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ASHMM
AUTUMN 2006 NEWSLETTER

Greetings from the President

Thanks again to Jeff Lunceford, Central Director for organizing our tour of the Lincoln plant facility! The Lincoln plant manufactures the Honda Odyssey, Honda Pilot and V-6 engines. We viewed an Odyssey as it moved from frame to final assembly. It is truly amazing how many vehicles they can manufacture in a day and how little waste is generated in their facility.

Mike Carter, Kim Perry, Richard Harris, Gerald Stafford and I all attended the national ACHMM meeting in Orlando, Florida, September 17th – 20th. Greg Moninger and Eric Sorrells were also listed as attendees but I did not get to see them while I was there. Sally Smith taught in the CHMM National Overview Course in Orlando but did not get to stay for the conference. The conference was great and we will be telling you all more during our next business meeting in Gulf Shores!

The CHMM review course in Huntsville went well. The chapter had 6 attendees and 4 of them sat for the exam. We did receive a lot of feedback concerning the review course, which we will discuss at our next meeting in Gulf Shores! A great big thank you goes to Robert Tomlinson and Mitch Ham for putting the course together, providing instructors, manuals and overseeing the course. Thank you to Sally Smith, Tom Barns, Doug Bullock, Paul Johnson, Neal Jones, Kim Perry, Steve Parker, Margaret Naugle, Amy Werkheiser and Robert Tomlinson for instructing in this review course!

Please remember that participating in the CHMM review course, attending the national conference and chapter meetings all count toward your recertification points. Recertification is on a five-year schedule depending on your certification date. If you need more information on this please go to the Institute of Hazardous Materials Manager's (IHMM) website at http://www.ihmm.org/dspRecertification.cfm

There was an excellent presentation at the National Conference by John Frick the Executive Director of IHMM on the changes taking place in the Institute and how they are going to become stricter on the recertification deadlines. I will be providing you all an update on this at the annual meeting in Gulf Shores in November.

November 3rd – 4th is the date for our annual meeting. In case I haven't mentioned it yet, we will be meeting in Gulf Shores! Information follows in the newsletter. I look forward to seeing you all there!

What are you working on? How can ASHMM help you? Let us know! You can contact us at http://www.ashmm-al.org/organization.html

Theresa Jablecki-Kriel

ASHMM QUARTERLY MEETING 2

What: **ASHMM Autumn Meeting**

When: **November 3-4, 2006**

Where: **Gulf Shores, AL**

Dinner, Friday, November 3rd starting at 7:00 p.m. at Zeke's Landing Restaurant & Down Under, 26619 Perdido Beach Boulevard, Orange Beach, AL 36561-3187, 251-981-4001, www.zekeslanding.com

Please email Theresa Jablecki-Kriel at tjableck@westga.edu by 5:00 pm Thursday, November 2nd if you are going to attend the dinner and the number of persons in your party! The Chapter will pay for dinner for those members who are current on their ASHMM dues. Spouses, guests, and children are also invited.

Zeke's offers fresh Gulf seafood, prime rib, grilled seafood, and a Sunday Brunch. Overlooks a charter fishing fleet. Zeke's Down Under Café offers a light seafood fare in a casual Oyster Bar type atmosphere.

The annual meeting and program, Saturday, November 4th, will be held at Faulkner State Community College (Wade Ward Campus), 3301 Gulf Shores Parkway (Hwy. 59) in Gulf Shores, AL. http://www.faulkner.cc.al.us/locations/gulfshores

The campus is located approximately 3 miles north of the beach. If driving south on Hwy. 59 the campus is located on the right before you cross the bridge over the Intracoastal Waterway.

Agenda: Faulkner State Community College Administration & Classroom Building

9:00 am	Registration & Continental Breakfast
9:15 am	Business Meeting
10:00 am	Break
10:15 am	Speaker: John Cambre, CHMM Topic: Hurricane Katrina Update, a chapter member's perspective
12:00pm	Adjourn
12:15pm	**Board Officers Meeting**

If you have any questions or need directions you can call Theresa at 334-728-1323. See you in Gulf Shores!!

