found in Sampling Equipment and Technique. The pre-qualification and pre-shipment evaluation and approval is performed by RFT or Approved facility.

Any waste exceeding TSCA limits will be excluded from the oil programs (re-refining and/or RFO). Oily wastes that exceed the RCRA limits for metals only are still eligible for Used Oil Services as long as the waste is directed to a disposal outlet permitted to process 40 CFR Part 279 exempt. If a sample fails for Used Oil Collection then comments will be added to the review, to document and explain what caused the waste to fail for acceptance into the program. The sales specialist who originally sampled the waste should contact the customer to notify them that the waste was not approved for Used Oil Collection. In addition, the sales specialist should inform the customer that the waste removal might be at a different process and/or cost than originally proposed.

Check with your EHS Manager if there are any permit requirements at your facility or at the receiving facility that generators must have their waste stream periodically analyzed regardless if the process has changed or not. A copy of the results must be placed in the customer's file at the branch and a copy given to the customer.

Sampling and Sample Management

Samples of used oil/antifreeze collected under this program are required for the pre-qualification evaluation and for quality control purposes. There are 4 types of samples that may be required.

Pre-Qualification Sample	Customer Retain Sample	Truck Retain Sample	Rebuttal Sample
A pre-qualification sample is required for oil/antifreeze from the non-automotive category and all high risk sources. This sample may be either a grab or a composite.	This quality control sample is taken from every oil/antifreeze customer at every pick up. The sample may be either a grab sample or a composite sample depending on the number of containers of oil/antifreeze on site. This sample is taken <i>before</i> the oil/antifreeze is loaded onto the truck.	This is a quality control grab sample taken from the tank of the oil truck at the end of the day and before unloading.	This is a sample that is sent to a laboratory for additional analysis. A rebuttal sample may be needed if the customer's retain sample "fails" the tests performed in the field by the Used Oil.

Grab and Composite Samples

! The single most important activity with regard to oil/antifreeze analysis is the practice of obtaining a representative sample. A sample that is not representative of the oil/antifreeze in **all** of the customer's containers will give false and misleading information. To be representative, samples must be collected from **each** tank, drum or container.

Grab samples are samples that are taken from a single container. If a customer has oil/antifreeze in a single container such as a tank, a grab sample will be representative of the oil/antifreeze. However, if the customer's oil/antifreeze is in more than one container, then a composite sample is necessary. For a composite sample to be representative, *each* container must be sampled. These individual samples are then combined into one composite sample.

Special Container and Tank Requirements for High Risk Sources

Because of the potential risk of contamination found in oil/antifreeze derived from high risk sources, special precautions are necessary to ensure that no oil/antifreeze is added to containers or tanks *after* a sales specialist obtains pre-qualification/pre-shipment samples. After sampling, each container and tank closure will be marked (e.g. spray paint in a contrasting color). The intent is to be able to tell if the container has been opened. For containers, the markings should be made across the bungs and locking bolts. Be sure to get the marking on the threads of the bolts and bungs. For tanks, the markings should be over the locking cap or bolts on the closure device. Before pumping oil/antifreeze from the containers or tanks, the oil representative must carefully examine the marking applied when the sample was obtained.

! If there is any reason to believe that a container or tank at a high risk source has been opened after a pre-qualification/pre-shipment sample was taken, do not pump it.

Sampling Equipment

To get a representative sample, the proper sampling tool is necessary. The sampling tool used by Superior Lubricants for samples is a Composite Liquid Waste Sampler or COLIWASA. The COLIWASA consists of a plastic tube with an end stopper connected to an inner rod. The rod is used to close the tube while it is submerged in the oil or antifreeze. To get a representative sample, the stopper must be open while the COLIWASA is slowly lowered all the way to the bottom of the container. At the bottom, pull the rod up to close the end. Superior Lubricants uses 2 kinds of COLIWASAS. One is 4' long and is used for sampling drums and other small

containers. The other is 6' long and is used for sampling tanks and the oil truck tank.

Glass jars are used for holding samples taken with the COLIWASA. There are 2 jar sizes. A 4-oz. jar is used for customer retain samples and a 16 oz. jar is used for truck retain samples. A 16 oz. jar or other clean container may also be used for compositing samples. After the composite has been created, place 4 oz. of it into the small jar.

When finished sampling at a customer's site, allow free flowing oil/antifreeze to drain from the COLIWASA tube and wipe the outside surface with a rag or sorbent pad. At the next customer's site, rinse the COLIWASA in the tank being tested *before* taking a sample. This will help to prevent possible cross contamination between samples.

Customer Retain Samples

A customer retain sample is required to be collected from every customer service. Customer retain samples may be either grab or composite. If the only source of oil/antifreeze at a customer's site is a single tank, then the customer retain will be a grab sample. If there is more than 1 container, then a sample must be taken from every container and combined to make a composite sample. Customer retain samples are taken *before* the oil or antifreeze is loaded onto the truck.

In some situations, it may be impossible to use the COLIWASA to take the customer retain sample. For example, some tanks are located in a basement where the ceiling is so low that the COLIWASA cannot be lowered into the tank. **In these situations a retain sample can be taken from the sampling port on the truck pump. This method may only be used if it is impossible to take a retain sample using a COLIWASA.**

To prevent cross contamination of the sample you are taking from the oil/antifreeze already in the pump and pipe line, it is very important to first bleed the oil truck's line to remove all remaining residue. After the pump and line are bled dry, pump just enough oil/antifreeze from the generator's storage tank to fill the pump and line with oil/antifreeze. Do not pump so much oil/antifreeze that the tank begins to fill. A retain sample may then be taken from the sampling port on the pump.

Truck Retain Samples

A representative truck retain sample must be taken from every truck before the oil/antifreeze is unloaded. Truck retains are grab samples. To get a representative sample, the long coliwasa must be used. **If the truck has more than 1 compartment, a separate truck retain must be taken from each compartment.** The sample collected can be mixed together.

Sampling Precautions

All samplers must be aware of situations that could indicate unusual hazards. These situations include:

Wobbling Drums If the ends of the drum are bulged and cause the drum to wobble, this could indicate a build-up of internal pressure. Do not open the drum.

Hot Drums A drum that is warm or hot to the touch could mean that a reaction is occurring. Do not open the drum.

Plastic Drums Often, plastic drums are used to store corrosive liquids. If oil or

antifreeze is in a plastic drum, find out from the customer what was stored in the drum before the oil/antifreeze. If it was a corrosive material, do not open the drum.

Strong Odors

Strong odors indicate contamination. If you open a container or tank and notice a strong odor, do not sample. If there is a rotten egg smell this could indicate hydrogen sulfide contamination. Hydrogen sulfide is poisonous in very low concentrations. Close the containers and do not sample.

If any container or tank is unable to be sampled for any reason, it may not be pumped onto the truck.

Sample Management

All sample jars must be properly labeled for identification. The labeling requirements are different for customer retains and truck retains. For example, the customer retain sample label requires the signature of the customer, while both labels require the signature of the oil representative performing the service. Everything is required to be filled out on both labels. The customer retain labels can be pre-printed and are mailed to the branch from the printing company with the pre-print service documents every week.

After the sample is taken and the label is filled out, it must be attached to the sample jar. The label is placed so that it contacts both the jar lid and the side of the jar so that it acts as a seal to prevent tampering with the sample.

At the end of the day, all samples are removed from the truck and are stored in a secure location in the branch. All retain samples must be stored for a minimum of 90 days. They should be organized in the storage location by date so that they may be easily retrieved. After 90 days (but prior to 120 days), samples may be discarded.

To easily keep track of the 90 day storage limit, follow the steps outlined below.

- a. Designate an area in the branch with four shelves and label the individual shelves as follows:
 - 1st. January/May/September
 - 2nd. February/June/October
 - 3rd. March/July/November
 - 4th. April/August/December
- b. Further divide the shelving such that each oil representative has a designated set of 4 shelves each.
- c. Label the end of each box of customer retains with the service rep's name, and start and end dates (month/day/year) of the retain samples inside the box.
- d. Place each full box of samples on the shelf labeled with the month corresponding to the **end date** month (i.e. if the date on the samples starts in January and ends in February - place the completed box on the February shelf). Face out the labeled end of the box for easy access.
- e. Truck Retain Samples are placed on the shelf labeled with the month corresponding to the date on the truck retain label.

When all the shelves are full, and the 5th month begins, then the 1st month samples can be drummed and prepared for shipment (for example: when May begins, 90 days have passed for

ALL the January samples. All the January samples can then be removed. Likewise, when May is finished, the February samples can be removed to make room for June and so on).

If retain samples are sent to facility for fuel blending, they must be shipped as RCRA hazardous waste using the following description:

NA1993 WASTE COMBUSTIBLE LIQUID N.O.S.

(OIL)PGIII

(USED OIL RETAIN SAMPLES)

(ERG# 128)(D001, D007, D008, D018, D039)

A U.S. manifest is required

Field Testing

Oil representatives must test oil in the field before it is loaded onto the truck. Antifreeze comingled with oil must also be tested in the field. This testing is designed to detect the presence of chlorinated solvents in the oil and is required by Federal and State regulations. EPA prohibits small quantity generators (SQGs) and large quantity generators (LQGs) from mixing chlorinated solvents with used oil. Since EPA allows conditionally exempt small quantity generators (CESQGs) to mix chlorinated solvents with used oil, it is not necessary to test oil from CESQGs. Only used oil from SQGs and LQGs will be field tested. You must indicate the generator status (CESQG, SQG, or LQG) of the customer on the service order of the HandHeld receipt by checking the appropriate box.

NOTE: The exemption from field testing for CESQGs does not apply to high risk sources; 100% of all high risk sources require field testing, as well as, PCB and Silicon testing for each oil collection service regardless of their generator status.

Even though EPA allows CESQGs to mix solvents with used oil, not all states allow this. If you are located in such a state then all oil will need to be tested before it is pumped onto the truck. Check with your EHS Manager to find out if your state does not allow this mixing by CESQGs.

There are 2 types of tests that are used in the field. These are the TIF Halogen Leak Detector test and the Dexsil Clor-D-Tect test. The TIF is an electronic instrument that detects solvent vapors in the air above an oil sample. The Clor-D-Tect is a test kit that measures the amount of chlorine in used oil. Clor-D-Tect kits have an expiration date stamped on the box. Do not use the kit if it is past the expiration date. Some States do not allow the use of the TIF Halogen Detector. The TIF cannot be used in the following States: AZ, CT, ID, MA, PA, RI, and UT. Check with your EHS Manager for your State requirements.

