

IN THIS ISSUE

Technical Conference..1
International.....1
Life Cycle Analysis.....1
President's Message...2
Superfund Site.....4
Onboard Recorders.....5
Driver Coercion.....6
Truck Rates.....8
ICCR Report.....9
UN & IBCs.....10
Canada & IBCs.....11

Did you know.....?

Among other companies, BASF Corporation uses RIPA's website as a resource to connect with member companies nationwide in serving its packaging needs?. BASF's North American operation, headquartered in New Jersey, employs 117,000 people in locations across the country.

UPCOMING EVENTS

RIPA Board of Directors
July 21, 2014
Chicago, IL

RIPA Annual Conference
October 15-17, 2014
New Orleans, LA

IPANA Annual Conference
October 13-15, 2014
New Orleans, LA

15th International Conference on Industrial Packaging
June 3 - 5, 2015
Vancouver, B.C. Canada

REUSABLE PACKAGING TODAY

April / May 2014
Visit our website:
www.reusablepackaging.org

Vol. No. V; Issue III. Published by RIPA

SWEET HOME ALABAMA: 2014 TECHNICAL CONFERENCE!

RIPA members convened in lovely Birmingham, Alabama April 27-29 for the 2014 RIPA Technical Conference. Well over 100 members – and several guests -- turned out for a very successful event!

Special thanks go to Buckner Barrels Sales Corp. for hosting the plant tour and other events. Also, special thanks go to RIPA's Supplier and Associate Members who have stepped up sponsorship at the Technical Conference in recent years.

.....Continued page 3



RIPA's Paul Rankin

HOLD THE DATE! - 15TH INTERNATIONAL CONFERENCE IN VANCOUVER, BC

The world industrial packaging community will come together in Vancouver, British Columbia early next summer to take part in the 15th International Conference on Industrial Packaging.

The event, which will take place 3 – 5 June 2015 at the stunning Hyatt Regency Hotel, will feature top level educational sessions, entertainment and social events that are certain to attract industry professionals and accompanying persons from around the world.

.....Continued page 6

NEW STUDY SHOWS REUSABLE PACKAGING SUBSTANTIALLY REDUCES CARBON EMISSIONS

A new life cycle assessment prepared for the Reusable Industrial Packaging Association by Ernst & Young Accountants, LLP shows that using reconditioned industrial packaging saves hundreds of millions of pounds of greenhouse gas (GHG) emissions annually in the U.S. and Canada. The primary goal of the study, *Life Cycle Assessment of Newly Manufactured and Reconditioned Industrial Packaging*, was to compare the total GHG emissions of several styles of new and reconditioned industrial packagings used commonly by businesses in North America. The study presents both single-trip and multi-trip emission comparisons.

.....Continued page 7

PRESIDENT'S MESSAGE

Technical Conference

Once again, the annual RIPA Technical Conference was a great success. I don't know if our conference attendance numbers were so positive because everyone wanted to get out of the cold or if the opportunity to tour Buckner Barrel Sales Corporation's wonderful plant was the draw. Whatever the reason (I'm pretty sure it was the plant tour), we certainly had an outstanding meeting in Birmingham, AL.

As one would expect, the Buckner family rolled out the red carpet for the tour. Visitors to the plant were greeted by several generations of Buckners, all of whom were delighted to talk about their new facility and help guide visitors. Following a generous lunch, members were free to roam about and watch the steel drum operation in action. The facility is beautifully designed with a raised drum-flow that facilitates maintenance and helps reduce labor costs. The Buckners are rightfully proud of this outstanding facility, and RIPA thanks the family for allowing the membership to visit.

As in the past, the RIPA IBC Compliance Workshop generated a great deal of conversation about this complicated aspect of the reconditioning business. Workshop leaders Pete Cutt, Mike Porreca and Brian Evoy spent significant time covering marking and testing issues. Because the federal regulations governing the composite IBC reprocessing business are somewhat imprecise, there were lots of excellent questions and plenty of spirited discussion throughout the 2 ½ hour session. No doubt we'll be scheduling another workshop in the future.

Life Cycle Study

I am extremely proud to announce the association has completed a brand new life cycle study comparing the environmental benefits of using reconditioned steel and plastic drums, as well as composite IBCs. The study was conducted by Ernst & Young and represents the most up-to-date evaluation of environmental aspects of these packaging systems. A full summary of the study appears on page one of this newsletter.

The findings showed that greenhouse gas emissions are much lower for reconditioned packagings than for their new counterparts. For example, GHG emissions from a reconditioned open head steel drum are about 61% lower than a new open head drum. A reconditioned composite IBC saves nearly 70% in GHG emissions!