Hazardous Waste Management (8 hour course) November 10, 2006

UAB CLEAR
Workplace Safety Training
1043 Building
1043 9th Ave S

Mailing Address:
1043 BLDG 102
1530 3rd Ave S
Birmingham, AL 35294-4490

Phone: (205) 934-8016
Fax: (205) 975-6247

Relevant Regulations:
EPA's 40 CFR 264, 265, and 266
ADEM 335-14-3-.03

$195 per person

Course Designed for the Following People

- Hazardous waste generators
- Industries with RCRA permits
- Large Quantity Generators
- Small Quantity Generators
- Treatment, storage, disposal facility managers

Course Topics

- Identification and listing of hazardous waste
- Hazardous waste generator standards
- Standards of owners and operators of hazardous waste TSD facilities
- Air emissions control rules
- Universal treatment standards
- Land disposal restrictions

Click here to register.

GAS ALTERNATIVES

Alternative Fuel Choices
By RAY HOLAN | AUTOBLOGGREEN.COM

http://autos.aol.com/article/hybrid/hub/_a/alternative-fuel-choices/20061022214909990001

"Mirror mirror on the wall, who's the fairest fuel of them all"? The magic mirror in the fairy tale had it easy. Snow White was a shoe-in. In the 2006 Alternative Fuel Beauty Pageant, we have a tougher time picking a winner. Lots of conflicting information. Which one is the "fairest fuel" to put in the tank (or battery bank or fuel cell)? I'm here to pick an alternative fuel that's fair to my pocketbook, fair to the planet, and fair to my thirst for performance and convenience.

I narrowed the fuel contenders down to 5 finalists: E85, CNG, Biodiesel, Electricity and Straight Vegetable Oil. I left out hydrogen because it's readily available in fairy tales, but not on Main Street USA. Having owned at least one vehicle running on each of the fuel contestants below - the notable exception being an E85 vehicle - I feel reasonably qualified as a graduate of the school of hard knocks (or is it NOx?) to subject you to my subjective perspective. So which fuel makes a podium finish? Read on after the jump.

Ethanol / E85

Just in case you've been living under a rock and aren't familiar with the term, E85 is 85 percent ethanol by volume and 15 percent unleaded gasoline. The unleaded gas portion aids cold weather starting. One thing I dig about E85 is that the ethanol portion is renewable. While the debate rages as to whether 100 percent ethanol delivers efficient energy (studies on corn-based ethanol production estimate there's 1.2-1.7 energy units gained for every 1 energy unit expended in the production of ethanol), no one's arguing about whether it's a renewable fuel or not. Big points in my scorecard over petroleum-based gasoline for that one. E85 is also a predominantly domestic, in contrast to gasoline derived from petroleum of the mostly imported variety.

Another E85 benefit I can give a thumbs up is its high octane rating of 100-105. Personally, I'd like to see a dedicated E85 vehicle like the Europe-only, Saab BioPower turbo sedan. It takes full advantage of E85's higher octane rating to kick up the turbo boost pressure and get you another 50 hp vs. the stock turbo engine running on gasoline (91-94 octane). Current flex-fuel vehicles can adjust timing and fuel injection according to the amount of ethanol in the fuel, but they can't kick up the compression ratio.

Why is this important? Ethanol has a low BTU count compared to the other contestants. It only scores 75K BTU per gallon. Since ethanol's the major ingredient in an E85 blend, the well-documented increase in fuel consumption vs. regular unleaded should come as no surprise. Consumer Reports recently determined a Chevrolet Yukon flex-fuel vehicle achieved 14 mpg on regular unleaded gasoline and only 10 mpg on E85. While this is an extreme example, an increase in fuel consumption of 5-15 percent is typical according to the National Ethanol Vehicle Coalition. E85's skeleton in the closet has been this fuel consumption penalty. As the driving public gets wind of that little wart, flex-fuel vehicles are going to need every tax incentive they can get to sit pretty in the public eye. Saab's BioPower models prove you can have you cake and eat it too - get higher performance while minimizing the fuel consumption penalty of E85 by kicking up the effective compression ration with higher turbo boost.

I have to mention the land use debate involving ethanol: can we afford to dedicate enough arable land to raising corn, switchgrass, or whatever the ethanol will be produced from? The jury is still out on that one. Oh, yeah. One more thing. Ethanol's a trifle corrosive, so transport must be by truck not traditional pipeline.

Cynics point to the paltry number of E85 fueling stations in the U.S. There are fewer than 1,000 nationwide

with a heavy concentration of those in, big surprise, Midwestern corn-producing states. Minnesota, for example, has over 200 E85 stations with a quantum leap to 500 predicted by 2008.