The TIF is used first to test oil. If the oil "passes" the TIF test, then it may be pumped without further testing. If the oil "fails" the TIF test, then a Clor-D-Tect test is performed on the same sample. Do not conduct a Clor-D-Tect test on antifreeze. If the oil "passes" the Clor-D-Tect test, it may be pumped. If a sample fails the Clor-D-Tect test the oil may not be pumped. However, the oil may still be able to be handled through the used oil program. In order for this to happen, pull a 1 quart rebuttal sample and send to RFT for rebuttal analysis to determine the root cause of the Dexsil Kits failure. If the failure is due to an F-listed halogenated solvent present in a concentration ≥ 100 ppm then the oil may not be pumped. If the failure is due to something link non-chlorinated paraffins/cutting fluids, road salt, etc, which are not regulated, then the oil may be pumped and handled through the used oil program.

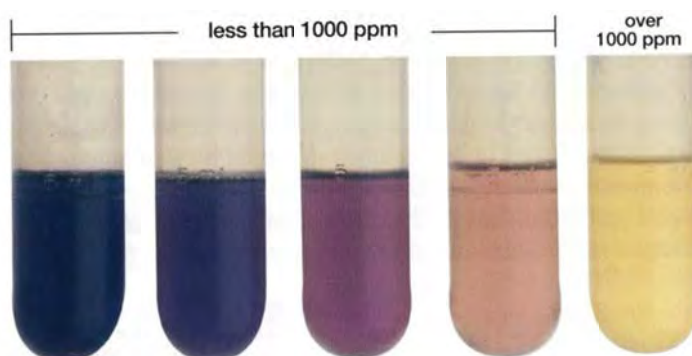
The results of the field testing; either pass or fail must be entered onto the service documents or the Handheld receipt.

Clor-D-Test Tests

- CRITICAL - DO NOT SHAKE retain samples containing separate oil and water layers. Instead, ONLY TEST THE OIL LAYER. Water invalidates the test results.
- Perform the test in a warm area. In cold weather, a truck cab is sufficient.
- When crushing the glass ampules, press firmly in the center of the glass ampule ONCE. Never attempt to re-crush broken glass as it may puncture the plastic and cut your fingers.
- Full instructions are provided with each test kit.

Interpreting Results

- Observe the color immediately and compare to the color chart included with the test kit to determine the total chlorine concentration in your customer's waste oil.



Over 1000 ppm



Oil may be contaminated – DO NOT PUMP MATERIAL
Send a sample to the Prequal Lab for Oil Rebuttal Analysis

Less than 1000 ppm



OK to Pump

Shipping Papers and Service Documents

Oil representatives must complete shipping and service documents in the field. Most states do not regulate used oil or antifreeze as hazardous waste so a hazardous waste manifest is not needed to transport used oil or antifreeze. A service document or a Bill of Lading is an acceptable shipping document.

However, there are some states that do (such as MA). For these states, a hazardous waste manifest and LDR form are necessary. Check with your EHS Manager to determine if your state regulates used oil or antifreeze as hazardous waste.

Used Oil Collection Procedures

1. Purpose:

- To maintain the highest level of customer satisfaction through timely and courteous service. We will strive to be the most professional source for Environmental Services to our customers and partners.

2. Responsibilities:

- Sampling of used oil
- Collection of used oil
- Collection of used antifreeze
- Collection of industrial waste oil and coolants
- Delivery of Reformulated Fuel Oil
- Offloading used oil and antifreeze
- Safe operation and maintenance of vehicles and equipment

3. Definitions:

- None at this Time.

4. Reference Documents:

- None at this time

5. Used oil collection:

- Collection techniques vary per customer, as each customer has their own unique oil storage systems. This requires Used Oil Representatives to use tact and creativity in their collection techniques.
- Used oil tanks should be properly marked 'Used Oil' and should have the capacity identified on the tank.
- Used Oil Representatives must maintain a proper count of how many gallons are in each compartment of their truck. Representatives are also required to estimate the volume of oil in tanks. This will help prevent overflows of individual bulk heads, and allow the representative to efficiently plan their day.
- Each used oil collection truck is equipped with the tools to needed for most collection situations. Evaluating each customer's storage tank will help in the selection of the proper equipment for that customer. Let dispatch know if there are any tools or equipment needed.
- When connecting hoses, it is important that gaskets and cam-locks are inspected as the connections are made. Inspect stingers and pipes fore excess wear and tear, or damage to the cam-lock. Inspect adapters for cracks, wear and leaking or cracked gaskets. Inspect hoses for kinks, cracks, frays, or steel cord pushing through the rubber layers. Inform dispatch about any defect so that replacement equipment can be ordered.
- Once all connections are made and the hoses and pipes are controlled, open up the proper valves and internals on the truck. Once all appropriate valves and internals are open, collection can begin.

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- Inspect all equipment during collection. Keep an eye out for leaks and stop collection immediately when one happens. Each truck is equipped with spill kits that should be sufficient in containing a spill or leak.
- Once collection is complete, reverse the steps used to set up collection. Take a measurement from the compartment(s) loaded into, and calculated the gallons collected. The oil level in the truck can be affected by how level the ground is that the truck is on. Be sure to compensate for the truck's lean.
- Be sure to get the name and information for the customer. Communicate the gallons collected and have the customer sign and initial the receipt and the Sample bottle label. It is preferable to label the sample in front of the customer. If the customer has any questions, answer honestly. If you don't know the answer, refer them to dispatch.
- Remember to clean up and spills, drops or messes no matter the size. Clean the Sample bottle of any oil or debris to prevent the label from not adhering to the bottle.
- Remember to thank the customer for their business.

6. Used Antifreeze Collection:

- Follow the same procedures for pulling a sample and for inspecting and connecting all the hoses and tools.
- Used antifreeze must be kept separate from used oil. Do not pump used antifreeze into used oil unless instructed by dispatch.
- Do not use a Chlor-D-Tech on used antifreeze. The water content is too high to get accurate results. To test if there are contaminants in used antifreeze, try and test a sample of the oily layer that floats on top. Keep an eye and nose out for strange phases and odors. Do not collect from drums that are not marked for used antifreeze, or if the antifreeze has a strong fuel smell

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without approval first. Remember, used antifreeze comes in many colors, but all have similar odors.

- The main component of used antifreeze, ethylene glycol, is poisonous. Its reportable quantity is 5000 lbs, or 540 gallons. Once this amount is collected, the truck must be properly placarded.
- Once collection is complete, reverse the steps used to set up collection. Take a measurement from the compartment(s) loaded into, and calculated the gallons collected. The oil level in the truck can be affected by the levelness of the ground the truck is on. Be sure to compensate for the truck's lean.
- Be sure to get the name and information for the customer. Communicate the gallons collected and have the customer sign and initial the receipt and the Sample bottle label. It is preferable to label the sample in front of the customer. If the customer has any questions, answer honestly. If you don't know the answer, refer them to dispatch.
- Remember to clean up and spills, drops or messes no matter the size.
- Remember to thank the customer for their business.

7. Collection of Industrial Waste Oil and Coolant

- Any oil or coolant that is not from an engine is considered industrial waste and must be handled as so.
- Before collection can be done, a representative sample must be collected and overnighted to the lab for a RFO analysis.
- Collection can only happen once the lab results have been approved by management.
- Before collecting on location, pull another representative sample and ensure that it passes a Chlor-D-Tech 1000 before collection.

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- Follow the steps for collecting used oil and used antifreeze.
- Observe the amount of debris and water in the sample. High amounts of metal or plastic shaving could pass through the filter on the truck and damage the pump. Use good judgement and do not collect oil contaminated with high levels of debris
- Inspect the filter after the collection. The filter can easily become clogged by industrial waste.
- Offload only where instructed too, industrial waste will usually have a specific location to be offloaded.

8. Unloading Used Oil and Used Antifreeze

- There are multiple locations and storage tanks that Used Oil Representatives will be required to offload products into. Some common ones are tank trailers, rail cars or bulk storage tanks.
- Never offload railcars/trucks alone. A partner is the best way to prevent a spill or an overflow.
- Remember to always offload the smallest compartment first
- Always use an empty compartment to push air through and empty lines.
- Never offload until a truck retain has been taken and tested. Offload only once the product has been deemed non-hazardous either by a lab, or by a Chlor-D-Tech.
- The retain must be tested for PCBs before the offload container can be cleared for movement.
- Asking the following will help in the successful and safe offload of any product.
 1. Did my retain pass the test?
 2. Where is my partner/helper?
 3. How many compartments are there and what are their capacity?
 4. Where are the discharge ports?
 5. Where are the internal valves? (if present)

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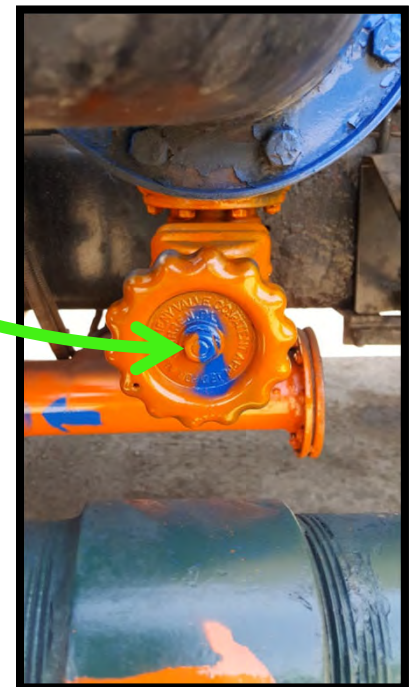
6. How can I measure current content? (visually through a manhole or opening, or with a ruler and a strapping chart)
 7. Are all valves closed before opening any caps or connections?
 8. Are all connections secure?
 9. Are all valves and internals open before the pump is turned on?
 10. While pumping, are there any signs that fluid is not flowing? (compartment is not filling or emptying)
 11. Are there any leaks?
 12. Does my helper know how full the compartment can be?
 13. Are all valves and internals closed before disconnecting?
 14. Did I properly mark my truck retain with the name, location, time and date?
- Remember, although gases are compressible, fluids are not. Pushing fluids against a closed valve can cause that valve, line or connection to rupture. Never open a closed line that has been charged by the truck's pump. Instead, try and empty the line by pumping air into it. If the line cannot be emptied, slowly bleed excess pressure and fluid out of the line before disconnecting it.
 - Ensure that the quantity offloaded is accounted for and the storage tank's manifest is updated. Inventory is key to successful offloads.
 - Clean up any messes and communicate any spills to the respective facilities that the storage tanks are located.

