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Did You Know...

The first edition of "NABADA News" was mailed to 124 reconditioning companies operating in 17 states.

UPCOMING EVENTS

IPANA Annual Conference
March 13-15, 2011
San Antonio, TX

Petroleum Packaging Council
March 20-22, 2011
Tampa, Florida

RIPA Technical Conference
April 10-12, 2011
Indianapolis, IN

Chemical Packaging Committee
May 2-4, 2011
Dallas, TX

ISO Packaging Meeting
May 2-6, 2011
Atlanta, GA

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February 2011
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INDIANAPOLIS WILL SURPRISE YOU !

Don't miss this year's RIPA Technical Conference April 10-12 in Indianapolis, Indiana. Spring will just be setting in, so a little spring fever should bring everyone out to the Hoosier State. And in case you are wondering just what exactly is a "Hoosier", many theories abound. According to Wikipedia.com, one theory is this: Back in frontier days, when approaching a man's home, one shouted from afar, "Hello, the cabin!" to avoid being shot. The inhabitants would then shout back "Who'sh 'ere?" (who's here). Soon the words became run together, and the country folk came to be called Hoosiers. Well, that is one theory.



...See "Conference" page 3

RIPA WINS VICTORY WITH EPA DECISION ON DRUM FURNACES

RIPA has won an important victory in convincing U.S. EPA that drum furnaces should not be subject to air emissions limits proposed for a broader grouping of facilities referred to as "burn-off ovens". The EPA decision saves RIPA members tens of millions of dollars in potential compliance costs.

In meetings with EPA and in comments submitted to the agency last summer, RIPA described how drum reclamation furnaces are unlike the "burn off ovens" with which they had been categorized. Also, RIPA explained that the agency had no emissions data collected from drum furnaces on which to base any defensible emissions limits. Finally, the agency was advised that it underestimated the number of furnaces and ovens across the country and, thus, had significantly underestimated the costs of the proposed rules.

A workgroup of RIPA members worked under tight deadlines to review EPA's data and to coordinate with other affected industries. RIPA also enlisted the help of an attorney expert on air quality laws to assist in the preparation of RIPA's statements. The workgroup identified some of the likely add-on technologies that would be required to comply with EPA's proposal. Initial capital expenses for bag houses, electrostatic precipitators and other pollution controls could run in excess of \$1 million for a single facility, not including annual operating costs.

...See "Furnaces" page 3

PHMSA ISSUES ENHANCED ENFORCEMENT RULE

PHMSA has issued a long-awaited final rule expanding its authority to deal with packages that are believed to present imminent hazards in transportation. The rule, PHMSA-2005-22356, outlines new authority for DOT agents conducting inspections of vessels, aircraft or vehicles, and explains procedures that will be followed when dealing with such packages.

The rule authorizes a DOT inspector to open a package to determine whether it contains non-compliant shipments of hazardous materials when the inspector has reason to believe that the package does not comply with regulatory requirements. However, no single packagings (e.g. drums) that are "immediately adjacent to the hazardous material" will be opened, for safety reasons.

...See "PHMSA" page 4

PRESIDENT'S MESSAGE

- Going Green?

Green packaging. Sustainable packaging. Packaging life cycle analysis.

These phrases and many others like them are rapidly becoming a part of international corporate and consumer culture. Governments and the public are pressuring corporations to provide "green" products and conduct business in a "sustainable" manner. In response, corporations are creating sustainability goals and guidelines covering a wide range of operational issues, including packaging.

The problem is that there is no commonly accepted definition for key terms.

In an effort to close the gap between language and action, two years ago 200 of the largest global retail companies formed the Global Packaging Project (GPP), which is dedicated to creating a common language for packaging and sustainability. The hope is that GPP will facilitate more meaningful and informed dialogue about the relationship between packaging and sustainability and, in turn, lead to better decision making about environmental packaging issues.