Predictably, none of these shortcomings have prevented the ethanol-plant-building gold rush that been going on in the U.S. We're looking at a total of 130 plants operating with an annual 4.6 billion gallon capacity by recent reckoning. Quite the pile-on I'd say.

To sum up, ethanol/E85 is renewable, can be domestically produced, has higher octane than gasoline and burns cleaner plus (and this is a biggie) it can be used in existing gasoline vehicles with relatively minor alterations to the vehicle's fuel storage and delivery system.

What do you think?
On the downside, it's energy balance isn't great right now, although it will likely improve as time goes on, and it takes a lot of arable land to grow the plants (be they corn, switchgrass, or sources of cellulose) from which to distill the ethanol. Also in the negative column, ethanol can only be used in a limited way with diesel engines. So-called "E Diesel" is only 10 percent ethanol. Ethanol's high octane rating works against its cetane rating rendering it tricky to use in diesels. But E85's major handicap is higher fuel consumption in comparison to gasoline, diesel, and most of the other alternative fuels. Higher consumption means the price must be proportionately lower than competing fuels to make it worthwhile for the consumer opting for E85 in his or her tank. This means tax incentives must be applied to the equation. Of course, there's no such thing as a free lunch. Tax incentives granted in one area, means another area of the federal budget suffers - at least in the short run. Personally, I can't feel warm and fuzzy about E85, especially in light of the benefits of the other alternative fuels we have available.

Compressed Natural Gas (CNG)

CNG is a mixture of gases comprised principally of methane and butane. Bic lighters anyone? Unfortunately, it's not a renewable fuel, but we do have a goodly reserve in North America, so it's sorta domestic, but not quite. CNG has great octane (about 120) and, because it's a gas already, it burns very cleanly. Compared to gasoline, CNG reduces exhaust emissions of carbon monoxide by 90 percent, carbon dioxide by 25 percent, and nitrogen oxides (NOx) by 35 percent. Remember, liquid fuels like gasoline or ethanol need to be vaporized in order to burn optimally, whereas CNG is a "vapor" in its natural state. CNG vehicles love winter operation. They'll start easily in the coldest weather because of this property of the fuel.

CNG vehicles have been around for years, but you don't find them at your local Ford dealership. Because of the special fueling requirements (i.e. a pressured filing device with fail-safe fittings rather than the ubiquitous liquid fuel pumps dotting our landscape), CNG vehicles have been solely marketed to fleet owners. It's thought that the centralized fueling of a local fleet lends itself to CNG rather than the individual private owner.

The Natural Gas Vehicle Coalition website, among other useful resources, provides a list of CNG vehicles for sale. Some of these are dedicated CNG vehicles others are bi-fuel and therefore capable of transporting you and your goods on gasoline or gas of the CNG variety. A bi-fuel vehicle needs to be capable of using the inferior fuel as well as CNG. This precludes CNG-only tricks like higher compression ratios.

The weakness of CNG as fuel is similar to that of hydrogen: onboard storage requires bulky pressurized cylinders that take up more space than a typical gasoline or diesel tank. CNG is stored at 3,000-3,600 psi pressure. I added larger than stock aftermarket tanks to my van. Even with those under the floor, my range was only about 275 miles per fill. Better than an electric vehicle, but nothing to write home about.

In summary, CNG, although limited, is domestically available in North America, has higher octane than gasoline and burns cleaner, plus it can be used in both gasoline and diesel engines. On the downside, it's not a renewable fuel, and it can't be used in existing gasoline vehicles without extensive alterations to the vehicle's fuel storage and delivery system. Its major drawback is lack of fuel station infrastructure. While CNG is piped to most residences in the U.S., a special, pricey home fueling compressor is required for fueling and it takes a long time to fill a vehicle's CNG tank. It's not as simple as adding an E85 liquid pump to your local gas station.

Biodiesel (B100)

Biodiesel has grabbed its fair share of headlines in recent years, but despite the coverage, it is often misunderstood. Biodiesel is NOT vegetable oil. It is made from vegetable oil that has been modified by a chemical process. 100 percent biodiesel (B100) can be used in any stock diesel engine. No significant modification to the engine is required. In contrast, straight vegetable oil (SVO) requires modifications to the fuel delivery system in the vehicle and in some systems, mods to the engine itself. In short, biodiesel fueling requires you to modify the vegetable oil; straight vegetable oil fueling requires you to modify the vehicle instead.

