

THE CONNECTION

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TCA CELEBRATES FIVE YEARS

After more than 50 years of training tankermen to be the best in the industry, you could say that PSC pretty much wrote the book on "How to Train a Tankerman." However, a new chapter was added in 2003 with the launch of PSC's Tankerman Career Academy (TCA), a more structured, tuition-based job training program that has produced more than 100 graduates during its first five years.

While the concept of charging tuition for tankerman training was met with a good dose of skepticism when the idea was introduced several years ago, there was a core group of "believers" within PSC who thought it was worth a try. This team was made up of **Phil Johnson**, Vice President of Marine Operations; **Jacquelyne Janneck**, Vice President of Administration; **Marsha Ramsey**, Vice President of Human Resources and Training; and the late George Mitchell, who served as PSC's Director of Tankerman Development and the first TCA program coordinator. They worked together for many, many hours for more than a year to launch the Tankerman Career Academy.

It was a bit of a gamble, but one that has paid off for PSC, for the new tankermen who are now working in the industry, and for PSC's customers who are the ultimate beneficiaries of the top-notch training given to those entrusted with the important task of safely loading and unloading barges. In this issue of *The Connection*, we're pleased to shine the spotlight on some of our TCA graduates and to honor the employees who have played a vital role in our Tankerman Career Academy.

Let's start this five-year anniversary celebration with a bit of TCA history...



Instructor Howard Maddox (left) and TCA Student Jason Herrera review and discuss fundamental engine operations on a barge prior to making a transfer during field training.

TIME FOR A CHANGE

"Our training in the early days was fairly informal, mostly done on the job," said Phil Johnson. "In the 1980s we developed the first tankerman training manual and began to formalize our training, long before the Coast Guard established more specific tankerman training and certification requirements."

This model served the company well for the next 15-20 years, until the HR staff began to notice higher turnover in the tankerman groups. It was also becoming harder to find experienced tankermen to meet the needs of PSC's growing shore tankerman service.

"When I came to work for PSC eight years ago, we were constantly recruiting and training people for tankerman jobs in the company. We'd get a group in and would start training them, and then we'd start with another group a few weeks later," recalls **Christina Angulo**, HR Manager. "We

were training about a dozen people at a time, but we'd end up with only one or two employees who stayed with us and proved to be good, reliable employees. When we went back and looked at what our training costs were in terms of the number of tankermen we had to show for it, we knew it was time to make some changes in the way we conducted our tankerman training."

One of the first tasks the team tackled was the development of a worker profile for tankerman candidates. "Our focus then shifted from looking for people with marine experience or a tankerman's endorsement to recruiting people with the right intelligence, integrity and drive to be the best," said

(continued on p. 4)

SGS



AS I SEE IT . . .

By Brian Haymon
Senior Vice President

“WHY DO COMPANIES CHOOSE PSC FOR THEIR PRODUCT HANDLING WORK?”

This is a question I am often asked by those interested in learning more about the work we do. You yourself may have had this question posed to you by a friend or family member.

The answer to this question is two-fold. One reason companies choose PSC is to ensure a safe and quality operation. Another reason is to reduce cost. The decision may be based on one or both of these factors.

In terms of safety and quality, a customer chooses PSC only if he or she believes that we will maintain or improve current operating performance. If performance is already very good, it may be sufficient for PSC to simply maintain this, but at a lower cost. On the other hand, if performance is poor, PSC will be expected to bring significant improvement.

The refining and chemical industry has exceptionally high expectations for operating performance. This is why we devote such tremendous energy and resources to our safety and quality processes. There are other reasons why we stress safety – the moral imperative to not see anyone suffer an injury comes to mind – but the fact is that unless we meet our customers’ very demanding performance expectations, we cannot get (or stay) in the game.

Our own expectation is that we will perform the work better than our customer could with its own people. This is a tall order, especially when you consider the world-class companies for which we work. The key is that product handling is, and always has been, our only business. Through 56 years of experience we have developed training, safety, regulatory compliance and management systems designed exclusively for product handling. Utilizing PSC allows our customers to focus on their core business while

maintaining or improving product handling performance.

The long-term nature of our customer relationships tells us that we generally do a good job of meeting, and at times exceeding, performance expectations. Every issue of this newsletter, especially the “From Our Customers” section, contains examples of the great job being done by PSC employees throughout the industry.

Of course we are not perfect, and there are some jobs where our performance needs improvement. If we have too many incidents, a customer may begin to question whether we are the right choice. This is why I always say that operating performance is the #1 key to our success. (*Charles Marks*) Striving for performance excellence is the never-ending quest of our management, supervisors and employees.

The second reason customers choose PSC is to save money. There are several ways we do this. One is by offering a lower labor cost. While PSC is by no means a “cheap” labor provider, our hourly cost is typically somewhat lower than if the customer were to perform the work with its own employees.

Another way to save our customer money is to perform the work with fewer people. This is often where the lion’s share of cost reduction is achieved. In our marine business, for example, we provide tankermen and dock operators who work on-call. The customer pays for our service only when vessel transfer activities are taking place. In our plant groups, we use creative work schedules to match the peaks and valleys of the plant’s shipping activity. Cross-training and multi-tasking are also used to maximize staffing efficiencies. Depending on the size of the job, we can save a customer several hundred thousand dollars or more every year.

In some cases the customer has already outsourced the work, but chooses PSC because it is unhappy with the performance of its current contractor. They choose PSC even though our hourly rates may be higher than those of the contractor we are replacing. Customers understand that the true cost of the job is measured not just by price. Operating incidents, turnover and excessive use of customer resources are just some of the costs of a poorly run operation.

PSC’s goal is to deliver the highest overall value to our customer. Often the reward for achieving this is additional growth. A good example is our operation at Dow Chemical in Plaquemine, Louisiana. We started working at Dow in the late 1980s doing tankerman work and other activities on the docks. In 1990 we began doing part of the rail switching with about 10 people. A few years later we were awarded all of the rail switching, as well as the rail dispatching previously done by Dow employees. Shortly thereafter we began doing the rail car washing and providing the locomotives. This past January, Dow awarded us the rail and truck loading work, and in April they announced an expansion of our work at the docks. In July we began performing warehouse packaging work.

What began as a handful of PSC employees on the docks in 1989 has grown to nearly 150 employees today. Our leaders at Dow were mostly promoted from within, which is always gratifying to see.

PSC’s business model is simple: do the work as well or better than the customer can, and at a better value. It sounds easy, but we all know it is not. □

PROMOTIONS AND SUPERVISORY CHANGES

We're pleased to announce that **Joel Prejean** has joined PSC as In-Plant Operations Manager in Louisiana. He comes to PSC from INEOS Oxide in Plaquemine, LA, where he worked for several years as the Logistics, Supply Chain and Customer Service Manager. Before joining INEOS in 2001, Joel worked for Dow Chemical in Plaquemine serving in a number of management positions.