Operation Guide

LOADING

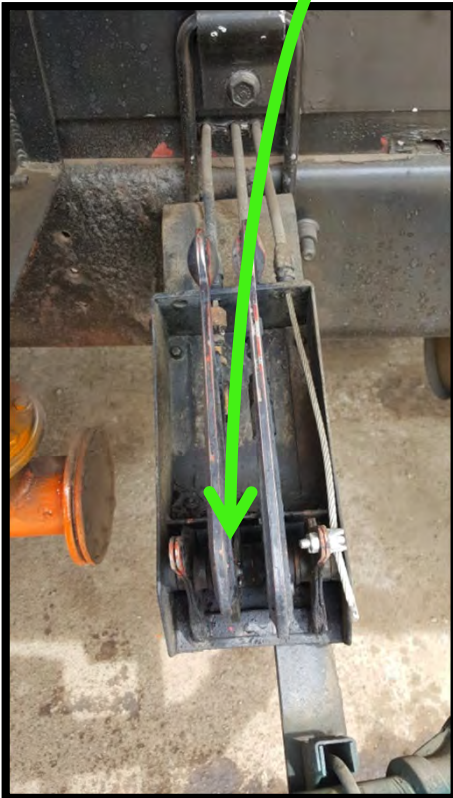


1. Connect the hose to the basket on the passenger side bumper.
2. Open the green lever.
3. Open the yellow loading valve for either compartment 1 or 2.



LOADING *(continued)*

3. Open the internal valve for the compartment being loaded. Compartment 1 on the right, 2 on the left.
4. Open the air switches to vent the compartments.
5. Press the black electric switch to engage the PTO. The red light should illuminate when the PTO is engaged.



OFFLOADING

1. Connect the hose to the orange 3" connector.
2. Open the orange twist discharge valve.



OFFLOADING (*continued*)

3. Open the blue discharge valve for the compartment to be offloaded.

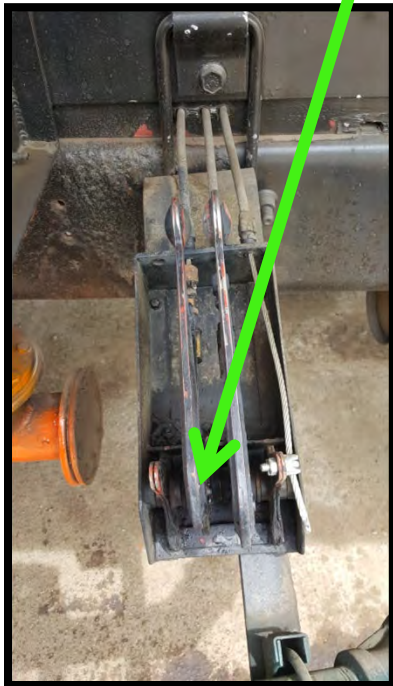
Comp. 2

Comp. 1



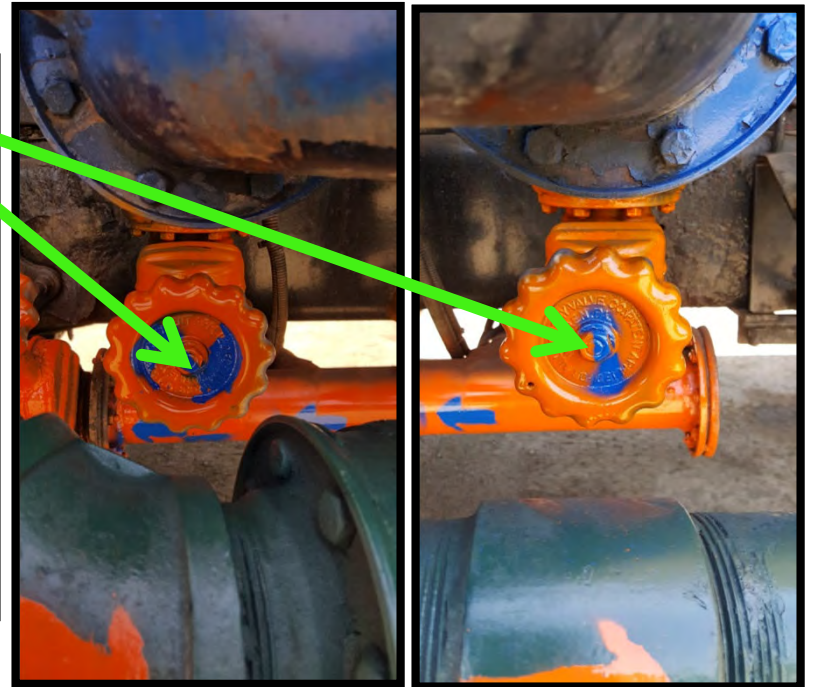
OFFLOADING *(continued)*

4. Open the internal valve for the compartment being loaded. Compartment 1 on the right, 2 on the left.
5. Open the air switches to vent the compartments.
6. Press the black electric switch to engage the PTO. The red light should illuminate when the PTO is engaged.

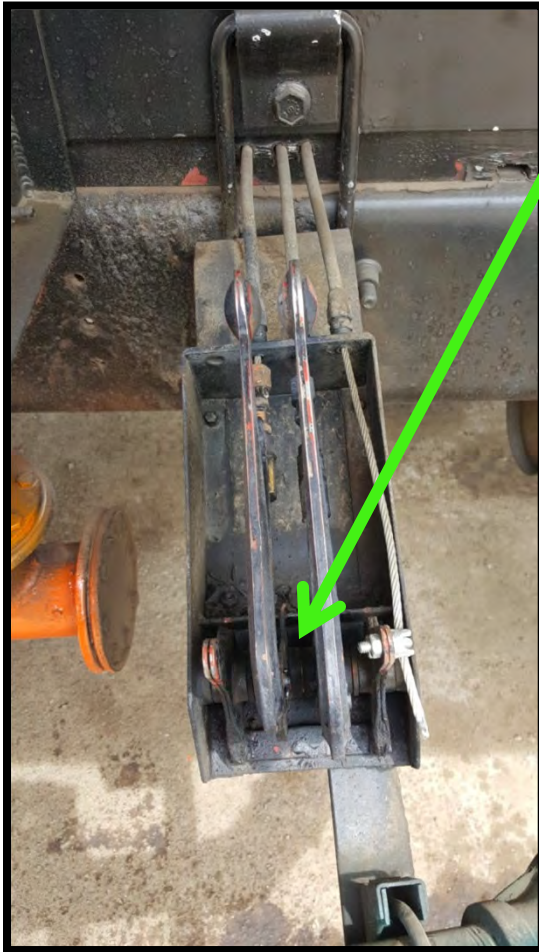


GRAVITY OFFLOADING

1. Connect the hose to the orange 3" connector.
2. Open the orange discharge valve.
3. Open the yellow loading valve for either compartment 1 or 2.

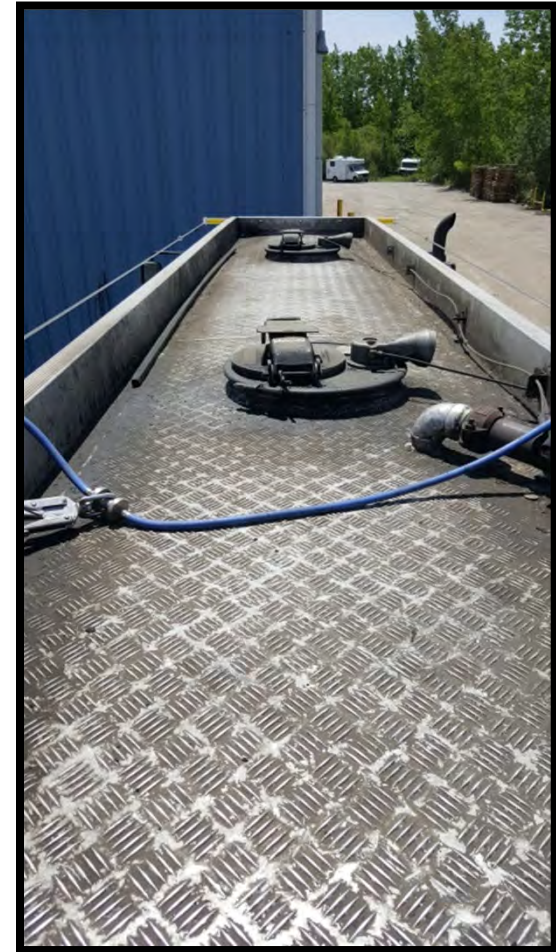


GRAVITY OFFLOADING (*continued*)