B100 has its positives. Biodiesel is renewable since it's derived from plant sources. It is predominantly a domestic rather than an imported product. It burns cleaner than regular diesel and has higher cetane rating and better lubricity. It is said to have an exemplary energy balance returning about 3.2 units for energy for every unit consumed in its production (ethanol is about 1.2-1.6 depending upon what study you believe). It is also biodegradable. Like ethanol, biodiesel is typically blended with a traditional fuel. B100 is blended with no. 2 petroleum diesel to form blends like B20 (20 percent biodiesel and 80 percent diesel), B5 or B99. Unlike E85, biodiesel blends from B2 to B20 deliver equivalent fuel mileage in comparison to traditional fossil fuels.

The availability of commercial biodiesel is improving. Happily, biodiesel can be moved through our existing fuel infrastructure. If you're not interested in making your own, you can use the retail variety. Depending upon tax incentives in your area, you might pay a smidge less than regular diesel for your biodiesel blend. Nationally, biodiesel blend prices hover close to those of petroleum diesel.

Photo by Skidrd. Licensed under Creative Commons license 2.0.

Check the final tally. Biodiesel has an impressive less of assets. It's made in the USA, it's biodegradable, renewable, burns clean, doesn't increase your fuel consumption, costs about the same as regular diesel and you can make it in your garage if you don't burn it down in the process.

On the negative side, higher concentrations of biodiesel (above B20) are associated with an increase in NOx emissions. Biodiesel is a good solvent. Good for cleaning up oil spills and the like, bad for rubber hoses and gaskets. Viton hoses and seals are recommended to make your system completely biodiesel compatible if it's a vehicle built before 1996. The quality of homemade biodiesel can vary from batch to batch. Even biodiesel made to the ASTM D-6751 standard is accepted in only a limited way by diesel vehicle and equipment manufacturers. Generally, B5 is OK and B20 is not. Homebrew biodiesel is decidedly verboten. Finally, availability of biodiesel at the retail pump, like that of E85, is spotty at best.

ELECTRICITY

No, we're not talking gasoline-electric hybrids. Pure kilowatts. That's the ticket. Most sources of electricity to power electric vehicles involve burning other fuels like coal, natural gas or diesel fuel. Yes, there are certainly "clean" sources such as hydroelectric, biogas, wind and solar. However, there are still in the minority.

Where the rubber meets the road, electricity kicks butt. There's no fuel burning in the vehicle, hence zero pollution. Critics are quick to point out the pollution created at the electric powerplant itself. Advocates emphasize it's easier to apply and maintain pollution controls to a single location (i.e. the powerplant) than to thousands of locations (i.e. the vehicles).

Similar to CNG, storage is an issue for electricity. Current battery technology can only store the energy equivalent of a couple of gallons of gasoline. An ideal battery that would allow dense energy storage, fast charging, long service life and weigh less than today's lead acid battery has yet to hit the streets. Fuel cells? Still too expensive and the

ideal fuel cell fuel (i.e. hydrogen) requires bulky tanks and high pressures for onboard storage. The maddening fact is that electricity is the cheapest of the five fuels in this competition. It can be derived from many sources and several of those are renewable and domestically produced. At the vehicle, electricity is absolutely the cleanest fuel because there's no burning involved. Pollutants can be controlled to a large extent at the source. Electric motors make killer torque and they do it at zero rpms. Big advantage overcoming inertia. Translation? Quick getaways. Electric motors are quiet and vibration free.

Let's summarize. Besides the storage bugaboo, electricity as a vehicle fuel is a very attractive choice. It's clean, cheap, can be derived from several sources - a good portion of which are renewable and domestic - and the infrastructure to support electricity is already in place (the notable exception being a hydrogen production, storage and transfer infrastructure). Frankly, the solar power is on the EV's side of the hedge. EVs have a bright future despite the release of "Who Killed the Electric Car?" (See AutoblogGreen's recent review and interview). As evidence of this prognostication, I draw your attention to the current gas-electric hybrid rage, to the serious interest in the PHEV (Plug-in Hybrid Electric Vehicle) concept and to the commitment of major auto manufacturers to fuel cell vehicle development.