In conjunction with the study, Ernst & Young created a "Green Packaging Calculator" that enables users to quickly determine just how much GHG is saved by purchasing any number of specified containers. Just input a few bits of data and, presto!, out comes a report showing your GHG savings! Impress your friends; wow your customers; this is great stuff.

RIPA is launching a publicity campaign to publicize these findings in the press, to container users and trade groups representing container users. We are also developing a packet of materials for RIPA members to use in sales and marketing efforts. We should have this material out to members in the near future.



Paul Rankin

Paul Rankin



"Reusable Packaging Today" is published monthly by Reusable Industrial Packaging Association for its members.

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Chairman.....Ricky Buckner
President.....Paul Rankin
Editor.....C.L. Pettit

The conference kicked off with a barbecue and reception at the city's Vulcan Museum and Park. This off-site event offered scenic views of the city and a bit of Birmingham history as well. Thanks again to Buckner Barrels and all of the Supplier Members!

Monday morning featured meetings of the Fiber Drum, Plastic Drum and Flexible IBC Product Groups. In the fiber drum session, members discussed the scheduling and location of upcoming annual retests for the several design types qualified in recent years. In the plastic drum meeting, members were advised of a special review of recycled plastic's energy profile being conducted as part of RIPA's *Life Cycle Assessment* (described further below). In the flexible IBC meeting, members discussed ongoing issues with the collection of used units and their "after-life" potential.

Congressman Mike Rogers (R AL) then addressed the conference, noting several of his positions on policy matters in Washington. The Congressman's district comprises much of eastern Alabama. He was happy to learn about our industry and thanked RIPA Chair Ricky Buckner for the opportunity to speak.

Following the Congressman's talk was a condensed "IBC Compliance Workshop", patterned after the stand-alone, 1-day workshops offered in recent years. Attendees were provided a compliance manual and a "user-friendly", laminated poster indicating proper IBC markings.

Next, RIPA's Board of Directors met to review policies, budgets, association events and other administrative matters. Board meetings are open to all voting members, and several members attended as observers.

The Chair's Reception Monday evening was held at the Alabama Sports Hall of Fame. Sports memorabilia and honorifics were displayed on multiple floors. Everyone enjoyed the unique venue.

Tuesday morning continued the Product Group sessions, including a plenary session. The Steel Drum Product Group discussed the recent periodic testing sponsored independently by several members. Also discussed: the new RIPA and ISDI "*Testing Procedures for Steel Drums*", a copy of which was provided to all attendees.

The IBC Product Group covered several issues including testing requirements for brand new bottles and a possible rulemaking to waive vehicle placards for emptied IBCs. In the plenary session, members were advised of recent regulatory actions taken by U.S. OSHA, the Federal Motor Carrier Safety Administration (FMCSA), and, of course, PHMSA.

Following was the Main Speakers Program. The featured speaker was Ms. Julie Sealy with Samsung Insurance. Ms. Sealy described a number of issues to be considered when selecting business insurance products. She and a colleague, Mr. David Smith, are working with the association to develop insurance offerings attractive to RIPA members.

Time ran somewhat short as severe weather events had started to affect travel plans. Indeed, on Monday night around 11:00 pm, all hotel guests were evacuated to the main ballroom on the first floor as a tornado was seen touching down quite close by. After about 20 minutes, however, the coast was clear and everyone went back to their rooms.

Finally, attendees were treated to lunch and a tour of operations at the new Buckner Barrel plant in Springville, which is located not far from Birmingham. Everyone was very impressed with the plant and all the people that work there. The tour capped an excellent event.





Josup Petrusic, Josh Ford, Steve Zamin..



Jon Neuman, Brian Evoy, Carmela Neuman



Brian Evoy, Pete Cutt, Mike Porreca



Bob Madura, Jim Barrett, Heather Gilmer

EPA SUPERFUND CLEANUP

According to EPA settlement documents, a hazardous waste transportation company in southern California was doing business , at least in part, as “Santa Fe Springs Drums”.

In 2010, EPA was called to the company’s site by local fire departments and the state office of toxic substances. EPA conducted an assessment of the site and identified approximately 309 55-gallon drums, seven 500-gallon poly “totes”, four poly tanks ranging from 250-500 gallons, and pallets of one-gallon paint cans and debris. In addition, three 2,000-gallon vacuum trucks full of waste materials were parked in the front yard area.

