

# REUSABLE PACKAGING TODAY

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## Did you know.....?

The fall Annual Conference in Austin, TX will mark the 75<sup>th</sup> anniversary of the founding of RIPA. The association was originally called the National Barrel and Drum Association – or “NABADA”. Many of the familiar family names in the industry today can be traced back directly to the formative years of the group.

## UPCOMING EVENTS

IPANA Spring Conference  
April 18 - 20, 2016  
Alexandria, VA

RIPA Spring Technical Conference  
April 24 - 26, 2016  
Grand Rapids, MI

Chemical Packaging Committee  
May 2 - 4, 2016  
New Orleans, LA

RIPA 75th Annual Conference  
October 26 - 28, 2016  
Austin, TX  
In conjunction w/ IPANA

## RIPA SET TO CONVENE IN GRAND RAPIDS

RIPA's 2016 Technical Conference is gearing up for April 24-26 in Grand Rapids Michigan. Highlights will include:

- Several key regulatory issues and proposals for industry standards affecting: leakproofness test methods, plastic drum closures, steel drum surface preparation, gasket characterization, and IBC "re-bottling".
- A look at new industry statistics on recent production levels in reconditioning, as well data on plant profiles and personnel issues.
- A new "*Rapid Fire IBC Regulatory Compliance Session*" - with all the answers to IBC compliance questions so your IBC personnel will operate effectively.
- An expert presentation on global steel and scrap markets, as well as talks on business sustainability efforts and DOT enforcement programs.
- A tour of the DeWitt Barrels, Inc. reconditioning plant, and of course, a slate of social events including the Welcome Reception sponsored by RIPA's Supplier and Associate Members.

For details on all the proceedings, go [HERE](#). To register, go [HERE](#).

## NEW ISO STANDARD PROPOSED FOR PLASTIC DRUM PLUG / BUNG CLOSURE SYSTEM

A proposal to authorize a new standard for plastic drum plug/bung combinations is being developed by a committee of the International Organization for Standardization (ISO).

The proposal, still in the committee-draft stage of ISO TC 122/WG8, would allow the use of a plug and bung combination for drums with a nominal capacity of 113.6 L (± 28 gallons) to 220 L (± 55 gallons).

...continued p. 2

## U.S. DOT ISSUES RULES ON “REVERSE LOGISTICS”

U.S. DOT / PHMSA has amended its Hazardous Materials Regulations (HMR) to define and regulate the “reverse logistics” shipments of hazardous materials.

“Reverse logistics” is confined to the shipment of certain hazmats in limited quantities from retail establishments back to a manufacturer or distribution facility. Also, the rules on “reverse logistics” do not include any mode of transport other than highway.

...continued p. 2

....” *Plastic Drum*” from p. 1

“At this moment, it is not possible for me to say if this proposal would supersede other existing ISO-approved plug/bung combinations, or merely add yet another combination to the current mix,” said RIPA President Paul Rankin. “However, we have taken steps to be involved in the process, so additional information will be available to interested members in a few weeks,” he noted.

Mr. Jerry Geyer, Greif, has agreed to speak to the RIPA Plastic Drum Product Group on this issue at the April Technical Meeting in Grand Rapids, Michigan.

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....”*Logistics*” continued from p. 1

Materials outside the scope of “reverse logistics” include lithium batteries, pails of paint, and anything EPA rules would deem a hazardous waste. (Lithium batteries already have special regulations for shipping to recycling or disposal.)

Significantly for drums or similar packagings, any single **package** of “reverse logistics” material (i.e., packaging *plus* material) is limited to 30 kg (66 pounds). This is in keeping with already established rules on shipping “limited quantities”. Also, the preference for packaging is to use the original packaging as was used to ship the material or product to retail. Where the original packaging is not available, a packaging of “equal or greater strength and integrity” is the standard.

PHMSA’s new rules also include basic training in certain hazmat regulations for retail employees preparing packagings for reverse logistics. Largely, this training takes the form of instructions on returning product made available by the product manufacturer or distributor. Thus, a retail employee is not a “hazmat employee” subject to full hazmat training every three years.