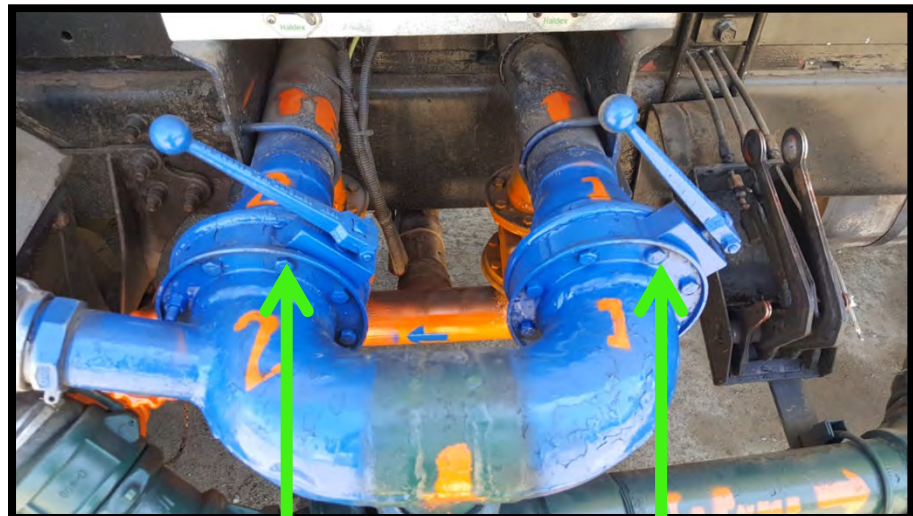


4. Open the internal valve for the compartment being offloaded. Compartment 1 on the right, 2 on the left.

5. Open the lid of the compartment being gravity offloaded.



COMPARTMENT TRANSFER



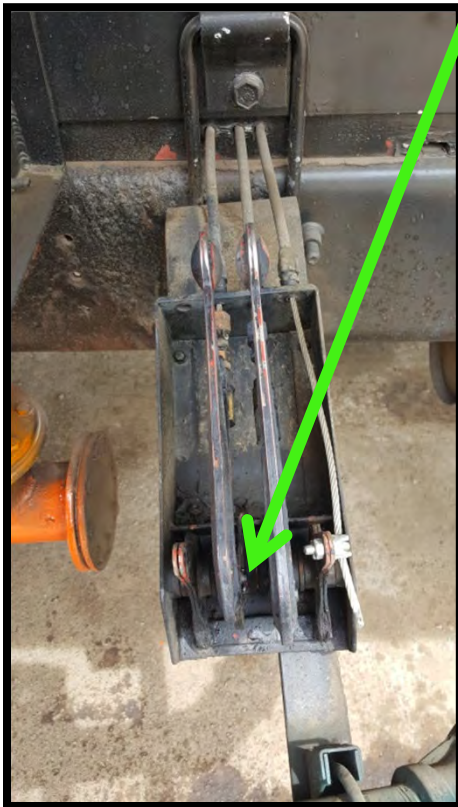
Comp. 2

Comp. 1

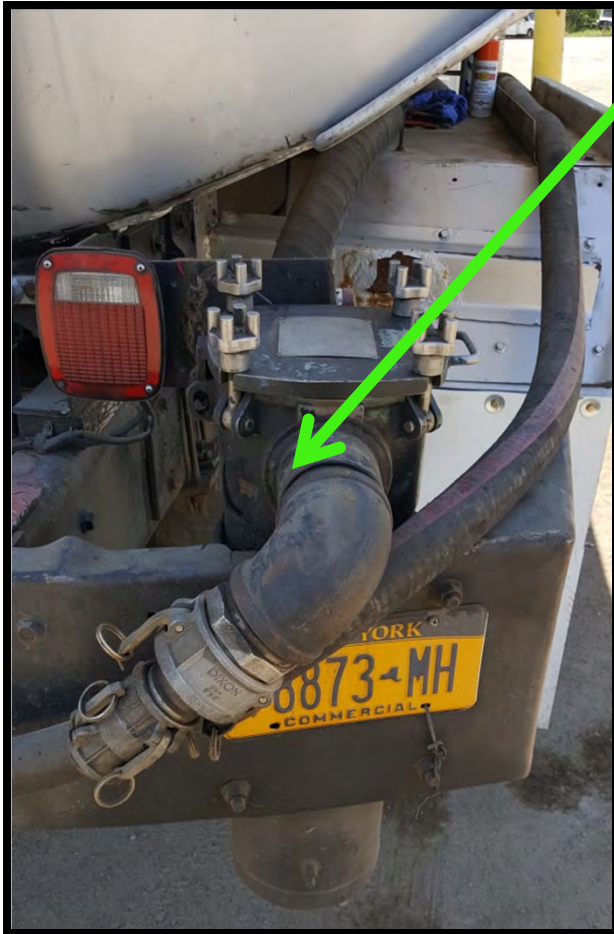
1. Open the yellow loading valve for the compartment being loaded.
2. Open the blue discharge valve for the compartment to be transferred.

COMPARTMENT TRANSFER *(continued)*

3. Open both of the internal valves.
4. Open the air switches to vent the compartments.
5. Press the black electric switch to engage the PTO. The red light should illuminate when the PTO is engaged.



USING AS A STAND ALONE PUMP



1. Connect the hose to the basket on the passenger side bumper.
2. Open the green lever.
3. Connect the hose to the orange 3" connector.
4. Open the orange discharge valve.



USING AS A STAND ALONE PUMP

(continued)

3. Open the air switches to vent the compartments.
4. Press the black electric switch to engage the PTO. The red light should illuminate when the PTO is engaged.

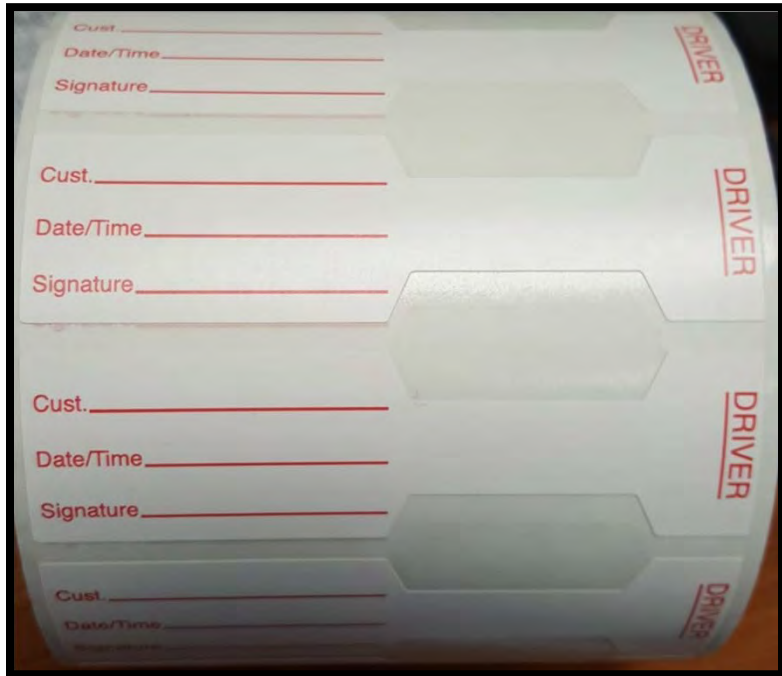


MAINTAINING THE FILTER

- **Clean the filter as needed.**
- **Carefully loosen all four retainer nuts.**
- **Swing the lid to the side.**
- **If the basket needs to be drained, use the drain located at the bottom of the basket housing.**
- **Inspect the gasket, replace if worn.**
- **Scrape the screen with a pry bar.**
- **Replace the basket once the basket is free of debris.**
- **Ensure the lid aligns with the gasket on the housing.**
- **Retighten the retainer nuts.**
- **Listen for any leaks, re-install the lid if needed.**



Custody Seal and Bottle Process

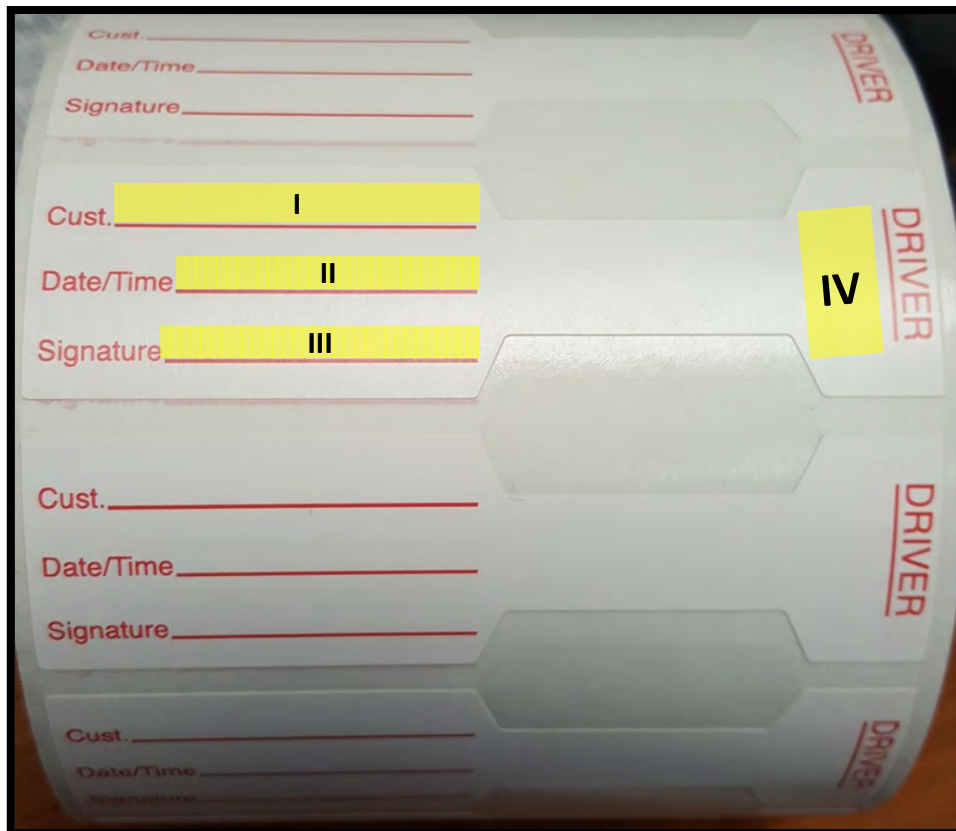


Custody Seal and Bottle



- ✘ All Eco-Maxx samples will now be kept in 4 oz. bottles sealed with a custody label.
- ✘ This ensures the integrity of the sample from the point of collection until it reaches the lab.
- ✘ The custody seal should be placed across the bottle with the 'Driver Initial' tab on the lid.
- ✘ Every customer retain will be sealed by the driver in the presence of the customer.

Bottle Custody Seal



There are four required sections to each custody seal:

- 1. Cust.**
- 2. Date/Time**
- 3. Signature**
- 4. Driver**

1. Cust.

Enter the client's name in the "Cust." section of the seal.