Also joining the PSC leadership team in the Baton Rouge Office is **Philip McMasters**, who has been hired as our new Controller. Philip comes to PSC from the Shaw Group, where he had been the Assistant Controller in the Industrial Division.

We are pleased to announce a number of new assignments associated with the recent expansion of PSC's product handling services at Dow Chemical in Plaquemine. **Derrin Coupel** and **Terry Maloy** have been promoted to supervisory roles for the EPDM and ENGAGE Warehouse operations. Derrin has worked in a number of positions for PSC at CF Industries and Dow St. Charles. Last year he began working at the Dow Plaquemine site as one of our leaders in the Liquid loading operations that PSC took over in early 2007. Terry joined PSC in June 2006 as a member of our work group at Rubicon in Geismar, LA. In late 2007, he accepted a special assignment to help us start up the Truck Control Center operation at Dow Plaquemine. Most recently he had been on special assignment supporting the rail switching operation for our work group at the ChevronPhillips Cedar Bayou plant in Baytown, Texas.

Murphy Loupe has been promoted to the position of Training Coordinator for our Dow Plaquemine work group. Murphy joined PSC in 2007. He has worked at Dow Plaquemine for most of his

career serving in a variety of Logistics functions for several other contractors. He brings a wealth of training and supervisory experience to his new role.

PSC was recently awarded the contract to manage three rail storage-in-transit (SIT) yards for ChevronPhillips Chemical (CPChem) in Texas. **Herb Ricks** has been named as Supervisor for the SIT operation in Orange, TX. Herb has over 15 years of switching experience, serving in a variety of supervisory roles.

Jake Albright has transitioned out of the day-to-day Supervisor's role for PSC's CPChem Cedar Bayou

switching operation into a start-up Supervisor role concentrating on the Cedar Bayou and Pasadena SIT operations. **Billy Bridges** has been hired as our Supervisor for the CPChem Cedar Bayou switching operations, assuming the position previously held by Jake. Billy has over 30 years of rail switching experience working for the Missouri Pacific Railroad and Dow Chemical in Freeport, TX. In his 25 years at Dow, Billy worked in almost every rail switching role including switchman, engineer, yard master and supervisor. □

PSC RECEIVES NPRA NATIONAL SAFETY AWARDS

In May, **Rodney Plauche**, PSC Director of HR and HSE, and **Houston Haymon**, PSC Texas Operations Manager, attended the National Petrochemical and Refiners Association (NPRA) safety conference where they accepted six "Contractor Meritorious Safety Performance" awards on behalf of PSC. These awards recognized PSC's achievement of zero recordable injuries in 2007 at the following work sites:

- ExxonMobil – Baytown, TX
- ExxonMobil Polyolefins Plant – Baton Rouge, LA
- Motiva – Convent, LA
- OxyVinyls – Deer Park, TX
- OxyVinyls – Pasadena, TX
- Shell Chemical – Geismar, LA

We tip our hardhats to all the employees in these work groups for their outstanding commitment to safety.



NPRA President Charlie Drevna presents a plaque commemorating PSC's six contractor safety awards to Houston Haymon and Rodney Plauche.

Phil Johnson. "We looked for people we thought had the personal characteristics and work ethic needed to be successful as a tankerman, and then we set out to train them from scratch."

"While the idea behind charging tuition for the tankerman training would help us recoup some of our training costs, which averaged in excess of \$30,000 per tankerman, our goal was to try to get people who were willing to make a commitment and willing to invest time and money in their training and career development," said Marsha Ramsey. "With the tuition, it tends to make people think twice about whether this is something they really want to do. As a secondary benefit, we also found that people who were credit-worthy or who had saved money are responsible and reliable, and those are certainly some of the characteristics we look for in the people we want working for us."

Once the school logistics and start dates had been finalized, the HR team prepared to begin recruiting students for the first session of the TCA. "Our main concern was how we were going to get people to commit to spend nearly \$11,000 to be enrolled in the program," said Christina. "That's when we came up with the idea for a five-day trial period that would make it seem less risky to the applicants. We then focused our recruitment marketing on presenting the TCA as a good investment in career training, particularly when compared to the \$30,000 to \$40,000 in tuition that the technical institutes were charging for their industrial training programs, and those offer no real guarantees for job placement."

The initial marketing and recruitment efforts resulted in six students enrolled in the inaugural class who were trained in Louisiana and Houston, TX. They graduated on September 18, 2003, and four of the six graduates are still working as PSC tankermen. With the initial success of the TCA in Louisiana and Houston, the training program was later expanded to include Port Arthur and Corpus Christi, TX. Three sessions of the TCA are now held annually in each area.

"Before the TCA, the tankerman's job was sort of like a dying career. No one was really training new tankermen, and with the retirement of some of our older tankermen, we weren't seeing a source

for the replenishment of the experienced tankermen that were going to be needed to meet industry demands," recalls Jacquelyne Janneck. "When you look now at the impressive number of new tankermen we have trained over the past five years, that's a big contribution PSC has made to the industry. The program has been wildly successful, more so than we could have ever imagined."

The success and growth of the TCA has created new opportunities not just for the tankerman grads, but for other PSC employees as well. After working as the first TCA recruiter in Pasadena at the time the program was launched (while she also handled other recruiting and HR duties), Christina Angulo now manages the TCA recruitment efforts company-wide.

She is assisted by **Steven Rondeno**, an HR recruiter who joined PSC's Pasadena Office staff in 2006. Steven now works full-time recruiting for the TCA and conducting TCA information sessions held to give prospective students an overview of the training program and the benefits of employment with PSC. Steven also coordinates the interviewing and screening process for all the TCA applicants. It's a very busy job that keeps him on the road quite often during the two to three months leading up to the start of each new TCA session.

Other HR staff who contribute to the success of the TCA recruitment efforts are **Carrie Worthan**, HR Assistant in the Pasadena Office, and **Adam Gerace**, HR Assistant in the Baton Rouge Office. More often than not, you will find Carrie and Adam on the phone, talking to TCA prospects and taking registrations for the information sessions.

PASSING ON THE LEGACY

For **Jack Miller**, a 20-year PSC veteran, the TCA has offered him a chance to share his 30-plus years of tankering experience with the next generation of PSC tankermen. It has also given him an opportunity to follow in the footsteps of his dear friend George Mitchell, as he assumed the role of TCA Training Supervisor following George's death in January 2006.

"I feel like I'm in charge of the destiny of the TCA students, and that I'm



TCA Recruiter Steven Rondeno gives an overview of the program to prospective students at a TCA information session. Waiting to address the group is LA Tankerman Group Supervisor Rob Hardy.

helping to shape their success, and there's a lot of pride about that for me and the other instructors," said Jack. "It's tough to try to fill George's shoes, but that's the most exciting aspect of this job for me. George saw the potential in this program and knew we could turn out good tankermen, and I'm glad now to be a part of that effort."