PHMSA’s proposed regulations for reverse logistics received public comment from a diverse array of interests including Walmart, UPS, the National Fireworks Association, a wholesale grocer, Siemens Healthcare, the Sporting Arms and Ammunition Institute, and something called “Crazy Cracker”.

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## **MEMBERSHIP REPORT**

RIPA would like to welcome as an official member the following firm:

Advantage IBC (*Reconditioner*)  
2000 Airport Blvd.  
Terrell, TX 75160  
972-563-8683  
[www.advantageibc.com](http://www.advantageibc.com)  
Mr. Sean Easton, Dir. Of Sales

Applications for membership still under 30--day review:

Enterprize Container Corp. (*Reconditioner*)  
671 Garrett Parkway  
Lewisburg, TN 37091  
931-270-0341  
[www.enterprizecontainer.com](http://www.enterprizecontainer.com)  
Mr. Clint Cowley, President  
*Until April 22nd*

Corporate Billing, LLC (*Supplier / Associate*)  
239 Johnston Street SE  
Decatur, AL 35601  
256-584-3613  
[www.corpbill.com](http://www.corpbill.com)  
Mr. Whitt Roby, VP  
*Until April 13th*

## **UPDATE: IP'S ASK PHMSA TO WITHDRAW LETTER OF INTERPRETATION**

Last month, RIPA reported that PHMSA had issued a “letter of interpretation” that confused the definitions of “bulk” and “non-bulk” packaging. Just days ago, more than two dozen association members of the Interested Parties for Hazardous Materials Transportation (IPs) asked DOT to withdraw the interpretation letter.

In its letter to OHMS Associate Administrator Dr. Magdy El-Sibaie, the IPs argued that the Agency had, in effect, created a new definition for the term “bulk packaging” without following appropriate rulemaking procedures as required in the Administrative Procedures Act (APA).

According to the IPs, “[T]his interpretive letter does not merely seek to explain a rule, it would change the existing rule. Since the APA requires that the public be informed of and afforded an opportunity to comment on proposed rules before they take effect, we respectfully ask that the December 11, 2015 letter of interpretation issued by PHMSA...be withdrawn.”

If PHMSA does withdraw the letter of interpretation, it is likely that it will have to initiate a formal rulemaking to resolve a difficult issue. In some cases, shippers can fill a non-bulk packaging (less than 119 gallons liquid capacity) with material that weighs more than is normally allowed in such a packaging (i.e., 400 kg (882 lbs.)). In such a case, the filled package meets neither of the current definitions for “bulk” or “non-bulk” packaging.

“Although this sounds like a rather mundane issue, it is a real regulatory problem that will have to be resolved by DOT and the regulated community, sooner or later,” said RIPA President Paul Rankin.

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## **MAUSER / NCG MAKE STRATEGIC ACQUISITIONS**

Last week, Mauser Group announced the acquisition of Berenfield Containers by its U.S. subsidiary, Mauser USA, LLC. Berenfield Containers, which was established in 1914, operates six manufacturing facilities in five U.S. cities, producing steel and fiber drums.

In conjunction with the Berenfield purchase, Mauser reconditioning subsidiary National Container Group bought Engineered Recycling Company, LLC (ERC), which is located in Charlotte, NC. ERC is a leading plastic recycling firm.

The Berenfield purchase is big news in the steel drum industry not only because the company has been a leading producer for so long, but also because it signals a commitment by Mauser to the steel drum business. Mauser now operates 26 steel manufacturing and reconditioning facilities throughout the U.S.

“We are excited to add Berenfield’s highly experienced team and locations to Mauser’s manufacturing capabilities in the U.S., said Glenn Frommer, President and CEO of Mauser USA, LLC.

The ERG purchase may have come as something of a surprise to many in the industry because the company is focused solely on the scrap side of the business. NCG President and CEO Mike Chorpash believes the new addition enables NCG to expand the firm’s comprehensive service portfolio. “We’re also pleased that ERC President and CEO Peter Suttoni will remain with the firm to guide its integration into NCG and help ensure continued growth of the business.