Straight Vegetable Oil

We'll keep this short. SVO is *not* biodiesel. Many homegrown and commercial systems have been employed to adapt diesel engines to run on straight plant oil. Most achieve their goal by applying heat to SVO carried in a separate tank on the vehicle. Does SVO burn clean? Check. Is it renewable? Check. Multiple crop sources? Check. Domestic sources? Existing infrastructure? Check. Cheap? Check check. Looking good so far.

Now we hit the snags. SVO only works as a fuel for diesel engines, not gas (i.e. spark) engines. The oil's viscosity needs to be reduced for proper engine combustion. The fuel system and, in some designs, the engine itself needs to be modified. Manufacturers frown on such shenanigans. If you use virgin oils, you're burning food. I, for one, have an itsy bitsy moral problem with that. If you use waste cooking oil (i.e. drained from restaurant fryers), that's better. However, waste oil is often a mixture of oils, especially if gathered from several establishments. The combustion behavior of oil mixtures is difficult to predict. That is, how efficiently will it burn and under what engine operating conditions?

I won't belabor the question of whether burning straight vegetable oil in a properly modified diesel engine works. It does. I've owned three vehicles adapted for SVO fuel and enjoyed many trouble-free and inexpensive miles. However, I'm compelled to note that SVO is not as clean-burning as biodiesel or diesel in ALL respects. All vehicles used diesel from the same pump and highly filtered canola oil from the same batch. Of course, I wouldn't presume to generalize from this small sample. Frankly, the big problem is the absence of a standard for vegetable oil fuel. Biodiesel has its D-6751 ASTM standard, what does peanut oil have? Nada. In Europe, there is a standard based on rapeseed oil, but most of the oil in the U.S. is soybean oil so we can't apply the European standard here.

One other shortcoming of SVO burning is the lack of big-buck engineered systems to handle it. Don't take this the wrong way. There are dozens of companies producing systems for diesel engines to burn SVO. Each has its fans and detractors. The fact is, each one of these systems designs are working well for SOME customers, or else the company wouldn't still be in business. The point I want to make is that all the companies selling these systems are small businesses. They can't afford a contingent of engineers and pricey lab testing. This is reflected in the current state of the art.

Pick of the Litter

Electricity is cheap and clean if derived from a renewable source of power. Once the storage hurdle is overcome, look out. SVO is a close second, marked down only slightly because it's limited to diesel engines and does nothing for gas engines. I put biodiesel a hair behind SVO because it's more expensive. E85 is further down the list because of its energy balance (energy out compared to energy required to produce it) is markedly lower than biodiesel and SVO. CNG I placed last because it is not renewable and getting pricey although it is a clean burning fuel and reasonably abundant in North America.

The Lafarge North America plant in Calera, Ala. Recognized for Energy Efficiency

Release date: 09/14/2006

Contact Information: Dawn Harris-Young, (404) 562-8421, harris-young.dawn@epa.gov

(Atlanta. GA - Sept. 14, 2006) The Lafarge North America plant in Calera, Ala. is one of seventeen first-time recipients of EPA's Energy Star award in recognition of their energy-efficient operations that prevented approximately 3 billion pounds of greenhouse gas emissions. The manufacturers' efforts not only cut pollution, but also lowered energy consumption and reduced costs.

"By committing to smart energy use during its manufacturing operations, LaFarge is making a significant contribution to the improvement of our environmental and energy outlook," said Jimmy Palmer, EPA Regional Administrator in Atlanta. "Working with our manufacturing partners, we are implementing the administration's aggressive and practical strategy to reduce greenhouse emissions while growing the American economy."

The U.S. manufacturing sector consumes about one-third of the energy used in the United States and contributes about 28 percent of U.S. greenhouse gas emissions. Energy is a significant, controllable expense for most manufacturers, and energy efficiency is a direct way to reduce this cost while avoiding emissions of greenhouse gases. EPA's national energy performance rating system, developed in cooperation with industry, enables companies in the wet corn milling, cement and auto assembly industries to evaluate the energy efficiency of their plants relative to their industries and develop challenging energy improvement goals and plans.

Plant owners are eligible to earn the Energy Star award for a plant if the plant's energy performance score is in the top 25 percent nationally using EPA's plant energy performance indicators. The scores are based on actual energy use. EPA is currently working with ten industries to advance innovative corporate energy management tools.