Rob Hardy, a supervisor for the Louisiana Tankerman Group, echoed those sentiments with respect to his involvement in the TCA as an instructor. "I came through the tankerman training program at PSC 13 years ago, prior to the start of the TCA. I'm grateful for the opportunities I've had in this business and was pleased to be able to work as an instructor for several years prior to becoming a full-time tankerman supervisor," said Rob. "As an instructor, I liked passing on the knowledge and helping to teach someone else this trade."

Rob is a frequent speaker at some of the TCA information sessions. "When I talk to TCA applicants at the info sessions, I'm proud to tell them where I've come from and what I've been able to accomplish in this job," said Rob. "I tell them that they can also be successful if they work hard and are dedicated to operating safely and efficiently."

Brad Carlin and **Bryant Hollier**, members of the Louisiana Tankerman Group, are among several TCA graduates who now serve as instructors. Brad was a member of the first graduating class for the TCA, and he's been working one-on-one doing field training with TCA students for the past two years. "PSC did a good job of teaching me what I needed to know and

what to expect on the job," said Brad. "I'm proud to be a PSC tankerman, and I want to help the company keep the good reputation it has in the industry. That's one of the reasons I became an instructor."

Bryant graduated from the TCA in 2004 and began serving as a TCA instructor three years later. "During my training, I liked the combination of the classroom work with the field training. It just meshed together real well for me. I also liked the fact that I was with the same instructor throughout the four-month training process," he said. "Now that I'm an instructor myself, I really like teaching people in the field and assisting Jack with the classroom instruction. I get a great deal of satisfaction from seeing people succeed in the training program."

Danny Sharp, a member of our Houston Tankerman Group, is another one of our veteran tankermen who has been sharing his knowledge and experience with TCA students as an instructor. He began serving as a tankerman instructor before the start of the TCA, and in his 10 years with PSC, he has seen first-hand how the program has evolved.

"The basics of the training are still the same, but it is just a bit more structured now," said Danny. "There are also more security procedures in place that we have to follow as a result of the September 11th attacks."

For Danny, the biggest change he's seen since the start of the TCA is with respect to the diversity of the people

who have made it through the four-month training program. "I used to think that if you didn't have marine experience or if you hadn't done a lot of work with your hands, then there was no way you could handle this job," said Danny. "But now I've learned not to write people off prematurely. A lot of the students who have come into the TCA who have been successful in this field are some of the ones that couldn't tell one wrench from another when they came into the program."

TANKERMEN FROM ALL WALKS OF LIFE

Darrell Hulin was one of those atypical candidates when he applied for the TCA in November 2005. "I was 50 years old and had decided to make a career change after working as a meat cutter for 34 years," said Darrell. "Both of our children were preparing to graduate from college, and so I was at a point in my life where I thought I could make a change."

After doing some Internet research about the job of a tankerman, he talked it over with his wife and submitted his application. To his surprise, he was accepted into the training program. He graduated in May 2006 and has been working since then as a tankerman in the Port Arthur area. He also began serving as a TCA instructor earlier this year.

"The old adage is that when you hit 50, nobody wants you anymore and you can't change careers at that age. But I'm a great example that you can make a change, and if you have a strong work ethic, you can be successful as a

tankerman," said Darrell. "Now that I'm serving as an instructor, it is pretty amazing to me to see the people from all walks of life who have been through the program."

Gary Ray had been working as a restaurant and purchasing manager for a hotel in the Baton Rouge area before he enrolled in the TCA this past May. After 15 years in the hospitality industry, he was "burned out" and looking for a career that offered better pay and more job opportunities. "I have two uncles who worked in the petroleum industry, and they told me it was a good field in which to work," he said.

For Gary, one of the most interesting aspects of the training has been learning about the role of the tankerman and the important responsibilities they have.

"I've always enjoyed hunting and being outdoors, and so I appreciate how we're the last line of defense when it comes to protecting the environment. It is also a big financial responsibility for us when we're loading barges, in terms of the dollar values of the cargoes we're handling. That's a lot of responsibility in one set of hands, but I like that," he added.

Joshua Drahn is another example of the diversity of people drawn to the TCA program. Prior to enrolling, he was working as a personal banker while attending graduate school at LSU, studying philosophy. "I realized I wasn't going to make much money in that field, and I had too much student loan debt, so I started looking for another career," said Joshua. "I had sort of a romantic infatuation with the river, so I thought about a job working on the water. I came across the information about the TCA on the Internet, attended an info session, and decided to give it a try."

After sitting in air conditioned offices and classrooms for years, one of the toughest aspects of the training for Joshua was getting acclimated to working outdoors. "My first time on a barge, it was hot, and I had a full slicker suit on, with all the PPE. It was about 95 degrees, and I think I almost died that day," said Joshua, with a laugh. "But I'm coming along now. I definitely like the maritime industry, and I have been impressed with the quality of the training and the quality of the people working here."



Shown during a break in their classroom training are (front row l. to r.) students Chris Schimmeck and Joshua Drahn with TCA Training Supervisor Jack Miller, and (back row) students Nick Lamonte and Aaron Taylor with TCA Instructor Bryant Hollier.

(continued on p. 6)

Dana Reynolds is one of several female graduates of the TCA. Prior to enrolling in the program, Dana worked for an airline, loading baggage and freight. She learned about the TCA when she showed up to apply for another job. "There happened to be a TCA info session going on, so I sat in on that. I had never even seen a barge before, and I didn't have a clue as to what a tankerman did, but after learning about it in the info session, it sounded like a good opportunity and something I'd like to do," said Dana.

After graduating from the TCA in May 2007, Dana began working in the Houston Tankerman Group. "As a tankerman, I like that I'm in control of everything out on the barge, and I also like being out on the water," she said. "The training was very intense, and I don't think I stopped working long enough to do much more than breathe during that four-month period. But I'm glad now that I did it."

For **Jamaal Hill**, the Tankerman Career Academy offered him more than just the opportunity to learn a new trade. After being displaced from his home in New Orleans by Hurricane Katrina in August 2005, Jamaal was looking to come back home to Louisiana, and the TCA was just the ticket.

Jamaal drove from Dallas to Baton Rouge to attend a TCA info session. He completed the application process that day and was accepted into the program.

"I was looking to go back to school so that I could get a good job, and I also wanted to make some good money to get back on my feet, because I had lost everything in the storm," he said. "I thought that if PSC would give me the opportunity to work for them and make the kind of money that they had promised, I would give it a shot."