## **DOT NAMES NEW SENIOR LEADERS FOR PHMSA**

John Drake has been named Deputy Administrator for the Pipeline and Hazardous Materials Safety Administration (PHMSA) at the U.S. Department of Transportation. In this position, he helps to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives.

Mr. Drake most recently served as the Deputy Assistant Secretary for Transportation Policy at DOT and, earlier, served as FMCSA's Director of Governmental Affairs. Before joining DOT Drake spent nine years on Capitol Hill, including time as professional staff for the Senate Committee on Commerce, Science and Transportation and the House Committee on Transportation and Infrastructure.

Just days ago, DOT Secretary Foxx announced the appointment of Ms. Teresa A. Gonsalves to serve as Chief Counsel for the Pipeline and Hazardous Materials Safety Administration. Prior to joining PHMSA, Ms. Gonsalves served as Deputy General Counsel and Senior Counsel at the Office of Personnel Management (OPM) where she provided legal guidance regarding pending litigation and legal advice concerning federal personnel management.

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## **RIBCA PETITIONS PHMSA FOR IBC RULE CHANGE**

The Rigid Intermediate Bulk Container Association (RIBCA) has asked PHMSA to revise the Hazardous Materials Regulations to allow different dates to appear on composite IBC inner receptacles and the outer cage. The proposal would align the U.S. hazmat regulations with the UN Model Regulations.

This same proposal was adopted by UN more than a year ago and is found in 6.5.2.2.4 of the United Nations Model Regulations. The change would simply recognize that the dates of manufacture that appear on inner receptacles and outer cages will often not be the same since the two items are "manufactured" separately.

According to RIPA President Paul Rankin, "The International Confederation of Container Reconditioners supported this concept at the U.N. and we view it as a useful addition to the HMR."

Copies of the RIBCA proposal are available from RIPA upon request.





Drum It Up!

March 2016

PACKAGING NEWS

Winemaking News

<p><b>NSTB's Most Wanted List for 2016</b></p>	<p><b>Transportation Help is on the Way...</b></p>	<p><b>Oak Stave Selection for Stainless Steel Wine Barrels</b></p>
<p>The NTSB annual Most Wanted List highlights safety issues identified from the NTSB's accident investigations to increase awareness about the issues and promote recommended safety solutions.</p> <p>The National Transportation Safety Board is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation - railroad, highway, marine and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the Federal Government and other organizations to provide assistance to victims and their family members impacted by major transportation disasters. In 2016, the NTSB identified the following issues that demand correction, they are:</p> <ol style="list-style-type: none"> <li>1. Reduce Fatigue-related Accidents</li> <li>2. Improve rail transit safety oversight</li> <li>3. Promote availability of collision avoidance technologies in highway vehicles</li> <li>4. Strengthen occupant protections</li> <li>5. Disconnect from deadly distractions</li> <li>6. Prevent loss of control in flight in general aviation</li> <li>7. Promote completion of rai; safety initiatives</li> <li>8. End substance impairment in transportation</li> <li>9. Require medical fitness for duty</li> <li>10. Expand use of recorders to enhance transportation safety</li> </ol> <p>View the details of the Top 10 List <a href="#">here</a>. —Howard Skolnik</p>	<p>On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit, it is a down-payment for building a 21st century transportation system.</p> <p>Below is a more detailed summary of some FAST Act provisions.</p> <p><b>PROJECT DELIVERY:</b> The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures, as well as codifying the online system to track projects and interagency coordination processes.</p> <p><b>FREIGHT:</b> The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements.</p> <p><b>INNOVATIVE FINANCE BUREAU:</b> The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance.</p> <p><b>TIFIA:</b> The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects.</p> <p><b>SAFETY:</b> The FAST Act includes authority sought by the Administration to prohibit rental car companies from</p> <p style="text-align: right;"><i>(Continued on page 2)</i></p>	<p>While variation in oak barrels' contribution to wine is generally accepted by winemakers, this variation can have unintended impacts on wine composition and the economics of production. To reduce this variability, it is important to understand oak chemical composition. Wood-extractable compounds can be directly transferred from oak to wine. They are extracted during winemaking and <i>élevage</i> in barrels, and the extraction rate can vary depending on wood and wine. Even if wood-extractable compounds represent a minor component of total oak chemistry, they play an important role in wine style. In this group there are ellagitannins (representing the majority of oak-extractable compounds) and a pool of aromatic compounds present in untoasted wood (native aromatic compounds) that are responsible for oaky aromas. For example, whisky lactones are responsible for coconut and fresh wood notes but also contribute to wine freshness and fruitiness. Non-extractable compounds, while not extractable as such, are precursors of volatile compounds produced during the toasting process. The degradation of hemicelluloses during barrel toasting generates compounds responsible for toasted/roasted aromas, whereas lignins generate compounds responsible for vanilla/ pastry nuances and spicy and smoky notes. The amount produced during toasting varies according to time, temperature and wood humidity. Toasting also degrades ellagitannins and can increase or decrease oaky notes (whisky lactones) depending on temperature. Thus, the contribution of these different compounds to wines at the end of <i>élevage</i> can vary depending on initial oak composition and toasting management but also winemaking and aging protocols.</p> <p>Visit our <a href="#">website to check out our full line of stainless steel wine barrels</a>.</p> <p style="text-align: right;">—Dean Ricker</p>