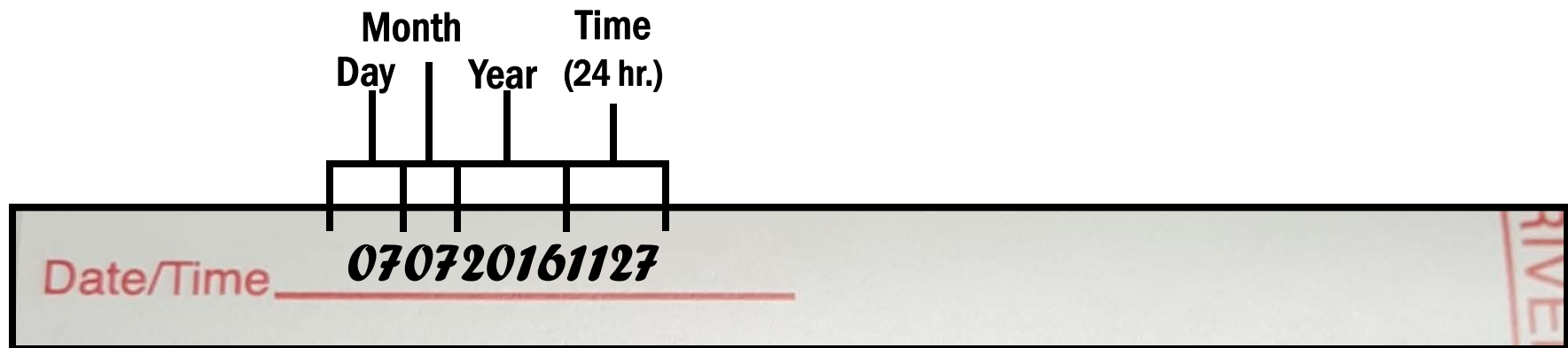
See the example below:



2. Date / Time

Each custody seal has the date and time of when the client retain is pulled. This will be formatted: DDMMYYYYTTTT. All times are in 24 hr. format.

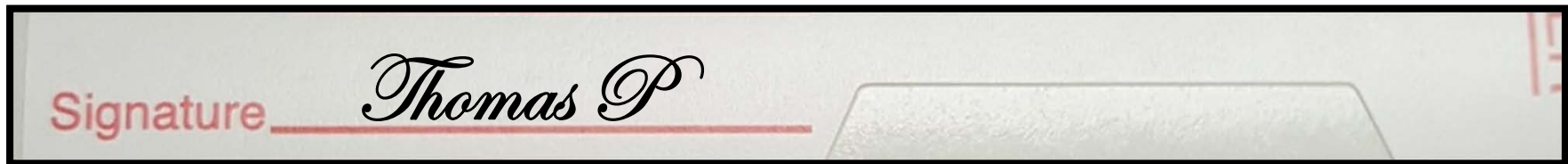
See the example below:



3. Signature

The customer must sign the custody seal for each sample. If there are multiple custody seals, there should be a signature on each.

See the example below:



4. Bottle Driver

Each custody seal will be initialed by the driver who collected it. If there are multiple custody seals, there should be an initial on each.

See the example below:



Eco-Maxx USPS Shipping Procedures

The screenshot shows the Stamps.com website interface. At the top, there's a navigation bar with the Stamps.com logo, a search bar, and links for 'GET STARTED' and 'LOG IN'. Below the navigation bar, the main heading is 'POSTAGE ON DEMAND' with the subtext 'Print your own postage and shipping labels in seconds.' A three-step process is illustrated: 1. 'CLICK' (Instantly buy and calculate exact postage), 2. 'PRINT' (Print postage on labels, envelopes or plain paper), and 3. 'MAIL' (Affix postage and mail anywhere in the world). A red 'GET STARTED' button is prominently displayed. To the right, a promotional banner offers '\$5 in FREE Postage!' with a woman pointing to it. Below the main content, there are three boxes: 'CORPORATE POSTAGE SOLUTIONS', 'SHIPPING SOLUTIONS', and 'STAMPS.COM VS. POSTAGE METERS'. At the bottom, a section titled 'Here's how it works...' features three circular icons: a computer mouse, a dollar sign with a dollar sign, and a thumbs up.

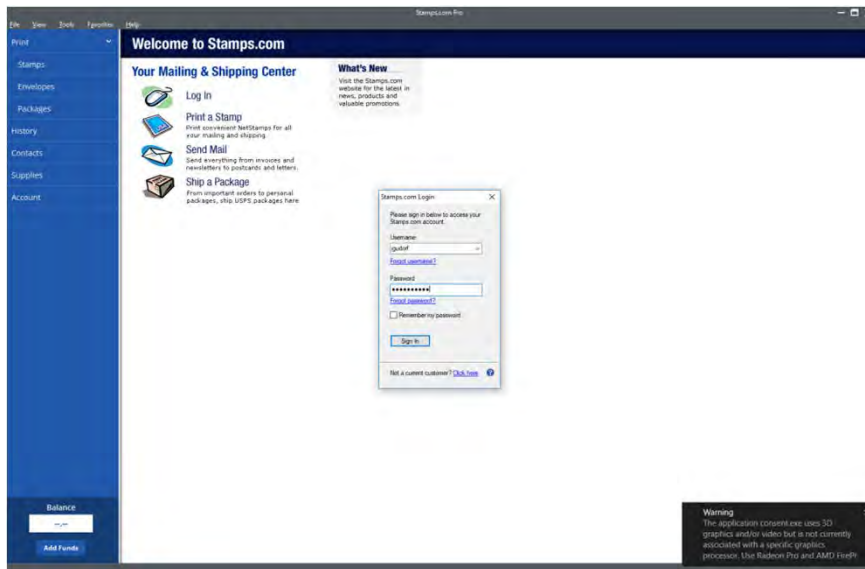
Eco-Maxx USPS Shipping Procedures Continued

Download the Stamps.com desktop manager and set up an account.

The screenshot shows the Stamps.com website interface. At the top, there's a navigation bar with the Stamps.com logo, a search bar, and links for 'GET STARTED' and 'LOG IN'. The main content area is titled 'POSTAGE ON DEMAND' with the tagline 'Print your own postage and shipping labels in seconds.' Below this, a three-step process is illustrated: 'CLICK' (Instantly buy and calculate exact postage), 'PRINT' (Print postage on labels, envelopes or plain paper), and 'MAIL' (Affix postage and mail anywhere in the world). A prominent red 'GET STARTED' button is centered below the process steps. To the right, a promotional banner offers '\$5 in FREE Postage!' with a woman pointing to it. Below the main content, there are three informational boxes: 'CORPORATE POSTAGE SOLUTIONS', 'SHIPPING SOLUTIONS', and 'STAMPS.COM vs. POSTAGE METERS'. At the bottom, a section titled 'Here's how it works...' features three circular icons: a mouse cursor, a dollar sign with a checkmark, and a thumbs up.

Eco-Maxx USPS Shipping Procedures Continued

Once the software is installed, open it. Log into your Stamps.com account and prepare the sample for shipment.

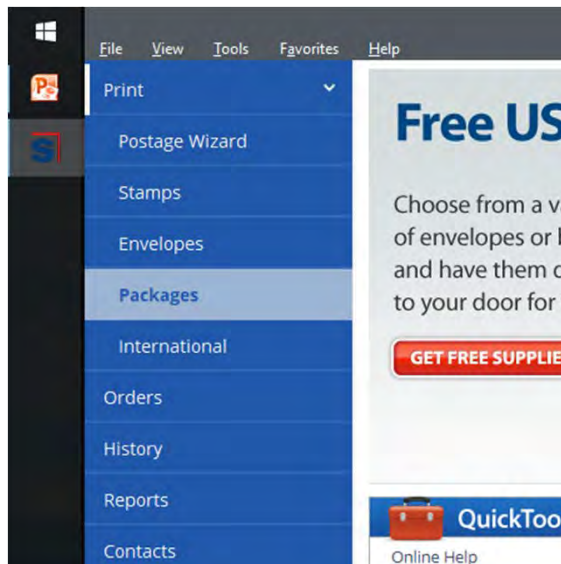


Ensure that the Label is clear, the custody is in tack, and the bottle is sealed with tape. Place the sample in a plastic bag, an then in a box with oil an oil pad lining



Eco-Maxx USPS Shipping Procedures Continued

Select Packages, enter the “Return Address” and the “Delivery Address”.



The screenshot shows the 'Postage Details' and 'Print Details' sections of the Stamps.com Pro application. The 'Return Address' is: JEREMY GUDORF, 32 WARD RD, NORTH TONAWANDA, NY 14120. The 'Delivery Address' is: American Testing Technologies, ATTN: Sam Y, 1350 Home Ave, Akron, OH 44310. The 'Postage Details' section shows: Weight: 0.0 lbs., 1.0 oz.; Mail Class: Priority Mail Express Package/Thick...; Delivery Options: Select; Add'l Options: Select; Insure For: Using Stamps.com Insurance; Mailing Date: 10/10/2017; ETA: 10/11/2017. The 'Print Details' section shows: Printing On: Plain Paper (letter) - Standard 4x6 label; Print Message: LIQUID; Hide Postage: checked; Print Receipt/Instructions: checked. The total cost is \$21.18. A preview of the shipping label is shown on the right.

Eco-Maxx USPS Shipping Procedures Continued

Postage Details Rate based on origin [14120](#)

Weight lbs. oz. Weigh ☐ Auto

Mail Class \$21.18

Delivery Options \$0.00


Add'l Options \$0.00

Insure For \$0.00

Mailing Date ETA [10/11/2017](#)

Print Details

Printing On



Requires 1 Sheet

Print Message

☒ Hide Postage ☒ Print Receipt/Instructions

Cost Code **Total: \$21.18**

1. Enter the package weight. Select the mail class.
2. For 1 day service, select “Priority Mail Express Package/Thick Envelope”.
3. Enter the mailing date.
4. Finally, enter “LIQUID” in the label message line.
5. Once complete print the label and apply to the package.

Rail Operation



Identifying the Risk

- Transloading from truck to railcar poses a unique set of risk factors. It is important that everybody involved be familiar with the procedures and operation of equipment. Transloading involves greater heights and separation between equipment. This means it requires two operators to safely perform the task.
- Before operations, check with the railyard. Make sure the derail has been engaged and the rail spur has been flagged.
- Keep an eye out for heavy moving equipment. Keep clear of all locomotives and moving railcars.
- Safely scaling the railcar means that all hands must be free to maintain three points of contact.
- Use a rope or hoist to bring equipment from the ground to the railcar.
- Identify the catwalks and stay within the safety lines of the railcar.
- Check that all lines are secured with straps, and the candy cane is securely bolted to the tank car manway.
- Make sure all parties are overseeing the transfer of product. This requires one person on the ground operating the truck, and another on the railcar observing the connections and tank car level.
- Refer to the rail capacity chart for information on the capacities of each railcar. Stay within the limits for each.
- Keep all access points to manway clear of all equipment. Run hoses and ropes through the sides under the handrails, not over the side ladders.