Jamaal graduated from the TCA in September 2006, just a little over a year after his life was turned upside down by the hurricane. "I'm very glad that I heard about the TCA and went in this direction, because I really like being a tankerman," said Jamaal. "I like meeting different people. I definitely like the money I'm making, and I like that I've been given a chance to do something I had never done before."

MOVING ON UP

When measuring the impact and success of the Tankerman Career Academy on PSC's operations, it is worth highlighting two graduates who are now serving in supervisory positions in the company.

Robert Franks and **Alberto Gutierrez** were in the same TCA class together in Pasadena. They graduated in March 2005 and began working in the Houston Tankerman Group.

In 2007, Robert was promoted to the role of Supervisor for the Houston Dock Group, and Alberto was promoted to an Operations Supervisor role for the Houston Tankerman Group.

"My job responsibilities now are first and foremost to ensure the safety of our tankermen, and to encourage them to do things right and do things safely, so that at the end of the day they can all return home to their families," said Alberto. "As a TCA graduate, that's very important to me. I want to take

care of our people and help them do a good job for our customers."

These are just the kind of tankermen George Mitchell had in mind when he talked so passionately about his vision for the Tankerman Career Academy. He'd be proud of what the program and its students have accomplished in such a short time.

We're proud, too. □



After being trapped on a barge by a wayward alligator during his first day of TCA field training exercises with Instructor Walter Smith, Danny Edwards (right) presented Walter with a special 'gator memento commemorating the experience at the TCA graduation dinner held this past June.

PSC RE-CERTIFIED AS AN AWO RESPONSIBLE CARRIER

As an affiliate member of The American Waterways Operators (AWO), PSC has once again been re-certified under the AWO's Responsible Carrier Program. This program is an award-winning, U.S. Coast Guard-recognized code of "best practices" in safety and environmental protection that encompasses every aspect of fleet operations. The program requires company standards that exceed those required by federal law or regulation.

To achieve the AWO Responsible Carrier Designation, AWO

member companies are required to submit to a third-party audit as evidence of compliance with the program standards. PSC's recent audit also included a review and inspection of the *Helen G's* towing operations.

A certificate commemorating this accomplishment and our "continued commitment to safe and environmentally-sound marine transportation" is proudly displayed in the lobby at the Baton Rouge Office. PSC has been an AWO-certified Responsible Carrier Program member since 1999. □

From Our Customers

- PSC tank car loader **Kyle Bartosh** called me to express concern regarding a cracked B-612 gauging rod on TILX 262102. He stated that the rod still operated while he was loading the Alimet tank car, but that I might want to look at it. When I started removing the gauge rod from the float guide tube, it broke almost completely in two. I just want to express my appreciation to Kyle for being attentive and having the proper attitude...By displaying these qualities, Kyle prevented a customer complaint and a costly repair...While I'm singling out Kyle with respect to this situation, I want you to know that you have other employees who display these same good qualities and speak politely to my staff and me when discussing business.

*Larry Belk
UTLX Supervisor-Field Operations
Solutia Chocolate Bayou
Alvin, TX*

- I wanted to acknowledge "A Job Very Well Done" by Solutia Distribution Processors Tim Chaffin, Matt Stanich, Mickey Don Vass, Jimmy Wilkinson, Keith Martin, PSC Loader **Alfredo Mercado**, and SGS Inspector Dennis Vining, for their quick actions providing first aid and assistance to a contractor suffering

from a heat-related illness...These individuals were quick to call for help, provided an ice bag to cool him down and an umbrella to shade him from the sun. They assisted the medical team in moving him from the barge to the stretcher on the dock, and they opened the "D" street gate for the ambulance to leave Dock Road faster. With the speed and professionalism shown by these folks working together, an outsider may think they practice this type of drill regularly.

*Mike Windle
Shift Coordinator
Solutia Chocolate Bayou
Alvin, TX*

- I would like to express my appreciation to **Lionel Tillman** for working with me on Friday, July 18th, to get cars spotted at the AnHCl rack that day. Both cars were for shippers needing to load that day to control inventory levels and avoid weekend spots. I also appreciate Lionel taking the time to call me about Capstone's and AnHCl's spot requests for the following week...Thanks again, Lionel, for your close attention to detail!

*Judi Witt
Liquids Logistics Activity Scheduler
The Dow Chemical Company
Plaquemine, LA*

AN OUTSTANDING COAST GUARD INSPECTION

Congratulations to our employees working at Marathon in Garyville, LA, who worked hard preparing for a recent dock inspection by the U.S. Coast Guard. The facility passed the inspection with 100 percent compliance, zero deficiencies. Thanks to the following work group members for a job well done:

Clifford Autin, Mark Barilleau, Adley Boudreaux, Kevin Bourg, Jean Capdeboscq, Chuck Catoire, Glenn Contreras, Kevin Craft, Arthur Downing, Lamar Ellis, Site Supervisor Mike Ellis, Curtis Falgoust, Shannon Graver, Joseph Hamilton, Scott Himel, Corey Jackson, Herbert Jones, David Lambert, David Laurent, Herman Lewis, Ronald Loper, Steve Luminais, Adam Madere, Ryan McGuire, Casey Millet, Timothy Rushing, Darrin Schaubhut, Ashley Simon, Jason Simon, Durward Smith, Rondell Smith, Donald Spencer, Kenny St. Martin, Theron Stein, Lionel Stelly, Romond Taylor, Wallace Vicknair and Michael Weber.

NOTEWORTHY MILESTONES FOR OUR TANKERMEN

HOUSTON TANKERMAN GROUP

On July 28th, the employees in our Houston Tankerman Group achieved a noteworthy milestone: one year with no spills. This is an outstanding achievement considering that the group handled more than 8,000 barges and transferred more than three billion gallons of hazardous materials during this time frame, working day and night in all sorts of weather conditions.

"We would like to thank all of the employees in the work group for staying focused on their job duties and committed to the goal of keeping our environment clean and safe. You are a tribute to our tankerman workforce," said **Robert Neuman**, Texas Marine Operations Manager. "The support, continuous teaching and coaching of Supervisors **Mason Dela Cruz, Robert Franks** and **Alberto Gutierrez** have also played a major role in this achievement. We would also like to acknowledge the great effort made day after day by the employees in our Dispatch department. We certainly could not be where we are without them."

MS/AL TANKERMAN GROUP

The Mississippi/Alabama Tankerman Group also achieved a safety milestone worth celebration: two years without any recordable injuries. Many thanks to Supervisor **Perry Schipper** and his tankerman team made up of **Mark Cooley, Garry Drinkard, Brett Harvill, Shane Herrington, Rodney Johnson, Dennis Johnston, Marcus Lomax, Joshua McDonald, Bradley Pearce, Robert Pierce, Johnny Saucida, Chad Stokes** and **Dwight Williams** for working safe and doing the right thing when no one was looking. □

SAFETY CORNER



By Roman Firmin
HSE Leader

WHAT'S YOUR REASON?