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SKOLNIK IS A BUSINESS TO BUSINESS MANUFACTURER OF NEW CARBON STEEL DRUMS AND STAINLESS STEEL DRUMS FOR HIGHLY VALUED CONTENTS. FROM CUSTOM WINE BARRELS TO DRUMS FOR HAZARDOUS MATERIALS (HAZMAT) AND DANGEROUS GOODS, WE ARE A LEADER IN SPECIALTY PACKAGING.

**Transportation Help is on the Way...**

*(Continued from page 1)*

knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

See more [here](#).

—Howard Skolnik

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## News:

Effective December 3, 2012 Watson Standard acquired certain assets of Delta Coatings Corporation, a privately owned coatings company specializing in the development and manufacturing of coatings for the general industrial and packaging industries.

Acquiring Delta allows Watson to re-enter the general industrial coatings marketplace and add to its existing portfolio of coatings and adhesives. The acquired business will operate as Watson Standard Industrial Coatings.

“We are enthusiastic about this return to an industry that was a facet of our foundation and represents our continued investment in and dedication to the coatings industry,” remarked Jim Lore, President of Watson Standard.

This acquisition provides significant benefits to both companies’ customers, current and prospective. Watson Standard will expand upon Delta’s product offerings through its development capabilities and organizational synergies. Combined, Watson and Delta are able to supply additional general industrial market segments with solvent based, water based, Ultra Violet (UV), and Electron-Beam (EB) products. Watson Standard’s acquisition will also foster additional global growth opportunities.

## Watson: Past . . . Present . . . Future

Founded in 1902, Watson Standard is a privately held specialty coatings and adhesives manufacturer, headquartered in Pittsburgh, Pennsylvania, serving the global marketplace.

Watson generates about one third of its business in international markets, which is supported by multi-lingual customer support, a global distribution network with partners in Australia, India and the U.K., toll-manufacturing in Spain and sales and distribution agents in Mexico, Central America and South America. <sup>®</sup>

Watson Standard is dedicated to developing the most innovative coatings, adhesives, and related products for the international general industrial, rigid and flexible packaging markets.

## Delta: Strengths and Reputation

Delta Coatings Corporation, located in Melrose Park, IL., has been a vital and innovative member of the industrial coatings community since 1996. Delta is best known for its water-borne coatings for the container and drum industries (interior and exterior), OEM/general industrial and transportation industries.

Delta’s portfolio includes high solids, conventional solvent-based, HAP’s- free and solvent-free radiation curable coatings for spray, dip, roll-coat, coil, electrostatic and electro-coat applications.

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