

Exhibit A

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 8

IN THE MATTER OF:)	
)	Docket No. RCRA-08-2020-0007
New Prime, Inc.)	
)	
Respondent.)	DECLARATION OF STEVE FIELD
)	
_____)	

I, Steve Field, declare as follows:

1. I am the Director of Safety for Prime, Inc. ("Prime") at its Springfield, Missouri headquarters and a member of the company management team. I make the statements contained in this declaration based on my own personal knowledge or information I have acquired in my capacity as Director of Safety for Prime regarding the matters described herein.
2. By way of background, I graduated from Norwich University in 1979 and received a commission as a 2nd Lieutenant in the United State Marine Corps. I was honorably discharged from the Marine Corps. in 1990 and held the rank of Captain. In 1991, I was an Assistant Branch Manager, Wells Fargo Armor, in Charlotte, North Carolina, and in 1992, I obtained my commercial driver's license and drove over the road for Schneider National. I was hired by Builders Transport to work in the Driver Services - Recruiting Department in 1994, and promoted to manager of this Department in 1995.

3. In June 1996, I was hired by Prime as a safety supervisor. I have worked continuously for Prime since 1996 in their safety department. I was promoted to Director of Safety at Prime on April 1, 2014 and have held this position since that time.
4. As the Director of Safety for Prime, my responsibilities include driver safety, approving new applicants for hire, driver qualification files, drug testing, citations and roadside inspections, regulatory compliance, hazardous materials handling, driver safe driving awards, discipline, accident reporting and follow up, motorist observations and conducting weekly safety meetings. We at Prime are committed to safety and we conduct and broadcast weekly safety meetings for our personnel including drivers where we cover a variety of safety related topics.
5. I am familiar with the operation of different personnel and departments at Prime particularly as they existed at the time of the trailer fire at issue here which occurred in Idaho during the early morning hours of September 27, 2015, and in the months that followed when the burned trailer and its remaining cargo was stored at Prime's trucking yard in Salt Lake City, Utah.
6. During the early morning hours of September 27, 2015, I was contacted while at home regarding a fire in Idaho involving a Prime truck and trailer. In such situations, Prime's first priority is the safety of our driver and the safety of others involved or in the vicinity of the accident scene. Because we are located in Springfield, Missouri and not present at the accident scene, we necessarily need to rely on local authorities to provide reliable and accurate information and guide decisions regarding how best to address any safety related issues as well as any clean up requirements. We have staff in place at Prime literally around the clock to help address circumstances which may arise on the road.
7. In making decisions at Prime, we are guided by the philosophy expressed by the founder and owner of our company: "Do your best, do what's right, and treat others the way you want to be treated." This philosophy is communicated and reinforced to every employee of our company. I personally take this philosophy to heart in the decisions I make as director of safety. This includes spending what is necessary to make sure a job is done correctly and lawfully. None of the decisions I made, or to my knowledge, others at Prime made, regarding the cleanup of the Idaho fire were designed to shirk our responsibilities or avoid doing what's right.
8. I am aware that B&W Wrecker Service handled the roadside clean-up of the Idaho fire for Prime. To my knowledge, Prime had not previously hired B&W and we would have relied on the recommendation of local authorities to locate a qualified clean up company, as well as the representations of this company concerning its ability to handle the clean-up.
9. I am generally familiar that there was initial confusion at the scene of the fire among the local authorities present regarding the nature of the cargo load and clean up. It is my understanding that local authorities who were present at the fire scene eventually determined that the scene was not hazardous in nature and that a local hazardous materials team was turned around by law enforcement on scene based on this determination. In my judgment, Prime did all that was asked of it by local authorities in hiring B&W to perform the clean-up and disposal of materials destroyed by the fire.

10. I am aware that after the initial clean-up, a Prime employee from our roadside assist department worked with B&W and arranged for the transportation of the burned trailer and remaining cargo load to Prime's yard in Salt Lake City. This would have occurred so the trailer could be inspected by third party fire causation experts that Prime retains. In these situations, a legal hold would have been placed on this trailer. It is my opinion that confused on-scene communications and the determination by local officials on the nature of the clean-up and who would perform the clean-up and manage the aftermath of the fire contributed to mistakes made in the arrangement of the transport of the wreckage to Utah.

11. I have visited on different occasions over the years Prime's yard in Utah. I am aware that this yard is located in a relatively isolated industrial park in Salt Lake City away from any residential neighborhoods. I am aware that this yard is paved with asphalt, enclosed by a fence and that this area is locked, secure and not open to the general public. I am informed and believe the trailer and paint barrels were stored in an area of the yard where few if any employees passed. While I was not aware at the time that barrels of paint from the fire remained on the burned trailer in this locked yard over many months, I also am not aware that there was ever any intent on behalf of anyone at Prime to hide or conceal this cargo. If we at Prime had learned that there was any such effort by a Prime employee, that person's employment with Prime would be terminated.

12. I am aware that a representative of Idaho Department of Environmental Quality later questioned the adequacy of the roadside cleanup and that in connection with the further clean-up of the area, a hazardous waste determination was made. Another individual in our safety department handled this additional clean-up and retained Premium Environmental Services ("PES") headquartered in Indiana to manage this. PES has expertise in hazardous materials handling and clean up. I don't believe this individual from Prime's safety department was made aware of the cargo stored in Utah nor do I believe the individual from Prime's roadside assist department who handled the transportation of that cargo to Utah was made aware of this later waste determination.

13. Since this occurrence in Idaho and Utah, Prime has improved its communications between departments and improved its monitoring of legal holds such that the responsibility for a hold is now clearly assigned an individual who regularly monitors the status of the hold. Prime has also conducted regular hazardous materials training of its personnel and adopted a cradle to grave process when hazardous waste is involved. More significantly, Prime has reaffirmed its practice of retaining qualified third-party contractors with hazardous materials expertise to manage the clean-up and not rely on determinations made by local authorities. I am confident that should this situation recur, it would be managed correctly by Prime.

14. The 2015 trailer fire in Idaho, and resulting clean-up involving a hazardous materials load, was an isolated incident. Prime trucks travel hundreds of millions of miles each year and between 2015 and 2020, traveled over four billion miles. Even with all these road miles and loads, our company had not had an experience like this prior to the 2015 fire, or since the 2015 fire.

15. When a hazardous materials incident occurs at Prime, the incident usually involves diesel

fuel spills. And when the situation is complicated or significant in any respect, it is our company's practice to hire a third-party administrator with hazardous materials expertise to oversee and manage the clean-up. For more than a decade, we have worked most frequently with Premium Environmental Services ("PES") headquartered in Indiana. We trust and rely on PES's expertise and thorough approach to such situations. We did not retain PES initially in connection with the 2015 Idaho fire because of information we were provided regarding the nature of the clean-up and the qualifications of a local company to handle the clean-up.


16. We as a company, and me, personally and as the Director of Safety, take our safety responsibilities very seriously and are committed to compliance with the law. We have spent a great deal of time reflecting on how we as a company could have managed better the clean-up of the 2015 Idaho trailer fire, and I am quite confident that the lessons we learned from this incident will assist us in doing so should an unfortunate occurrence of this nature happen in the future.

This ends my declaration.

I declare under penalty of perjury that the foregoing is true and correct.

DATED this 5th day of March 2021.

Respectfully submitted,



Steve Field