The idea of getting injured at work is something no one likes to think about. Time after time we hear our managers, supervisors, customers or co-workers telling us to work safely and use personal protective equipment. There are banners, signs and numerous safety messages at every facility where we work. Similar safety messages are repeated at tailgate and safety meetings. And some of our customers will even give a "safety speech" before we are allowed to work on their equipment. But are we really listening to the messages?

Fortunately, we have safe work procedures to keep us from getting hurt. History proves that if we do things right, we'll finish our work correctly and safely. And if we take short-cuts or ignore safety devices and perform unsafe acts, we're more susceptible to getting hurt. But are we following these procedures? And are we complying with new policies that revise existing procedures we've been following for years? Or do we decide to continue with the old procedure because "I've been doing it that way for years and have never been hurt?"

Injuries are personal, but when you get hurt at work, it also affects everyone around you. Your co-workers can certainly lose confidence in you, and injuries can also have a devastating impact on existing and future work for our customers. But let's not forget about our families.

Too often we forget that an injury can upset our personal lives and our families. If you are the sole provider

of income for your household and you sustain an injury, the emotional and financial strains on your family can become overbearing. Consider what may happen if the injury is severe. Perhaps you lose your eyesight and are unable to see precious moments in life. Or if you lose the use of your arms, are you okay with not giving big old bear hugs to your children or your grandchildren? Could the injury have a severe impact on your plans for starting a family? It could definitely put a damper on the activities you enjoy.

Are you really willing to "roll the dice" on an unsafe act? Think about it. Your decision to take an unnecessary risk could result in an injury that will have a permanent impact on your life.

When you're faced with a safety issue, try to determine what the negative outcome could be. Then determine how best to mitigate the unsafe condition. Consider getting a second opinion. If the solution is not simple, a second set of eyes can prove very useful. It's not worth risking injury to complete a job or save time.

In my time with this company, I have learned a lot about how to work and behave safely. I know that it is up to me to be safe. I cannot rely on others. It is my responsibility.

It has always helped me to think of my family and how my choices affect their lives. That is what drives me. What's your reason? Why do you work safely?

If it is to keep yourself and your family safe so that you can all enjoy the years and memories to come, that sounds like a good reason to me. □

RECENT SAFETY MILESTONES

No Recordable Injuries

Shell Chemical – Geismar, LA	10 Years
Marathon Refinery – Garyville, LA	9 Years
ExxonMobil BRPO – Baton Rouge, LA	7 Years
Georgia Gulf – Lake Charles, LA	6 Years
Dow Chemical – Texas City, TX	5 Years
Dow Chemical – Plaquemine, LA	4 Years
ExxonMobil – Beaumont, TX	4 Years
ChevronPhillips Cedar Bayou – Baytown, TX	3 Years
Celanese – Pampa, TX	2 Years
CITGO – Lake Charles, LA	1 Year
Georgia Gulf – Aberdeen, MS	1 Year
LA Tankerman Group	1 Year

No Spills

St. Louis Tankerman Group	13 Years
Baton Rouge Tankerman Group	5 Years
LA Dock Group	4 Years
Port Arthur Tankerman Group	3 Years
Houston Tankerman Group	1 Year

Employee Close-Up



Raymond Lezina

Meet Raymond Lezina, one of the more than 1,300 men and women who are SGS Petroleum Service Corporation. Raymond is a dockman working for PSC at ExxonMobil in Chalmette, LA.

The Connection: How long have you been working for PSC, and what are your primary job responsibilities?

RL: I've been working for PSC for about two-and-a-half years now. As a dockman, I'm responsible for making sure the barges are tied off right on the docks and that everything is set up right for the transfers. I inspect the barges to make sure that everything is all right, and we have paperwork that we go over with the tankerman. We review together what's going to happen during the transfer, to make sure we're both on the same page and know what to expect.

The Connection: What was it about this job that appealed to you and led you to PSC?

RL: Well, my family was impacted by Hurricane Katrina. Our house in Chalmette was damaged, and the company that I was working for at the time didn't reopen after the storm. I was always planning to come back home to Chalmette, and so when I heard about this job, I pursued it, and it happened real fast. I was staying in the Baton Rouge area with some family members after the storm, and then we bought a house in Mandeville and stayed there while we were fixing up our house in Chalmette.

My wife Adrienne owns a beauty shop here in Chalmette, and so she wanted to get back to her business as well. We've been back for about a year-and-a-half now, and it's great to be home. Our house is finished and it is better than it was, but it's just not the same here in Chalmette as it was before the storm. A lot of people haven't come back, and the people in our neighborhood are different. But it's picking up, and my wife's business is now bigger and better than ever.

The Connection: What do you like most about your job?

RL: I wish I had known about this job years ago, because I like being a dockman and working on the river. I also like being on shift work. I had never done that before, and I really like having that time off during the week. And I like working out here with the people at ExxonMobil. It's a really good job, and I feel blessed to have it.

The Connection: When you're not on the job, what do you enjoy doing?

RL: I like to work around the house and do maintenance at my wife's shop. I also like to go fishing and hang out with my family. We have two girls. Dru is 13 years old, and our oldest daughter Olivia is a student at Southern Mississippi University in Hattiesburg. □

This feature is designed to help you get to know more of the employees of our company. Please let us know if you would like us to profile one of your co-workers.

CHEVRON CELEBRATES TWO-YEAR SAFETY MILESTONE

On, May 15, 2008, PSC's loading group working at the Chevron Refinery in Pascagoula, Mississippi, joined other Chevron loading groups across the United States in celebrating the achievement of a noteworthy safety milestone: two years of rail shipments with no leaks. We're pleased to recognize and congratulate our Chevron work group members for their role in this outstanding safety record.



Shown at a special event for PSC and Chevron employees held to celebrate the company achieving two years with no rail leaks are (front row, l. to r.) Chevron representatives William Burrell, Assistant Commercial Transportation Manager; Sharen Ahlberg, Rail Accountant; Timothy Noble, Refinery Business Manager B&S; Ed Gaborski, Commercial Transportation Manager; and Gary Jackson, CSX Railroad Terminal Trainmaster; with David Webre, PSC Plant Operations Manager; and PSC Loader Patrick Clements; (back row, l. to r.) PSC Loader Marcus Sellers; PSC Site Supervisor Jason Bowling; PSC Loader Abdul Arrington; Kory Judd, Chevron Assistant Refinery Manager; PSC Assistant Site Supervisor Cecil Graham; and PSC Loaders Randy Sterrette, Tom Gates and Jerry Sandifer. Not pictured are PSC Loaders Richard Adams, Chris Hill and Earnest White.