GPP has already produced a report that addresses definitional matters, as well as a draft set of "sustainability indicators and metrics" the letter is intended to establish a framework within which companies, governments and the public can discuss and assess corporate packaging sustainability programs. (See <http://globalpackaging.mycgforum.com/>)

The members of GPP acknowledge that creating a single definition of "sustainable packaging" will be difficult given the enormous number of packagings in the marketplace, the role each type of packaging plays, and the social, political and economic environment in which packagings are produced, distributed, used and managed after use. However, in considering how packaging can contribute to improving sustainability, GPP believes there are some key principles that should be considered:

- Packaging makes a valuable contribution to economic, environmental and social sustainability through protecting products, preventing waste, and enabling efficient business conduct.
- The fundamental role of packaging is to deliver the product to the consumer in perfect condition. Therefore, attempts to reduce packaging impacts should only be pursued if they maintain or reduce the impacts of the packed product.
- Packaging should be evaluated as part of a complete product life cycle
- Packaging should be designed holistically with the product in order to optimize overall environmental performance, manufactured using clean production technologies, and be efficiently recoverable after use

This short-list of GPP principles offers a good starting place for future dialogue. However, RIPA and other industrial packaging groups, none of whom have been invited to the GPP table, must make their voices heard to ensure that goals and definitions established to address consumer packaging systems do not interfere with, existing, highly efficient and environmentally sound commercial and industrial packaging management systems. This will be our task in the years ahead.



Paul Rankin

Paul Rankin



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Certainly, Indianapolis has emerged on the prairie today as a charming, modern city with a host of attractions to entertain and inform.

Just a couple blocks from the Hyatt Regency, the site of this year's conference, is White River State Park and the Indianapolis Zoo, rated one of the ten best zoos in the country. Also steps away you will find beautiful Monument Circle and a host of shopping and dining opportunities. Not far from the hotel you will find a renowned museum for American Indian and western art, as well as a motor speedway hall of fame and the world's largest children's museum. You can even take a Segway tour of the downtown area or

visit nearby wineries.

Clearly, "Indy" has something for everyone. And oh yeah, there are the RIPA proceedings and social events as well.

RIPA's sessions will include a comprehensive seminar on IBC reprocessing, an expert presentation on immigration law for employers, a "how to" on utilizing DOT's "CSA" initiative to track motor carriers' safety records, and a host of other regulatory and technical matters.

Conference details, hotel information and a conference registration form have been sent to all RIPA members and will be sent again leading up to the event. These items also can be downloaded from the RIPA website here: www.reusablepackaging.org.

In the process of developing its position, RIPA identified 32 drum furnace operations in the U.S. RIPA's membership includes all but two of those operations, with a couple major furnace operators joining the association in the wake of EPA's proposal.

It is not clear whether EPA will revisit the issue of drum furnaces at some point in the future. If so, RIPA and its members likely would formulate a plan to collect emissions data that are representative of drum furnaces and reasonable for deriving proposed pollutant limits. Meanwhile, EPA is busy issuing and defending pollutant limits for a vast array of industrial boilers, process heaters and waste incinerators. Those new rules will occupy hundreds of pages in the Federal Register and almost certainly will be challenged by affected industries for years to come.

The rule exempting drum furnaces was signed February 21, 2011.

REGULATORY BAN ON TEXTING EXTENDED TO INCLUDE INTRASTATE DRIVERS

On February 28, 2011, U.S. DOT's hazmat agency, PHMSA, issued a rule extending to *intrastate* hazmat carriers the ban on "texting" while driving. Previously, in September 2010, another DOT office issued a ban on texting that is applicable to all commercial motor vehicle drivers, but was limited in applying that ban only to interstate operations.

The term "while driving" means any time the motor is running except when the vehicle is pulled safely off the road or located elsewhere off-road where the vehicle can remain safely stationary. Road shoulders are for emergencies and should not be considered a safe place for text messaging.

Penalties for infractions include loss of driving privileges. A second infraction can cost a driver 60 days of driving, while a third infraction doubles the penalty to 120 days.

RIPA members should instruct their drivers in this ban and the seriousness with which it should be taken. An infraction that results in injury or death would lead to criminal charges.