Equipment Needed

- Candy Cane
- 24" Pipe Wrench
- Rope/hoist
- 25' 150 PSI oilvac hose
- Absorbents/spill kit
- Buckets
- Spill pans for under the buckets and connections
- 3 piece coliwasa "Sludge Judge"
- 16oz sample jar
- Sample jar labels
- Gloves
- Velcro straps
- 120" strap or measuring stick
- Custody seals

Tank Car



Opening the Railcar

- Clear the manway of any equipment that could dislodge, or fall into the tankcar.
- Unfasten all bolts, leaving the bolts closest to the handle for last. Lift the manway lid while unfastening the last two bolts to unlock them.
- Carefully lift the manway, ensuring that vacuum pressure is dispelled and the manway gasket does not fall into the tank car.
- Remove the manway gasket and secure for replacement when the lid is closed.
- Keep clear of the manway lid, incase it falls closed, or is moved by wind. The lid weights about 200lbs and could cause injury if it is allowed to close uncontrolled.
- **Do not attempt to enter or retrieve any lost equipment that may fall into the manway.** The tank car is considered a confined space and should be treated as such.

The “Candy Cane”

The candy cane consist of an aluminum pipe with opposing 90 degree elbows on each end. One elbow will have a quick connect fitting to receive a 3” hose. The other will remain open to allow for flow. The midsection of the candy cane will be have an angle transecting it. This angle should securely fasten to the manway lid with the existing bolts. Before operations, inspect the candy cane for and crack or damage. Make sure the gasket on the quick connect is in working condition. Check that the candy cane is secured to the manway so that it is not able to move or flex during operation. Secure the hose to the candy cane, taking time to fasten the quick connect with a Velcro strap.

Candy Cane



Connections

- With the increased height come increased strain on the hose fittings. It is important that all quick connects have been secured in place with a Velcro strap.
- Check all gaskets for increased wear.
- Replace any worn or damaged parts.
- Inspect all hoses and fitting before, during and after transloading.

Proper Connections



Transloading

- Once secure connections are made, begin pumping.
- The observer on the top of the rail car will verify fluid is flowing freely into the tank car.
- Once flow is verified, the pump can be set to speed.
- Continuously monitor the operation for leaks or clogs.

Transloading



Disconnecting

- Once the pumping is complete, secure all connection.
- Clean any oil drops that may have splashed from the top of the tank car.
- Remove the candy cane, and measure the tank car.
- Secure the lid, place a custody seal on the bolts next to the lid handle.
- Take a photo of the tank car lid and the custody seal, send the picture of the custody seal, the tank car number, and the current tank car level.
- Make sure all equipment is secure, and the railcar can be moved.

Message Sent

Sunday, August 12, 2018

Bryan Bennewitz

B

3523 unloaded.
Unload wt 25620.
Total gallons 21838.
TILX250617 is at 91.5 inches. Maybe
by Thursday it may be full and ready.
I'll keep

MMS

Victor Rosa

Matthew G

M

Thanks

V

Utlx [500101 75 1/2](#) inches and
19700net

MMS

17:06



Group conversation



Enter message



SEND

Measurement and Custody Seal



Full Tank Car

- Once the tank car has been filled pull a final measurement.
- Pull two final samples with the two piece coliwasa (sludge judge).
- Label the samples with the rail number and the words “Final”.
- Make sure the manway gasket is replaced, and the lid is secured
- Secure the manway bolts. Hand tighten, then one quarter turn with the pipe wrench.
- Secure a custody seal through the locking bolts and the manway lid handle.

Final Sample

ECO-MAXX
GET THE MAXX FOR YOUR USED OIL

ANALYSIS REQUEST AND CHAIN OF CUSTODY RECORD

ECO-MAXX
Get the Maxx for Your Used Oil
WEBSITE: WWW.ECO-MAXX.NET
PHONE: (844) 645-6299

Project Manager
Jeremy Gudorf

Driver

CLIENT (NAME)
Eco-Maxx

CLIENT EMAIL
jgudorf@eco-maxx.net

CLIENT ADDRESS (CHECK ONE)
32 Ward Road, North Tonawanda, NY 14120 ☐
6485 Ridings Road Syracuse, NY 13206 ☐

SAMPLE IDENTIFICATION

DATE	TIME	SAMPLE
8/8/18	12:00 PM	UTLX 201367

REQUIRED ANALYSIS

MATRIX TYPE	REQUIRED ANALYSIS	DATE DUE
COMPOSITE (C) OR BRAB (B) INDICATE		
CONCRETE (C) OR BRAB (B) INDICATE		
COLEMAN WATER		
SOLID OR SEMI-SOLID		
NONAQUEOUS LIQUID OIL SOLVENT		
PCB		
RFO		
REBUTAL		

NUMBER OF CONTAINERS SUBMITTED

RECEIVED BY: (SIGNATURE) *[Signature]* DATE 8/8/18 TIME 12:00 PM

RECEIVED BY: (SIGNATURE) *[Signature]* DATE 8/8/18 TIME 12:00 PM

RECEIVED FOR LABORATORY (SIGNATURE) *[Signature]* DATE 8/10/18 TIME 12:00 PM

LABORATORY USE ONLY

CUSTODY SEAL NO. *081018-13*

LABORATORY REMARKS

ATT
American Testing Technologies, Inc.

Superior Lubricants Company
Attn: Matt Gudorf
32 Ward Road
North Tonawanda, NY 14120

Date Received: 08/10/2018
Date Reported: 08/13/2018
Matrix: Oil
Method: 8082
Date of Analysis: 08/12/2018

Certificate of Analysis

Lab ID No.	Client ID No.	Date Collected	PCBs, PPM
081018-13	UTLX 201367	08/08/18 @ 12:00 PM	

Final report reviewed by: *[Signature]*
Laboratory Manager

Toll Free: 877-634-9906 Phone: (330) 634-9906 1350 Home Avenue Akron, OH 44310
Fax: (330) 634-9907 Website: www.AmericanTestingTechnologies.com

Page 2 of 2

Field Testing



When to Test

- Before the initial service of all new customers.
- Whenever collecting fluid from drums, pails, and containers other than clearly labeled tanks.
- If a sample displays unusual characteristics (colors, odors, phases...)
- If the source of the liquid waste is unknown.
- If the waste is generated from non-automotive or high risk customers.
- If the waste is from a body shop, or shops where paint waste is stored and disposed up.

Field Test Types

- Chlor-D-Tect 1000: Qualifying test that measure concentration of halogens in oil matrix. Shows either less than, or greater than 1000ppm total halogens.
- Chlor-D-Tect Q4000: Quantifying that measures concentration of halogens in oil matrix. Measures from 500ppm halogens to 4000ppm halogens (the maximum rebuttable concentration).



Field Test Types Continued

- Hydro-Chlor Q: Quantifying test that measures concentration of halogens in aqueous matrix such as used antifreeze and oily water. Measures from 500ppm halogens to 4000ppm halogens.
- Hydro-Scout: Quantifying test that measures the percent of water contained in oil and soil samples. Common oil test can measure 0-20% water, and 0-100% water.



Which Test to Use

- As a used oil representative, the Chlor-D-Test 1000 test kit will be the primary tool in detecting contamination in used oil.
- This test qualifies oil as either less than, or greater than 1000 ppms.
- As long as the directions are followed, in order, the test will not give a false negative. It will, however, occasionally show a false positive.
- When a positive test (yellow results) happens, run a second test to confirm the results.
- If the second test confirms the results. Do not collect the oil, inform the customer. Inform you supervisor.
- If the second test conflicts with the first test, run a third test.

Chlor-D-Tect 1000



Things to Know

- Time each test kit with either a watch, stopwatch, phone.
- Chlor-D-Tect kits are only accurate in samples with less than 10% water.
- For used antifreeze and oily water samples that have an oil layer, make sure you sample only from the oil layer on top of the water and antifreeze.
- Chlor-D-Tects cannot detect PCBs at the regulated levels.
- Dispose of any kits that are missing pieces, or if the cotton filter is missing from the filter tube.
- Check test kits weekly, be sure that expired kits are disposed of.
- If the kits are exposed to below freezing temperature, dispose of them.
- Freezing can cause the vials in the tubes to crack, rendering them inaccurate for field testing.



Considerations

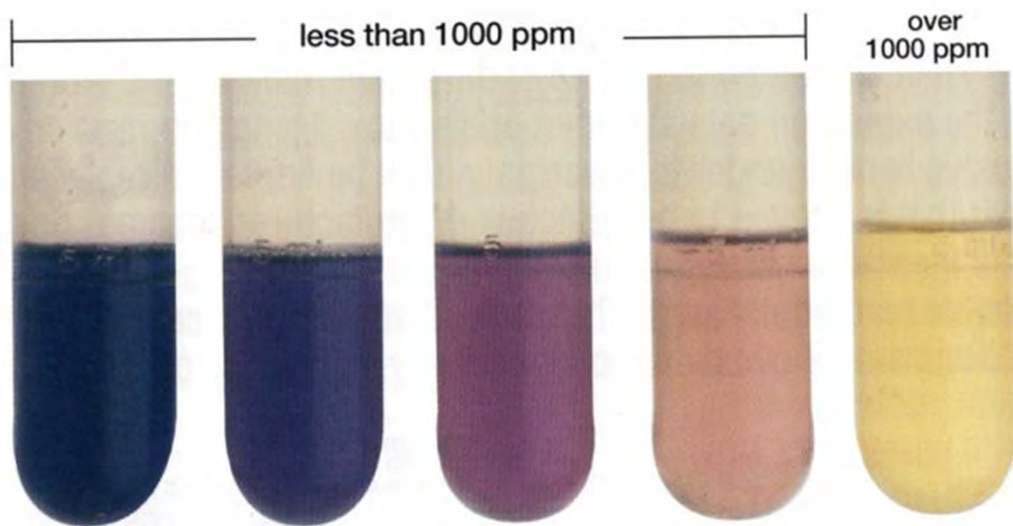
- Chlor-D-Tect kits are not a replacement for Pre-qualification samples. Please use the Sampling Chart to determine what level of analysis needs to be done per customer type and service.