SGS UPDATE

MEET JEFF MCDONALD

The Man at the Helm of SGS North America

Rather than focus on a topic related to the SGS business operations, we would like to give PSC employees an opportunity to get to know a little bit about Jeff McDonald, the Chief Operating Officer for SGS North America. Jeff joined SGS in 1994, working as a training manager in Thailand. He served in a number of roles in the certification services business for SGS in Thailand, Singapore and Geneva before being promoted to the SGS North America COO position in 2007.

Jeff is a native of Australia, where he earned degrees in economics and engineering. But he says that most of his real education has come from his experiences traveling and working around the world.

"I was 20 years old when I left Australia, and I spent the next four years traveling all over the world," said Jeff. "I worked and lived in the United Kingdom, traveled throughout Europe, worked in Spain for a bit. I came to the U.S. and worked in Alaska as an engineer on Kodiak Island for about a year. I traveled throughout the states for quite a bit, and then spent about a year in Asia, teaching English in Thailand."

It was in Thailand that Jeff got his introduction to SGS. "I had been working as a quality manager for a pineapple processing plant when I was approached by SGS for a job," said Jeff. "They were interested in me because of my process experience and background in engineering and training, and because I was bilingual. Since joining SGS I've had countless positions, changing my job every two to three years."

It was also in Thailand that Jeff met his wife, Siriporn, and they had their son Shannon, who is now 14 years old. Jeff and his family moved to the United States in March 2007.

"I had a pretty in-depth, successful career in the certification business. We achieved things that no one had ever achieved globally, and so I was pretty grounded in that business," said Jeff. "When I came to the U.S., I was suddenly in charge of a region with a wide range of business lines that were new to me. So, I had to adjust to a totally different job, one that is different from anything else I've done over the past 10 years."

Jeff, Siriporn and Shannon also had to adjust to a somewhat different way of life in the U.S. "I thought the culture here would be very similar to Australia, but I have found it to be quite different from both a business and social perspective," said Jeff.

Jeff has been quite busy traveling and learning about SGS's business operations in North America. "I still spend about 70 percent of my time traveling, given that the region is made up of 6,200 people and stretches from Anchorage to Central America. So, for me to get around to meet with the people that I need to meet and to work on addressing the challenges we have ahead of us, it just means that I am constantly on the run."

When he's not on a plane flying all over North America, Jeff enjoys spending time at his home on the New Jersey shore and indulging in his favorite hobby, surfing. "As a kid, I grew up across the road from the Pacific Ocean, and I've been surfing since I was about seven years old," said Jeff. "Although my house is 50-plus miles from the office and I spend a lot of time driving back and forth, it's worth it to be back living by the ocean for the first time in about 15 years."

Jeff's son also enjoys surfing, and the two of them surf together often when Jeff is at home. "My son and I surfed right through last winter. The

water temperature was 32 degrees, and we were still out there having fun," he said. "It's my single passion in life. I could do it every day and not get bored with it."

Jeff says he hopes to serve as an example to SGS employees of the opportunities that are available to those who have a passion for learning new things and are willing to work hard. "I'm just a regular guy. I don't have a lot of degrees. I hated school, dropping out when I was 15 after failing at it horribly," said Jeff. "If there's a lesson in that, it is that being successful is all about the passion and motivation that someone brings to what they do, and not necessarily where they've come from or what they've done in the past."

While the career path he has taken is a bit unusual (and phenomenally interesting), Jeff attributes his success to a huge amount of luck along the way. "I think it all comes down to wanting to try new things and to not give up when you want to achieve something," said Jeff. "I've still not really figured out what it is I want to do as far as my job goes, but along the way I've done a lot of really interesting stuff and doors have opened for me." □



Jeff McDonald and his son enjoy surf fishing while vacationing in Australia.

A DEVLIN AWARD WINNER, AGAIN!

Congratulations to Captain **Acie Kelley** and the crew of the *Helen G* for receiving the Devlin Award in recognition of their outstanding safety record. The award was presented by the Chamber of Shipping of America (CSA) at their annual Ship Safety Awards Luncheon held in June.

The Devlin Award is presented to all self-propelled merchant vessels that have operated for two full years or more without a crew member losing a full turn at watch because of an occupational injury. Three levels of achievement are recognized: a basic two-year award; a three-year award; and a four-year award. A special award is given annually to ships with

five or more years of accident-free operation.

The *Helen G* crew has an outstanding track record of nine consecutive years of accident-free operation. This is an outstanding accomplishment and a testament to the crew's commitment to safety. In addition to Captain Kelley, the crew members include: **Michael Beck, O'Neil Kelley, Christopher Page, Gerrod Schexnayder, Newton Williams** and **Wallace Wolfe**.



Helen G Captain Acie Kelley (right) is presented with the Devlin Award by Joseph Cox, President of the Chamber of Shipping.

OUR NEWEST TANKERMAN GRADS

We're pleased to recognize the newest graduates of our Tankerman Career Academy. They were honored at a dinner in Houston on June 5th in celebration of the completion of their four-month training program. We wish them much success in their new careers with SGS Petroleum Service Corporation.

Pictured at the TCA dinner are new graduates (standing, l. to r.) Lagarius West, Willie Malone, Willie Richard II, Steven Cox, Michael Arnold and Robert Occhiogrosso; (sitting, l. to r.) Trent Hebert, Danny Edwards, Kendall Bailey and Jason Faul.



MOTIVA WORK GROUP CELEBRATES SUCCESSFUL STARTUP

A barbecue dinner was held recently to celebrate the successful incident-free startup of PSC's rail car operation at the Motiva Refinery in Port Arthur and the salt dome operation in Sour Lake, TX. Representatives of the local police and fire departments were invited to the dinner as a show of appreciation for all they do to protect the Motiva operation and PSC employees.

We congratulate the following employees of this work group for a great job in their first year of operation at these sites: **Matt Anderson, Sam Distefano, Deloris Mitchell, Morris Montalvo, John Swann** and **Lee Tynes**.



Pictured l. to r. are Harden County District Fire Chief Zeek Provost and Sour Lake Fire Chief Eugene Griffin with PSC staff, Operator Lee Tynes, In-Plant Operations Manager Joel Dickerson, HSE Leader Roman Firmin, Site Supervisor Rich Butler, and Pinewood Fire Chief Troy Blanchard.

PRECIOUS CARGO ARRIVALS

It's a Girl! Raul Herrera (OxyVinyls) and his wife Estrah are pleased to announce the birth of their daughter Crystal Liliana. She was born on April 30 weighing 7 lbs 1.8 oz.

It's a Boy! Roman Firmin (Texas Office) and his wife Cindy welcomed a new baby boy to their family on May 18. Joseph Cole weighed in at 6 lbs 8 oz.