RIPA has available on its website (www.reusablepackaging.org) a written "Driver Distraction Policy" developed in December 2010 in conjunction with several other industry groups. RIPA recommends that members download the policy and review it with their drivers.



13TH INTERNATIONAL CONFERENCE PLANNED FOR OSAKA, JAPAN



Osaka at night

The theme of the 13th International Conference on Reusable Industrial Packaging is “Reconditioning: Taking Lessons from the Past for a Better Tomorrow.” The much anticipated event will be held 7 – 10 September 2011 at the gorgeous Rihga Royal Hotel in one of the most beautiful cities in Japan – Osaka.

Osaka, known as the “Water City,” is located at the mouth of the Yodu River. The third largest city in Japan, Osaka is a leading commercial center for the island nation. Osaka is well known for its wonderful museums, gourmet food and wide range of social and cultural offerings.

The Rihga hotel is one of the best in the region, and is located immediately adjacent to the meeting and exhibition space at the convention center.

Conference Chairman Minoru Inaba and Program Committee Chair Kiyokazu Nakamura promise an outstanding meeting, filled not only with superb presentations, but also plenty of social and sightseeing opportunities.



Suite at Rihga Royal Hotel

RIPA International Committee Chair Bill Shocklee has been to many international conferences. “Every RIPA member should plan to attend at least one international conference,” he said. “I can assure members that they will not only gain valuable information about the industry and their businesses, but they will be treated magnificently by our wonderful hosts in JDRA. This will be an event and an experience you will never forget,” noted Shocklee.

Copies of the 1st Circular have been sent to RIPA members. Reservation information will be sent soon. You don’t want to miss this conference.

continued from page 1 “PHMSA”

DOT inspectors will be empowered to temporarily remove a package or shipment from transportation, or prevent its entering transportation, when the inspector has reason to believe that the package or shipment may pose an “imminent hazard.” This new authority relieves DOT from the necessity of obtaining a court order to take this action.

Importantly, an inspector may order the person in possession of or responsible for any type of package (single or combination; bulk or non-bulk) to transport the filled package to a facility that is capable of examining and analyzing its contents. Provided the inspector documents his actions, no court order is required for this action.

RIPA raised several questions dealing with package reclosing and liability issues. The association asked DOT to clarify the manner in which a DOT inspector should close a packaging not covered by the HMR, such as an overpack. According to DOT, the agency is under no obligation to bring the non-compliant package into compliance, so the packaging will be closed using “an appropriate closure method.”

RIPA also expressed concern that packaging manufacturers, reconditioners, and distributors may be subject to DOT enforcement actions in the event of a hazardous materials release from packages that are opened, closed and returned to transportation by a DOT inspector.

DOT stated, “If a package complies with the HMR, it will not be stopped, opened, or put out of service....If a package is opened based upon an objectively reasonable and articulable belief that there is a violation of the HMR, and then deemed to be compliant upon further investigation, the package will be closed according to manufacturer’s closing instructions or otherwise made safe for transportation and returned to the stream of commerce. If, following these actions, a leak occurs, “...the cause of the failure will have to be determined based upon all available information. We cannot, and must not, grant preemptive exemptions from responsibility to any party under the HMR, least of all in the abstract.”

A copy of the rule is available at: <http://edocket.access.gpo.gov/2011/pdf/2011-4270.pdf>

IPANA AFFILIATE, RIBCA, FORMALLY INCORPORATES, ELECTS OFFICERS

The Rigid Intermediate Bulk Container Association (RIBCA), an IPANA affiliate, has formally incorporated in Virginia and conducted its first organizational meeting at which officers were elected and operational resolutions adopted.

Frederik Wenzel, Schuetz Container Systems, Inc will serve as RIBCA chairman, and Larry Thomas, Snyder Industries, Inc. will serve as vice-chairman and secretary-treasurer.