Energy Star is a voluntary, market-based partnership designed to offer business and consumers effective energy efficiency solutions for saving energy, money and the environment. Programs like Energy Star are vital to meeting the Administration's goal to cut the greenhouse gas intensity by 18 percent by 2012. In 2005, Americans with the help of Energy Star saved about $12 billion on their energy bills and prevented greenhouse gas emissions equivalent to those produced in powering 11 million single family homes.

For more information about this plant recognition and the energy efficiency rating system:
http://www.energystar.gov/index.cfm?c=in_focus.bus_industries_focus

CAREER OPPORTUNITIES POSTED in OCTOBER 6

Environmental Engineer

Company:	Union Foundry Company	Location:	Anniston, AL 36202
Status:	Full Time, Employee	Job Category:	Environmental Services
Relevant Work Experience:	2+ to 5 Years	Career Level:	Experienced (Non-Manager)
Education Level:	Bachelor's Degree		

Union Foundry Company, a leading manufacturer of cast iron water main pipefittings, is seeking an Environmental Engineer. The successful candidate should have three to five years in the environmental field with experience in Title V Air Permitting, RCRA, NPDES Storm Water, EPCRA and ISO14001. BS degree in Environmental Engineering, Chemical, Civil or Mechanical Engineering required. Competitive salary and benefits.

Market Sales Specialist

Company:	Safety-Kleen Systems, Inc.	Location:	Mobile, AL 36612
Status:	Full Time, Employee	Job Category:	Sales
Relevant Work Experience:	2+ to 5 Years	Career Level:	Experienced (Non-Manager)
Education Level:	Bachelor's Degree		

Safety-Kleen Systems has an immediate opening for a **MARKET SALES SPECIALIST** in **Mobile, AL**. This individual is responsible for achieving maximum sales profitability and growth in assigned market and territory by effectively marketing and selling our products and services.

KEY RESPONSIBILITIES
- Analyze customer's needs and design necessary processes in order to retain accounts
- Provide technical and sales assistance to customers and ensure their needs are sufficiently met
- Serve as interface between customers and Safety-Kleen and ensure sales quota is met properly
- Build relationships with key buyers in your territory and keep abreast of products, market conditions and competitive activities
- Assess current/potential businesses in existing accounts and strategize in order to provide business growth

QUALIFICATIONS
- Prefer Bachelor's degree in Business Management Administration, Marketing, Chemistry, Environmental Sciences or equivalent work experience
- Experience in direct sales (3-5 years) both growing current customer relationships and generating new customer relations
- Prefer experience in industrial/automotive products or environmental service
- Familiar with environmental, health, and safety compliance

APPLY BY CALLING **1-866-698-WORK (9675)** Ask for extension: MNT-CG4J
Or APPLY ONLINE**:** http://www.safetykleen.greatjob.net/jobs/EntryServlet?job=CG4J&media=MNT

CAREER OPPORTUNITIES POSTED in OCTOBER 6

Environmental, Health & Safety Manager

Company:	Sara Lee	Location:	Florence, AL 35632
Status:	Full Time, Employee	Job Category:	Environmental Services

- Bachelor's degree in Environmental, Health, and Safety or related field with 3-5 years of supervisory experience in a manufacturing setting.
- Knowledge of casualty insurance and medical claims management.
- Experience with behavior based safety preferred.
- Previous food manufacturing experience preferred.
- Previous experience negotiating OSHA and EPA penalties preferred.
- Identifies and evaluates hazardous conditions and practices and develop hazard control practices and programs.
- Reviews proposed CERs and approve them from a safety/environmental perspective.
- Works closely with Engineering and Maintenance departments ensuring safety/environmental compliance of projects and equipment.
- Manages the medical department.
- Provides guidance on required training to all affected personnel and monitor compliance in training.
- Assists in communicating hazard control information and evaluate effectiveness of the control.
- Assists line and staff management in understanding OSHA/EPA regulations and standards,
- Investigates compliance issues in conjunction with line and staff personnel.
- Guides and assists plant personnel at locations with critical EHS issues.
- Reviews plant incident statistics and makes recommendations for correction of problem areas.
- Plans and directs safety/environmental service companies and insurance carriers
- Works with trade and professional organizations to promote goals and objectives in EHS.
- Assesses new developments in EHS, which may apply to the company's operations.
- Establishes target areas, long range prevention, and cost control objectives.
- Keeps informed on current developments of federal and state safety/environmental laws likely to affect the company.
- Acts as ranking company representative in dealing with government agencies in EHS matters Manages security function at the facility
- Manages the Support Services dept. for waste management, bailing, and outside grounds.
- Communicates with corporate environmental, safety, and health department
- Works with first aid on worker's compensation issues to follow high cost or precedent setting cases.
- Assists cost control efforts, participate in manufacturing improvement committees
- Conducts periodic inspections of plant machinery, equipment, and working conditions to ensure conformance to appropriate safety and sanitary standards and regulations.
- Adheres to good safety practices, food safety policies, general company rules, regulations, and policies.
- Strong verbal, written, analytical, and persuasive skills and the ability to interact effectively with all levels of employees and management in a professional manner.