It's a Girl! Willie Malone (Houston Tankerman Group) and his wife Diana have a new baby girl born on May 23. Margeaux Isabella weighed 6 lbs 4 oz.

It's a Girl! Mason Dela Cruz (Houston Tankerman Group) and his wife Nicole are the proud parents of a daughter born on May 25. Surray Ka'iulanikeawe weighed 6 lbs 7 oz.

It's a Girl! Chad Yammarino (Dow – Plaquemine, LA) and his wife Leeann are proud to announce the birth of their daughter born on May 28. Kaylee Louise weighed in at 6 lbs 6.5 oz.

It's Twins! Huey Johnson III (Georgia Gulf – Plaquemine, LA) and his wife Kimberly are the proud parents of twins born on June 27th. Their daughter Jada Audrey arrived first weighing in at 5 lbs 11 oz, followed by their son Jaden Walker, who weighed in at 5 lbs 5 oz.

It's a Girl! Anthony Silva (Rubicon – Geismar, LA) and his wife Kim are pleased to announce the birth of their daughter on July 9. Allison Dianne weighed 6 lbs 3 oz.

It's a Boy! Tarris L. Woods Jr. (Solutia – Alvin, TX) and his wife Danielle are the proud parents of a baby boy born on July 28. Tarris L. Woods III weighed in at 7lbs 14 oz.

It's a Girl! Joey Dugas (Georgia Gulf – Plaquemine, LA) and his wife Kimberly welcomed a new daughter to their family on August 8. Zoey Alyse weighed 7 lbs 4 oz.

It's a Boy! David Yors (CPChem Cedar Bayou, TX) and his wife Danielle have a new baby boy born on August 28. Austin Augustine weighed in at 7 lbs 14.6 oz.

It's a Girl! Tristan Soria (CPChem Cedar Bayou, TX) and Linda Fong are pleased to announce the birth of their daughter Persephone Olivia. She was born on September 2 weighing 7 lbs 4 oz.



Jack Miller (left) and Larry Edgin (right) were honored recently on the occasion of their 20-year anniversary with PSC. They are shown with Marine Operations Manager Jimmy Horn who presented them with their anniversary gifts. Jack serves as the Louisiana Tankerman Training Supervisor, and Larry is the Louisiana Dock Group Supervisor.

ANNIVERSARIES

40 YEARS

Peggy Smith – Kentucky Tankerman Group

35 YEARS

Jacquelyne Janneck – Baton Rouge Office

20 YEARS

Larry Edgin – Louisiana Dock Group

Jack Miller – Louisiana Tankerman Group/TCA

10 YEARS

Ty Devillier – Georgia Gulf, Plaquemine, LA

Ken Hooper – Invista, Victoria, TX

Nathan Jarreau – ExxonMobil, Baton Rouge, LA

David Moyer – Kentucky Tankerman Group

Danny Sharp – Houston Tankerman Group

5 YEARS

Gregory Babin – Mosaic Louisiana Operations

Charles Dennis – Mosaic Louisiana Operations

Leonard Gause – CITGO, Lake Charles, LA

Matthew Harris – Mosaic Louisiana Operations

Donald Henry – Houston Tankerman Group

H.B. Humes – Invista, Victoria, TX

Dereck Joseph – CITGO, Lake Charles, LA

Jason Lejeune – Port Arthur Tankerman Group

William Slusher – Flint Hills Resources, Corpus Christi, TX

Danny Wooley – Dispatch



Jean Capdeboscq was presented with a new fishing rod and reel in recognition of his 30-year anniversary with PSC. "Cap," as everyone calls him, works as an LPG loader at Marathon in Garyville, LA. He is pictured with Marathon Site Supervisor Mike Ellis (on the left) and Dock Operations Manager Terry Montz.

HATS OFF TO THE HOUSTON DOCK GROUP

The Houston Dock Group recently achieved two outstanding safety milestones: 10 years with no recordable injuries, and five years with no spills. Shown pictured at a celebration held in honor of this outstanding safety performance are Houston Dock Group employees (front row, l. to r.) **Phillip Jones, Steve Clark** and **Randy Green** with Houston Dock Supervisor **Deon Singleton** and Marine Operations Manager **Robert Neuman**; (back row, l. to r.) **Ernest Ligons, Alonzo Barnett, Timothy Decker, Relby Lamb, Terry Greer, Charles Sydnor** and **Chris Sydnor**. Not pictured are **Robert Holley, Richard Ibarra, Corey McGuire, Tommie Robinson, Benito Torre** and **Mario Villarreal**.



MORE 2008 GRADS

These graduates received a \$100 gift from PSC in recognition of their hard work and academic achievements. We extend our congratulations and best wishes to the grads and their families.

HIGH SCHOOL GRADUATES



Chris Myers Jr.
Dickinson High School
Son of Chris Myers Sr. & Christina Smith
ExxonMobil – Baytown, TX



Derek Royall
Deer Park High School
Son of Randy & Andra Royall
Pasadena Office



Taylor Stockton
Central High School
Daughter of Jimmy & Dari Stockton
Dow – Plaquemine, LA

COLLEGE GRADUATES



(No photo available)

Malcolm McElveen
B.S. in Industrial Technology
Southeastern Louisiana University
Son of Mark and Ginny McElveen
Dispatch

OUR FIND-A-NAME CONTEST WINNER

Ronnie McCandless (Georgia Gulf – Aberdeen, MS) was pleased to find his name “hidden” in the last issue of *The Connection*. He received a special prize package for his attention to detail. Another name is hidden in this issue – could it be yours? If you find your name printed in lowercase *italic letters* (in parentheses), please contact the Human Resources Department in Baton Rouge to claim your prize. □



Blake Royall
B.A. in Theology & Catechetics
Franciscan University of Steubenville
Son of Randy & Andra Royall
Pasadena Office

WELCOME NEW EMPLOYEES

Georgia Gulf – Plaquemine, LA

Rafael Jackson
Brandon Touns
Jessie Warner

CF Industries – Donaldsonville, LA

Herbert Borne
Brian Broussard
Ryan Gautreau
Mark Ishmael
Jules Jones
Erron Kennedy
Donald Miller
Robert Oncale

Baton Rouge Office

Joel Prejean
Philip McMasters
Amanda Stark

Praxair – Westlake, TX

Dylan Doyle

Motiva – Convent, LA

Keith Boatman

ExxonMobil – Beaumont, TX

Duong Tran

Dow Chemical - St. Charles Operations, LA

Truman Alexis
Matthew Beard
Heather Cortez
Marlon Davila
Jonathon Hendricks
Jennifer Keller
Josh Kinler
Leemichael Landry
Sherman McCall
Chad Plaisance
Seph Sternfels
Derek Touns