COSTHA WANTS DOT TO CLARIFY ITS HAZMAT CLOSURE INSTRUCTION RULE

The Council for the Safe Transportation of Hazardous Articles, Inc. (COSTHA) has asked PHMSA's Office of Hazardous Materials Safety (OHMS), to clarify the applicability of closure instructions retention requirements on re-shippers of previously closed packages.

According to COSTHA, in final rule HM-231, issued February 2, 2010, the agency inadvertently and improperly stated that shippers are required to maintain "package" closure instructions for at least one year after offering a hazmat package for transportation. In the Hazardous Materials Regulations, the term "package" refers to a filled container (e.g. drum), and the term "packaging" refers to an empty receptacle and related components (e.g. bungs).

COSTHA wants to clarify that the recent DOT rulemaking does not inadvertently expand the current rules for distributing closure instructions to include companies that accept properly closed packages, store them, and then re-ship the closed package to a customer. COSTHA contends that the new rule does not require a company that performs these functions to send closure instructions to its customers. "Section 178.2(c) does not provide any such applicability to the secondary shipping of a package that was properly closed by the offeror and not reopened and reclosed..." by the second offeror.

RIPA President Paul Rankin expressed support for the COSTHA position. "We see nothing in the regulations that would extend the closure notification requirement to re-shippers of packages that have already been properly closed," said Rankin. "Hopefully, DOT will clarify this matter quickly," he added.

THE FUTURE "GREENING" OF HEAVY DUTY TRUCKS?

Late in 2010, U.S. EPA and the National Highway Traffic Safety Administration jointly proposed a set of standards for heavy-duty trucks to meet in terms of fuel efficiency and emissions of greenhouse gases.

The plan would call for truck manufacturers to begin adopting the standards with the 2014 model year and, by 2018, reduce emissions by fully 20 percent.

Meanwhile, in California, regulators already have issued rules on heavy duty trucks emitting greenhouse gasses like carbon monoxide (CO). The state's Air Resources Board has in place requirements that heavy duty trucks be equipped with fuel efficiency technologies that result in lower emissions. These technologies include: "idle reduction technologies", "aerodynamic technologies" and "low rolling resistance tires". For details on these technologies, see EPA's "Smartway" list of certified technologies at:

<http://www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm>

Be advised that if you are domiciled outside California but send trucks into the state, you are nevertheless expected to meet the state's requirements.

MYERS CONTAINER ACQUIRES GENERAL STEEL DRUM

The owners of Myers Container LLC have purchased General Steel Drum (GSD) of Charlotte, North Carolina. Myers Container, and its sister company Container Management Services LLC, are headquartered in Portland, Oregon with multiple facilities servicing the new steel drum, reconditioned steel and plastic drum, and IBC needs of the western United States. This new entity will operate as "General Steel Drum LLC".

"We are excited to add the expertise of General Steel Drum to our portfolio of companies," said Kyle Stavig, CEO of Myers Container. "We are fortunate to retain the professional skills of Terry Lynn and Ed West who will be in charge as General Manager and Director of Sales respectively for the GSD operation." Established in 1979 by Robert Bradford and Ed West, General Steel Drum has been the leading steel drum manufacturer in the southeastern United States. "I thank my 30-plus years with Bob and we look forward to continued success with Myers Container and the Stavigs. We will continue to serve the needs of our customers with outstanding quality and customer service," said Ed West.

Myers Container LLC and Container Management Services LLC were purchased in October 2007 and have been affiliated with the Stavig / Myers family since 1917. The management team combines Kyle Stavig's 24 years of industrial container experience with his brothers' global management skills cultivated in the high tech world with companies such as Intel and Daimler-Benz. They are committed to lean manufacturing and the creation of a sustainable culture. According to Kyle Stavig, "Our formula for success is to acquire successful companies, enable the current management team to thrive, and provide knowledge and capital to grow the business."