Sampling Chart

Collection Requirement	Automotive Categories	Non-Automotive Categories	High Risk Sources
Pre-qualification Samples (Prequal)	<p><u>Chlor-D-Tect 1000</u> field test must be performed before initial service, then periodically. Field test prior to each collection for automotive customers that have failed previous test.</p> <p>*If the sample fails a <u>Chlor-D-Tect 1000</u>, a sample must be sent for a <u>RFO</u> analysis and a <u>REBUTTAL</u> analysis.</p>	<p>Require an annual <u>RFO</u> profile analysis before initial service.</p> <p>*New <u>RFO</u> analysis should be performed prior to each service; if service interval is greater than one year, or if the generator has changed the process from which the waste is generated.</p>	<p>Must have an <u>RFO</u> analysis PRIOR to every service.</p> <p>*<u>Chlor-D-Tect 1000</u> must be performed on site before each service</p>
*Special Circumstances			
Customer Retain Samples	Yes	Yes	Yes
Truck Retain Samples	Yes, requires end of day <u>Chlor-D-Tect 1000</u> field test and a <u>PCB</u> analysis	Yes, requires end of day <u>Chlor-D-Tect 1000</u> field test and a <u>PCB</u> analysis	Yes, requires end of day <u>Chlor-D-Tect 1000</u> field test and a <u>PCB</u> analysis
Field Test Sampling for Halogens (Chlor-D-Tect 1000)	<p>Yes, for initial services and for each service if the customer is a SQG & LQG.</p> <p>Field testing is not required for antifreeze unless it is commingled with used oil.</p> <p>Important note! Some States require field testing for all generators. Check with your EHS Manager for your State requirements.</p>	<p>Yes, for initial services and for each service if the customer is a SQG & LQG.</p>	<p>Yes, for all generators</p>

If a Test Fails

- If it is confirmed that a sample has more than 1000 ppm halogens, **do not** pump the liquid.
- Notify the customer that their sample has more than the allowable 1000 ppm halogens, and you cannot pick that up with your truck.
- Notify your supervisor that you have a customer with high halogens.
- Identify any possible sources of contamination (chlorinated brake cleaner, or nonflammable brake cleaners).
- Ask the customer if they would agree to a \$150 rebuttal analysis.
- If the customer agrees get the sample to your supervisor and have it overnighted to American Testing Technologies for a RFO and Rebuttal analysis.
- If the customer refuses, then we will not be able to provide them with disposal options for their used oil and antifreeze.



Test Your Truck Retain

- Test your truck retain sample before each offload. Make sure the truck retain sample is representative of the entire truck load.
- If a truck retain fails, identify the compartment that has high halogens with an additional Chlor-D-Test kit.
- Once the compartment is identified, test all customer retains that comprise that compartment to locate the generator.
- Inform your supervisor of your findings.

Eco-Maxx Contamination Prevention Guide

Contamination Prevention

- As a used oil representative you are the first line of defense against contaminating used oil and antifreeze.
- When contamination happens, it comes with lab fees, cleanout fees, lost time, and possible fines from government environmental agencies, not to mention the high rate for disposal.
 - It is in your best interest to prevent contamination. Keeping your truck contaminate free means it stays on the road.

The Decision to Pump

- You are not obligated to collect used oil and antifreeze if you believe that it has been contaminated.
- If you believe there is something wrong with a customers used oil/antifreeze or water, do not pump it.
- Let dispatch know and take a picture of the sample.
 - Chlor-D-Techs are great for identifying contamination. Use them frequently.
 - Dilution is never a solution.

How do I prevent contaminating my truck?

- Sample, Sample, Sample. Take good, representative samples from every Container.
- There are **ZERO** situations where a sample should not be collected.
 - Test the samples when ever in doubt.
- Talk to your customers and get to know what is normal for each location.
- Keep an eye out for any changes in customers facilities and equipment.

What should I look out for?

- Keep an eye out for strange, unmarked or mismarked containers.
- Containers should always have the proper labels and markings.
- 55 gallon drums and other small containers.
- Be wary of customers that say they do not know what is in the container, or if the container was there before they started working there.
- If a customer says they think it is contaminated, then treat it as so.



USED ANTIFREEZE

**USED
ANTIFREEZE**

USED OIL ONLY

WARNING!!!



DO NOT MIX WITH:
solvents, gasoline, engine
degreasers, or antifreeze



Facilities that are High Risk

- Sources of used oil or antifreeze that may represent a high risk of contamination such as PCBs, silicon, chlorinated solvents, or any other contaminants that Superior Lubricants is not permitted to handle. These include, but are not limited to, used oil/antifreeze from the following sources:
- electrical service, repair, and utility facilities
- **all non-automotive used oil stored in drums**
- generators that have previously been identified as being high risk waste generators
- generators with used oil/antifreeze that contain detectable levels of PCBs (2 ppm or greater)
- generators whose used oil has failed the Dexsil Clor-D-Test test.
- “Do-It-Yourself” (DIY) storage tank/container sites that have no controlled access
- scrap yards/junk yards - includes, but is not limited to a facility that:
 - Salvages scrap metal of any kind,
 - Processes scrap metal,
 - Stores scrap metal,
 - Crushes or shreds automobiles,
 - Dismantles automobiles or refurbishes industrial equipment such as hydraulic machines and electrical transformers, or dismantles ships
-
- sewage treatment plants
- third party oil collectors where the waste composition varies over time depending on the original source
- oil purchased from a vendor (customer) who is actively collecting, buying or brokering used oil/oil filters from outside sources.
- dismantling of an old plant
- source or generator is unknown, irregular or cannot be verified
- oil or antifreeze that exhibits unusual characteristics

What are some sources for contamination?

- Most contamination happens when businesses do not separate their waste streams.
 - Chlorinated solvents in used oil
 - Paint waste in used oil
 - Water in used oil
 - Used antifreeze in used oil
 - Heavy metals in used oil
 - Orphaned waste in used oil
 - Fuels in used oil
- Polychlorinated Biphenyls (PCBs) in used oil
 - Other contaminants

Waste Streams

- Businesses are required to keep all of their waste in labeled and approved containers until they are properly disposed of.
- This means that a tank holding waste oil should be properly labeled as so.
- The same goes for waste fuels, used antifreeze and water.

Halogens

- Halogens are some of the most common sources of contamination of used oil.
- Halogens like chlorine are extremely harmful elements.
 - Always try to avoid inhaling halogen gases and being exposed to oils contaminated with halogens.
- Halogens are used in a lot of industrial purposes, and can be in brake cleaners, solvents, and PCBs. Because of its wide range of applications, there is a general test kit designed to detect halogens in oil called a Chlor-D-Tech 1000 kit.
- Every truck should be equipped with a sufficient supply of test kits.

H																	He
Li	Be											B	C	N	O	F	Ne
Na	Mg											Al	Si	P	S	Cl	Ar
K	Ca	Sc	Ti	V	Cr	Mn	Fe	Co	Ni	Cu	Zn	Ga	Ge	As	Se	Br	Kr
Rb	Sr	Y	Zr	Nb	Mo	Tc	Ru	Rh	Pd	Ag	Cd	In	Sn	Sb	Te	I	Xe
Cs	Ba	La	Hf	Ta	W	Re	Os	Ir	Pt	Au	Hg	Tl	Pb	Bi	Po	At	Rn
						Eu	Gd	Tb	Dy	Ho	Er	Tm	Yb	Lu			
						Am	Cm	Bk	Cf	Es	Fm	Md	No	Lr			



**Halogens include:
Flourine (F), Chlorine(Cl),
Bromine (Br), Iodine (I).**

Chlorinated Solvents

- Some parts washer solvent or compressed brake cleaner are chlorinated.
- You can identify possible contamination by observing what kind of parts washers, solvents, and brake cleaner a shop uses.
 - Read the labels. Test your sample when chlorinated solvents are found.
- Be careful, this type of contamination is hard to detect as it does not typically change the look or smell of the waste oil.
 - May cause a phase to form on top of the oil.
- A lot of customers that burn their used oil will put solvents in their used oil tanks.



Auto Body Waste

- Most body shops keep the paint and repair section separate from the lube and service section.
- They are required to separate their paint waste and dispose of it separately from everything else.
- The oil will have a strong smell if paint waste has been mixed in.

Auto Body Waste Cont'd

- Because of the strong odor found in most body shops, it is hard to tell if the oil is contaminated from smell alone. Find a clear place outside away from the paint smell to observe the sample.
- Look out for a low specific gravity (watery or runny oil)
- See if the odor from the body shop is also in the oil.
- Test every sample from body shops with a Chlor-D-Tech 1000 Dexils Kit.



Water in Waste Oil

- Water is a common contamination and is easily identified.
- Oil contaminated with water will usually have a milky brown-white appearance and will be thicker than usual.
 - High water content in used oil makes it hard to determine other contaminants. The Chlor-D-Tech 1000 kits aren't designed for water.
- Water is heavier than oil, if it is not absorbed by the oil, it will create a separate phase at the bottom of the oil.
- Lowers the overall quality of used oil as a fuel and drops its resale value.
- When road salts are dissolved in water and mixed with oil, the oil can test positive for halogens.
- Oils with large water phases, or very milky, light colored oils should be tested with a Chlor-D-Tech 1000 kit before collection.
 - Always get approval before collecting oil with high water content.



oil
vs.
water
experiment

Appearance of Water in Oil

Dissolved Water-
Oil appears bright and
clear. Water can only
be removed by vacuum
dehydration.



Free Water- Large drops
that readily settle out.



500 ppm 1000 ppm 2500 ppm 5000 ppm 10000 ppm

Emulsified Water- Very
small droplets dispersed
in oil. Oil viscosity may
go up and appear cloudy
and milky. Tiny amounts
of detergent engine oil
can contaminate
industrial oils.

Used Antifreeze in Waste Oil

- Used antifreeze should be separated as much as possible from waste oil
- It will create a multicolored phase at the bottom of used oil samples.
- Can be a sign of waste stream mixing and possible contamination.
- Lowers the overall quality of used oil as a fuel and drops its resale value.
- Always communicate to dispatch when a customer has a lot of used antifreeze in their waste oil, and get approval for pickup before pumping.



**USED
ANTIFREEZE**

USED ANTIFREEZE



Heavy Metals in Waste Oil

- Primarily caused by the breakdown of engine parts.
 - It is hard to detect because it is not an observable contamination. A lab must test for these.
- This is typically identified when waste oils are analyzed for fuel purposes.