Company:	Sara Lee
Reference Code:	02467

Team Leader Hydro Generation - Lay Dam (Clanton, AL)

Southern Company is a super-regional energy company with more than 32,000 megawatts of electric generating capacity in the Southeast. It is one of the largest producers of electricity in the U.S. Southern Company is the parent firm of Alabama Power, Georgia Power, Gulf Power, Mississippi Power, Southern Nuclear, Southern Power, Southern Telecom and SouthernLINC Wireless.

This position provides daily supervision for the safe operation, maintenance and compliance of assigned hydro plant(s).

Educational Requirements: BS degree in Engineering or a minimum of five years of plant related technical experience is required (if no BS Degree in Engineering, then a minimum of ten years of plant related technical experience is preferred) BS degree in Electrical Engineering is preferred

Experience Requirements: Hydro operations and maintenance experience is preferred Experience in troubleshooting control systems or programmable logic controllers is preferred Balanced administrative and technical background is preferred

Knowledge, Skills and Abilities: Ability to troubleshoot equipment and make critical technical judgments regarding plant operations and equipment, ability to read and understand electrical and mechanical drawings, leadership ability, strong interpersonal skills, good oral and written communication skills, ability to meet on-call responsibilities is required.

Job Responsibilities: Serves as the Plant Champion for Safety Provides performance management for employees at assigned plant(s) which includes daily performance feedback, employee development, performance documentation, non punitive discipline program administration; sets the daily agenda for plant activities (e.g. Safety, JSB's, maintenance activities, inspections and preventive maintenance); participates in community activities (e.g. Renew Our Rivers, Clean Water Partnerships) and builds relationships with community leaders in assigned geographic area; serves as SME for technical plant issues, best practices, security, and special projects as requested. Develops and manages short and long range O&M and capital budgets for assigned plant(s) which involves planning and executing O&M repairs and capital improvement projects; manages inventory of assigned plant(s); serves as Compliance Owner for assigned plant(s) which involves communicating, monitoring, and documenting environmental, industrial hygiene, respiratory protection, hazcom and other mandated compliance programs and ensures compliance with company/ department policies and union contract.

Work Schedule: Shift Work
Level of Job: Manager and/or Supervisor
Expertise: Technician/Occupational - Plant Operations
Job Type: Full Time
Work Location: Alabama-Any

Montgomery-Burkville Environmental Engineer

CITY: Burkville, AL

Job Purpose
The Environmental Engineer will be responsible for developing and implementing environmental compliance and management system programs at a large engineered polymers and resins manufacturing and compounding facility located in Burkville, AL.

Essential Functions

- Key federal and state regulatory programs include air, water (wastewater, stormwater, and drinking water), waste, pollution prevention, and EPCRA reporting, among others
- The position reports to the site's EHS Manager and offers a substantial opportunity for increased responsibilities in other areas of environmental, health & safety management
- B.S. in Engineering or related degree
- Six Sigma training and experience is a plus, but will be provided
- Strong project management, technical, computer, interpersonal, and communication skills are essential
- Demonstrated ability to understand regulatory and EHS policies
- Strong communication skills with all levels of the organization and outside regulatory agencies

Eligibility Requirements

- You must submit your application for employment through gecareers.com to be considered
- You must be willing to take a drug test as part of the selection process
- You must be willing to submit to a background investigation as part of the selection process
- You must have unrestricted authorization to work in the United States

Position Type: Full Time, Employee
Ref Code: GEIPL/538884/WB472