Steel Drum News, Trends And Issues February 2011

HazMat News

SKOLNIK Drums Displayed at the Smithsonian

In a current exhibition commemorating the History of Flight, the Air and Space Museum in Washington, DC features steel drums that were made by SKOLNIK. The exhibit is the story of the Chicago, the Boston, the Seattle and the New Orleans - the first planes to attempt to fly around the world. The four planes departed Seattle on April 6th, 1924 and two completed the journey 175 days later making 74 stops and covering about 27,550 miles. Critical to the undertaking were steel drums strategically located at planned stopping points. These drums carried the fuel and oil needed to carry out the flights. The Chicago alone needed 7,000 gallons of fuel to fly the entire mission. The flyers left Seattle and flew up the coast of Canada to Alaska, then crossed the Aleutian Islands to the Komandorski Islands. This leg was the first flight crossing the Pacific Ocean. They then headed to Southeast Asia stopping in Japan, China, Burma, and French Indochina. Through the Far and Middle East, they flew to India, Iraq and Jordan and then headed to Europe. The crossing from Europe back to the US was the longest over-water flight and ships were positioned in the Atlantic in case of an emergency. Of the four planes, only the Chicago and the New Orleans made the final 560 mile Atlantic crossing and landed in Labrador. Both planes then headed down to Washington, DC, Dayton, Chicago, Dallas and San Diego. The journey culminated with their final return to Seattle on September 28th, 1924. [Click here to see photos of the planes...and the steel drums that made this historic flight possible!](#)

— Josip Petrusic

Password Security Not as Tight as a Drum

Valuables used to be guarded in caves, then in bank vaults and now with passwords. For just about anyone on the planet, valuable funds, documents, and photographs are kept safe by some unique, clever, and repeatable passwords that we often create on the fly. Has our security progressed? A recent study of 32 million real-life online passwords indicated that of all the "secret" passwords, the one most commonly used is "123456." The 2nd most common password was "12345." Others passwords in the Top 10 included "iloveyou," "princess," and even "password." Unfortunately using such obvious passwords are nearly invitations for hackers and thieves to log into your valuables and steal all the contents.

Even if you do use a sophisticated password, one will hardly suffice for all accounts. Some have minimum character lengths, maximum character lengths, some require alpha-numeric's and some even require symbols. Devising an effective and memorable password is possible and numerous methods exist. You can use visual keyboard patterns, swap numbers and symbols for letters or for words (for example use "@" for "a" or "o" for "o." Another idea is to take a phrase and use the first letter such as "This little piggy went to market" becomes "tlpwtrm."

The result is that we have to keep track of dozens of our passwords – I alone have more than 100! I know some people that have their passwords written on a piece of paper they keep in their home. Not only is this dangerous, you cannot access it if you are not at home. Therefore, I recommend keeping a listing of all your passwords in an encrypted file in a browser email. This allows you to access the entire password list from any location with internet access. There also are other solutions such as RoboForm.com, where one diamond-hard password unlocks all the rest. Make your password security as tight as one of our SKOLNIK drums!

— Howard Skolnik

Wine Making News

Skolnik Stainless Steel Wine Barrels Offered with Silicone Bungs

Many a wine maker has entered the barrel room to find bungs on the floor that blew out in the middle of the night, then spent time then searching for the bungless barrel. Now there is an answer to this familiar and annoying problem. The US made Duall Combo Bung is fabricated of 100% food grade silicone. The unique tri-pod design (with the pods spreading just below the stave/barrel line), holds the bung in the barrel, while allowing full pressure release even in the strongest stages of early fermentation. Once the barrel is vented, the bung falls fully back into place in the barrel (just from its added weight), then releases again as fermentation pressure increases. The domed design also helps differentiate the Duall Combo Bung from a regular solid bung with a flat top. SKOLNIK also offers the Duall Carboy Sleeve. Unlike a standard bung that fits into Tri-Clover fitting, this bung fits over the fitting or any necked opening like a sleeve. This unique and versatile bung also offers venting or permanently sealed positions. Both of these silicone bungs are designed to work with any SKOLNIK stainless steel wine barrel that uses a 2" Tri-Clover fitting. If you want more information about these new and unique Bungs, please contact me at jason@Skolnik.com or 773-884-1513.

— Jason Snow

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