H																	He
Li	Be											B	C	N	O	F	Ne
Na	Mg											Al	Si	P	S	Cl	Ar
K	Ca	Sc	Ti	V	Cr	Mn	Fe	Co	Ni	Cu	Zn	Ga	Ge	As	Se	Br	Kr
Rb	Sr	Y	Zr	Nb	Mo	Tc	Ru	Rh	Pd	Ag	Cd	In	Sn	Sb	Te	I	Xe
Cs	Ba		Hf	Ta	W	Re	Os	Ir	Pt	Au	Hg	Tl	Pb	Bi	Po	At	Rn
Fr	Ra																
		La	Ce	Pr	Nd	Pm	Sm	Eu	Gd	Tb	Dy	Ho	Er	Tm	Yb	Lu	
		Ac	Th	Pa	U	Np	Pu	Am	Cm	Bk	Cf	Es	Fm	Md	No	Lr	

Common Toxic Heavy metals are in red:

Chromium (Cr), Cadmium (Cd), Mercury (Hg), Lead (Pb), and Arsenic (As).

Orphaned Waste

- Any automotive repair facility in New York that generates more than 5000 gallons of used oil annually is required to take a minimum of 5 gallons of used oil for disposal free of charge from the public.
- Typically the contents of this used oil cannot be identified because it is at word of mouth. This means that an individual could have put anything they wanted to get rid of in their waste oil.

Orphaned Waste Cont'd

- This waste oil from the public is considered orphaned waste because it is usually unknown, and must be disposed of as so.
 - The contamination happens when shops mix the orphaned waste from the public in with their waste oil stream.
- Keep an eye out for strong, unfamiliar odors, phases, and colors in the used oil. This could be a sign of contamination.
- If you suspect something other than used oil is in the oil, always test it with a Chlo-D-Tech 1000 kit, and get approval before pumping.



Fuels in Waste Oil

- Waste gasoline, diesel, jet fuel, and kerosene contaminated with water or other substances needs to be disposed of properly.
- Disposal is expensive, leading to the dumping of waste fuels into the waste oil tanks.
- This is easily identified by the strong odor coming from the tank.
- Fuels lower the specific gravity and flash point causing it to be hazardous. The oil could appear watery and thin.
 - Fuels mixed with oils can cause the oil to turn red.
- If fuel contamination is suspected, take a photo of the sample. Get approval before pumping it. Note that even small amounts of fuel can put off a strong odor, look at the color and how watery the oil is as well.

Polychlorinated Biphenyls (PCBs)

- Is a dark fluid that was commonly used to insulate and cool electrical fuses, relays and transformers.
- Was used as a cooling fluid for industrial cutting machines.
 - Toxic to humans and animals.
- Have been outlawed in the United States since the 70's

Polychlorinated Biphenyls (PCBs Cont'd)

- Because they have the same look as used oil, PCB fluid is mistakenly mixed with it.
- The limit on PCB's is 2 ppm. This means that only a small amount can contaminate an entire load(s) of oil (2 gallons will contaminate 5000 gallons).
- To prevent collection of PCB's, never collect used oil from un-known containers, electrical and plumbing shops, and industrial facilities without a lab analysis.
- Use caution and judgment when collecting used oil and take as many samples as possible. Be sure to properly mark samples with customer/container name, location, time and date
- When you are suspect of a sample, or feel that a customer is not being honest with you about their waste oil, DO NOT COLLECT IT. Remember you can always say no and prevent large fines for the company, and large fines for the customer.



Other Contaminants

- Be wary of customers who have used oil in old floor cleaner and degreaser pails, drums and totes. These products are typically corrosive and reactive, and can react violently with used oil.
- Keep your nose and eyes out for any strange colors, bubbles, odors, and anything else that looks out of the ordinary.
- Used oil should be mostly black, and should have the consistency of new oil. It should not run like water, or bubble like soap.



What do I do when I have identified a contamination event?

- Stay calm, don't panic or get upset, this will only upset the customer.
 - Inform dispatch of the event.
- Inform the customer that you believe there is a contaminate in their used oil, and ask them what other than used oil goes into their tank.
 - Keep an eye out for possible contaminants in the shop.
 - Remember to verify the contamination, a laboratory has to identify the contaminate and the concentration. The customer has the final decision on lab work as they will be the ones paying for it.
- If the customer refuses to pay for the lab work, then inform them that you will not be able to collect their used oil.
- You are not obligated to collect the customers used oil. Once the customer refuses the lab work, offer to have our other environmental partners to give them a quote for the disposal of the waste.
- Be polite and courteous. You are not there to accuse them of a crime, nor are you a representative of any environmental enforcement agency. You are a used oil rep, and you can only collect non-hazardous used oil and used antifreeze.

Remember

- There are many signs of possible contamination. Always be on the look out for anything that appears to be out of the ordinary.
- Take samples every time you collect used oil.
 - Use the Chlor-D-Tech 1000 kits and the laboratories often.
 - If you are in doubt, don't pump it!

Sample Collection Procedures

- Retain samples should represent the total condition of the oil in the tank; if there are multiple used oil tanks, a retain sample should be taken from all tanks in separate bottles, or mixed in bottle(s) proportionately.
- For tanks with an accessible opening:
 - a. Use a new, clean sample bottle
 - b. Open the colliwasa all the way, insert into the tank as far as the colliwasa will travel, preferably all the way to the bottom of the tank.
 - c. Close the colliwasa and remove from the tank. Empty the contents into the sample bottle
 - d. Observe the phases of the sample; note if there are multiple layers, colors or unusual odors in the sample.
- For tanks without access:
 - a. Look for a sample port and fill a sample bottle from the port
 - b. If there is no port, collect a sample from the truck's sample port during the collection process. Note any odors or signs of contamination in or around the tank.
 - c. Before sampling, allow for approximately 30 seconds of pumping to allow any oil from previous stops to purge out of the lines (1 minute in cold weather).
 - d. If there is no sample port on the truck, pull a retain from the compartment(s) offloaded into after the customer has been serviced.
- For customers with multiple tanks or drums, the best way to collect a representative sample is to pull a sample from each tank, and then mix them all into a bucket. After the samples have

been mixed in a bucket, a representative sample can be collected in a new, clean sample bottle directly from the bucket.

- If a sample is from a drum, oil pan, from an unknown source or has a strange odor, color, or layer, be sure to run a Chlor-D-Tect 1000 test before collection oil. Do not pump the oil if the test indicates a Halogen concentration in excess of 1000 PPM. Note that the higher the water content, the less accurate a Chlor-D-Tect 1000 test kit will be and an actual lab analysis may have to be done before collection.
- Fill out a sample bottle label. Make sure that the customer prints and signs the label. For truck retains, ensure that a name, location, time and date are included on the sample.
- All samples must be kept for a minimum of 60 days.
- At the end of each day, a representative sample must be taken from each truck. This sample should be tested with a Chlor-D-Tect 1000 before offloading.
- After testing the truck retain with a Chlor-D-Tect 1000 kit, fill out a chain of custody and have the sample sent to the lab for a PCB test
- A representative sample should be taken from all tankers, trucks and railcars before transporting the used oil a second time, or if the container is full. Test the sample with a Chlor-D-Tect 1000. Send the sample to the lab for a PCB test. No tank trailer or railcar will be moved without PCB analysis completed first.

**FLORIDA DEPARTMENT OF
Environmental Protection**

Ron DeSantis
Governor

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

Jeanette Nuñez
Lt. Governor

Noah Valenstein
Secretary

Receipt for Submission

February 24, 2020

Matthew Gudorf
Emaxx Miami LLC
7400 NW 77th Ter

Medley, FL 33166 7503

Your application for Registration of a Used Oil Handler Facility for Emaxx Miami LLC (located at 7400 NW 77th Ter , Medley) is complete. Your facility identification number (EPA ID) is FLR000223313. This registration is valid until July 1, 2021. The receipt number for the registration fee you paid is 27429.

You must comply with the requirements specified in Chapter 62-710, Florida Administrative Code (F.A.C.) in order to maintain qualification for the registration program. A copy of Chapter 62-710 Used Oil Management Rules is attached.

If you need further information, please contact the Used Oil Program Coordinator at the above address, Mail Station 4560, telephone (850) 245-8707, or email Used.Oil@dep.state.fl.us.



FLORIDA DEPARTMENT OF Environmental Protection

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

Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Noah Valenstein
Secretary

February 24, 2020

Matthew Gudorf
Emaxx Miami LLC
7400 NW 77 Terrace Ave

Medley, FL 33166

BE IT KNOWN THAT

Emaxx Miami LLC
7400 NW 77th Ter

Medley, FL 33166 7503

IS HEREBY REGISTERED AS A USED OIL

Transporter for Hire, Transfer Facility, Filter Transporter

pursuant to Chapter 62-710, Florida Administrative Code (F.A.C)
The Department of Environmental Protection hereby issues
Registration Number **FLR000223313** on **February 24, 2020**
Transporter Type: **Large For-Hire Transporter**

This registration will expire on 06/30/2021

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 on-line payment receipt are your receipts.



Department of Environmental Protection

FDEP, MS 4555, 2600 Blair Stone Road Tallahassee, Florida 32399-2400

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, 2019 through December 31, 2019

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: Emaxx Miami LLC 2. Telephone No. (716) 545-7950

Site Address: 7400 NW 77th Ter

Medley, FL 33166 3. EPA ID No. FLR000223313

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

4. Name of person preparing report (please print) Matthew Gudorf

Title _____ Phone number (if different from #2, above) (716) 545-7950

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

a. In Florida.....

b. From out of state.....

c. Beginning Inventory.....

d. Total (sum of totals from Lines a + b + c).....

Automotive	Industrial	Mixed	Total
558707	31546	0	590253
0	0	0	0
			0
			590253

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.....

3. Total amount (in gallons) of used oil managed.....

4. End of year, on hand estimate (Difference between Lines 1D and Line 3).....

In State	Out of State
590253	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
590253	0
0	0

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

	In State	Out Of State
1. Number of filters on hand from previous year.....	0	0
2. Number of used oil filters collected.....	102045	0
3. Total number of used oil filters to manage (1 plus 2).....	102045	0
4. Disposition of used oil filters collected:		
a. Transferred to another registered facility.....	0	0
b. Burned for energy recovery at a Waste-To-Energy facility.....	0	0
c. Transferred directly to a metal foundry for recycling.....	100945	0
d. TOTAL.....	100945	0
5. End of year, on hand estimate (Difference between Lines 3 and Line 4d).....	1100	0
6. Gallons of used oil collected as a result of filter processing.....	0	0
7. Gallons of used oil transferred to a used oil handler (transporter or processor).....	0	0
8. Volume of oily waste collected and managed as a result of filter processing.....	0	0
9. Description of oily waste management.....		

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) 245-8700, email: Used.Oil@dep.state.fl.us.