



Marion Employee Profile Danny Bales

For fifteen years, Danny has been the key technician in Aqua Treat's lab. The lab has changed throughout this time, but new equipment never phases him. Fortunately for Aqua Treat, Danny is always up to the challenge of mastering new technology.

Whether the request involves a weekend shift or an all-nighter, Danny has always done what is needed. Dependable, reliable, he is the kind of technician who just quietly gets the job done. He is, and has been for many years, a real treasure for Aqua Treat.

If you drop by the lab, the popcorn that you smell is Danny's specialty. He loves old movies and often shares his movie style popcorn with the Aqua Treat team.

Marion Environmental Inc. is one of the leading providers of environmental consulting, remediation, and emergency response in the southeast. Our goal is to provide cost effective solutions to environmental problems.

Making *our* standard, industry standard.



Bio/Hazardous Spills

A small but important part of MEI's Emergency Response Department is the Bio Cleanup Team. The Bio E.R. team decontaminates the area by reducing biohazardous material (infectious agents, DNA material, human material, biological toxins, etc) to an "acceptable" level, one that is below the level necessary to cause disease. Acceptable levels will depend on the biohazardous material in question. The team then properly disposes of the waste.

Safety Tip - Driving in the Fog

If you must drive in fog, please follow these safety tips: slow down and do not drive faster than your vision. Keep a greater distance between your car and the vehicle in front of you to ensure enough reaction time and stopping distance. Do not use high beams. Turn on your flashing lights to give other vehicles from behind a better opportunity to see your vehicle. Use the right edge of the road or roadside reflectors as a guide. Listen for traffic you can't see. Do not change lanes or pass other vehicles, unless absolutely necessary. If you cannot see, pull completely off the road. If you pull off the road, turn on your hazard flashers immediately.

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Upcoming Events/Presentations

Small Business Awards Luncheon – Wednesday, March 19

Emergency Response Planning - LEPC

MEI likes to contribute and participate in many LEPC chapters (Local Emergency Planning Committee) in Tennessee, Georgia and North Carolina. There are 95 chapters of LEPC in TN alone (one in each county). It helps MEI to get to know the local officials in case there is an incident. MEI spill response experts have been giving presentations to various LEPC meetings on emergency spill response and planning in recent months. Having already given presentations for Bradley and Sullivan County, MEI representatives will soon be in Hamblen and Washington County in the coming months, as well as Haywood County in North Carolina.

In these presentations, MEI discusses the general ‘best practices’ when preparing for any type of spill emergency. The best Emergency Response plans are the ones made before the spill occurs. Remember the 3 C’s: Control, Contain, Cleanup.

Map your facility.

- Know the layout of storage areas, tanks, drains, and ditches.
- Be aware of utility shutoffs, location of fire alarms, extinguishers, and PPE.

Develop a plan.

- Designate an Emergency Coordinator.
- Establish a partnership with a qualified ER contractor.
- Maintain a list of ER agencies: Police, Fire, TDEC.

USEPA, LEPC, etc.

Control the Spill.

- Remain calm, record key details, know who to call.
- Have labels and MSDS’s available for responders.



Trucking

The American Trucking Association (ATA) has responded to the FMCSA’s restart study. The ATA indicated that the restart study failed to evaluate the safety effects of the once-per-week restart restrictions, commonly called the 168 hour rule. The study did not address the safety implications of putting more trucks on the road during daytime hours, a time when more passenger vehicles are on the road. According to the ATA, the restart study did not address this important safety issue. This orchestrated change in driving patterns could cause more accidents as well as more congestion.



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