Dow Chemical – Plaquemine, LA

Dwayne Adams
Brian Allen
Sedrick Barrett
Michael Battiste
Donna Bell
Charles Browden
Ashlyn Brown
Randy Bryant
Adrian Butler
Percy Butler
Glen Carlin
Kelvin Carter
Glenn Chauffe
Dwayne Chriss
Adrian Christmas
Roger Collins
Vaccaro Collins
Damon Daniel
Resinald Davis
Dorrell Dogan

Amy Dominique
Charles Druel
Brian DuBose
Mendelev Esnault
Anthony Elzy
Burke Fiscus
Devone Frazier
Cleveland Gibson
Jonathan Harris
Richard Harris
Brian Hawkins
Trinika Hawkins
Gregory Hayes
Junious Henderson
Wanda Henderson
David Hernandez
Michael Hollinquest
Bruce Hunt

Nicholas Jackson
Amos Johnson
Michael Johnson
Desmond Jones
Gerald Jones
Bobby Joseph
Anthony Lewis
Ashton London
Marty Major
Kerry Martin
Delvyn Martinez
Leslie McCoy
Kelvin McShane
Ashley Mosby
Troy O'Bear
Kevin Oubre
Stanley Porche
Brian Pugh
Nolan Pugh
Stephen Reed
Justin Ricard
Charlie Robertson
Jason Seal
Nathaniel Selders
Michael Septs
Michael Simmons
David Smith
Peter Smith
John Solomon
Carlos Taylor
Aaron Thibodeaux
Mary Thibodeaux
Ernest Thomas
Alexander Thomas
Nicko Vigas
Marcus Washington
Jeovonny Williams
Victor Womack

Helen G/166 Fleet

O'Neil Kelley
Gerrod Schexnayder
Wallace Wolfe

Occidental – Convent, LA

Jude Millet
Donald Zeringue

Marathon Petroleum – Garyville, LA

Steve Luminais
Casey Millet

Houston Tankerman Group

David Coleman
Jason Herrera
Donald Lane
Robert McCue
Donald Oswald
Ernesto Taylor

Dispatch

Shaun Morvant

Houston Dock Group

Richard Ibarra

Port Arthur Tankerman Group

Ronald Blocker
Derek Deere
Bryan Paine
Matthew Shorette

Flint Hills Resources – Corpus Christi, TX

Efrain Escalante
Eric Stennett
Michael Thurman

ExxonMobil Chemical – Baton Rouge, LA

Blake Gibson
Aaron Thoms

LA Dock Group

David Bell
Ronnie Hill
Stephen Wiley

Solutia – Alvin, TX

Tarris Woods

Shell Chemical – Geismar, LA

Samantha Gremillion
Thaddeus Moses
Adrian Thompson
Cassius Wilson

ExxonMobil BRPO – Baton Rouge, LA

Matthew Gaston
Stephen Jewell
Jonathan Jones
Henry Spriggs

Valero – Texas City, TX

Doyle Hext

LBC – Houston, TX

Arturo Estrada

Rubicon – Geismar, LA

Joshua Garon
Derek Guidry
Jeffrey Settoon
Brady Valin

Dow Chemical – Texas City, TX

Eric Champagne

Total Petrochemicals – Carville, LA

Joshua Gordon
Troy Payton
Leon Smith
Broderick Webster

ExxonMobil – Baytown, TX

Derrick Hawkins
Irvin Thompson

Louisiana Tankerman Group

Joshua Drahn
Nicholas Lamonte
Gary Ray
Christopher Schimmeck
Aaron Taylor

ChevronPhillips Chemical Cedar Bayou – Baytown, TX

Timothy Adams
Deon Banks
Billy Bridges
Abraham Gonzales
Mark Goode

Targa Resources – Mont Belvieu, TX

Jason McMillen

OxyVinyls – Deer Park/Pasadena, TX

Kevin Mays
Jeremy Rhodes

Celanese – Clear Lake, TX

Isaac Rios

ChevronPhillips Chemical – Orange, TX

Stephen Bergeron
Shane Dunwoody
James Harvey
Billy Osborn
Herbert Ricks
Josh Thomas
Michael Wimbley

SNAPSHOT GALLERY:

Shown below are photos taken at recent employee recognition events held for our Rubicon work group in Geismar, LA, and from the Pasadena Office Spring Celebration.



Rich Butler



Carrie Worthan, Christina Angulo, Andra Royall & Phil Johnson



Chris Myers & Brian Camp



Adria & Wilfred Dunham



Darrel & Tracie Herron



Oliver Langland & Michelle Bull (in front) with Brad & Rene Blanchard, Eric Garon, Denise Digirolamo & Shawn Bull



Charles Wallace



Kevin Pearson & Ryan Landry



Rachel Brock & Adam Canady with Anthony & Kim Silva



Tyler & Eric Mellenthin



David & Amy Hughes with Shana Clark



Robert Neuman, Roman Firmin & Robert Franks

SEND IN THOSE PECAN RECIPES!

In keeping with a long-standing tradition, south Louisiana pecans will soon be distributed as gifts to our employees, customers and friends, just in time for holiday baking. Our next issue will feature our annual pecan recipe swap. So, if you've got a recipe you'd like to share, please mail it to Linda Thibodeaux, SGS Petroleum Service Corporation, PO Box 3517, Baton Rouge, LA 70821, or send via email to linda.thibodeaux@sgs.com. The deadline for submissions is November 7, 2008.



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Baton Rouge, LA 70821-3517

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In This Issue ...

Promotions & Supervisory Changes	3
Employee Close-up	9
SGS Update	10
Anniversaries	12
Snapshot Gallery	15

IMPORTANT UPDATE REGARDING YOUR 401(K) PLAN

WHAT'S CHANGING?

Effective October 31, 2008, your plan's current account statement will go from paper to online. Online statements will be available through NetBenefits. This website provides participants with 24-hour access to account and plan information.

WHAT DO I NEED TO DO?

Employees must go online and supply Fidelity with an email

address for the account. Log on to www.netbenefits.com. Go to [Your Profile](#), click on [E-mail Address](#), and enter the email address to which you want your account statement sent. It is that simple!

WHAT IF I STILL WANT TO RECEIVE PAPER STATEMENTS?

You can elect to receive paper statements at any time by calling

1-800-835-5097 or visit www.netbenefits.com to change your delivery method under the mail option tab.

If you have any questions, please call Linda Thibodeaux at 1-800-264-8222, extension 245.

HURRICANE HAVOC

This issue of *The Connection* is a bit late arriving in your mailbox due to delays caused by Hurricane Gustav, which impacted many of our employees and customers in south Louisiana. As we went to press, we were anxiously watching Hurricane Ike and hoping for a quick end to the 2008 hurricane season. We extend our thoughts and prayers to all who have been adversely affected by Mother Nature's wrath over the past few weeks.