Some of the hazardous substances found at the site include, but are not limited to: tetrachloroethylene, trichloroethene, naphthalene, toluene, benzene, xylenes, lead, and hydrochloric acid.

Based on the conditions observed at the site, including its proximity to nearby human populations, EPA initiated a removal response action. In a proposed settlement agreement, two individuals named as settling parties” have agreed to contribute approximately \$227,000 to the cleanup bill estimated at nearly \$500,000.

FMCSA PROPOSAL TO REQUIRE ELECTRONIC ONBOARD RECORDERS

The U.S. DOT's Federal Motor Carrier Safety Administration (FMCSA) issued on March 13, 2014 a proposal to *require* the use Electronic Logging Devices (ELDs) to monitor compliance with commercial drivers' Hours-of-Service rules.

According to the agency, ELD's would reduce the paperwork burden associated with recordkeeping and "improve the quality of logbook data".

ELDs allegedly would reduce violations by making it more difficult for drivers to misrepresent their time on logbooks and avoid detection by law enforcement.

ELDs also could protect drivers who may feel pressured by their employer to stretch driving hours. The new rules would establish a procedure for drivers to file complaints, and would set an \$11,000 fine for employers that push drivers past the limits.

ELD data would only be available to FMCSA personnel or law enforcement during roadside inspections, compliance reviews, and post-crash investigations.

The use of ELDs for logging "Records of Duty Status" is currently optional. The mandatory use of ELDs would be phased in over a 2-year period following a final rule in late 2014.

"Short-Haul Drivers" Exempt

Significantly, "short haul drivers" are already exempt from logging Records of Duty Status and, thus, would be exempt from the mandatory use of ELDs. A "short haul" driver is one that:

- Operates within a 100-air mile radius
- Returns each day to the work reporting location (within 12 hours)
- Is limited to 11 hours driving, and
- Has at least 10 hours off-duty between 12-hour shifts.

Employers of short-haul drivers are nevertheless required to record each day a driver's:

- Time of start duty
- Time released
- Number of hours on duty

Six months' worth of these written "time records" must be maintained.

2013 New Hours-of-Service Rules

"New" Hours-of-Service Rules went into effect July 1, 2013. Quickly thereafter a U.S. appeals court rejected a requirement for "short-haul drivers" to have a 30-minute break just after or within any 8 hours of on-duty status (whether driving or not). This would have meant drivers would be essentially **absent** for 30 minutes after any 8 hours on duty. Fortunately, the court recognized that this did not seem critical to the safe driving of "short haul drivers".

Also significant: The agency considered requiring ELDs for short haul drivers that carried hazmats (such as emptied IBCs and even emptied drums). The agency concluded, however, that these carriers already **"have above average safety records"** and are overseen by additional Federal agencies.

RIPA is submitting comments on the proposal asking that the 100 air-mile radius for short-haul drivers be removed.

U.S. DOT PROPOSES RULES TO PREVENT COERCION OF DRIVERS

U.S. DOT's Federal Motor Carrier Safety Administration (FMCSA) has proposed regulations that prohibit coercion of commercial drivers to operate motor vehicles in violation of regulations such as drivers' Hours-of-Service limits, drug and alcohol testing rules, or the Hazardous Materials Regulations (HMRs). The proposed rules include: 1) procedures for drivers to report incidents of coercion to authorities, 2) rules authorities would follow in response to allegations of coercion, and 3) penalties that may be imposed on entities found to have coerced drivers.

FMCSA is interested in input from industry as to what types of coercion are likely to occur. FMCSA believes most allegations of coercion will involve the Hours-of-Service regulations or vehicle maintenance, but welcomes comments on any kind of coercion that this rule may address.

FMCSA has a separate proposal regarding the mandatory use of Electronic Logging Devices (see related story). In that proceeding, FMCSA has said it is being careful to assure that mandatory ELDs will not increase the likelihood of coercion or harassment.

Members with any comments or questions should contact the RIPA office.

International Conference from page 1

Conference Chairman Rod Stewart, Bodtke Group, promises a meeting that appeals to both reconditioners and manufacturers of industrial packaging. "We chose our conference theme, *Packaging Solutions for Our World*, to highlight both the extraordinary range of packaging designs offered to customers and the global reach of the industry," said Stewart.

Stewart, a Vancouver native, is particularly pleased to have the opportunity to welcome the global packaging community to his home town. "Vancouver is truly one of the most beautiful cities in the world," said Stewart. Spectacular water and mountain views can be found from nearly every point in town. Stanley Park, a 1,000 acre gem in the heart of the city provides miles of trails for walking, cycling and jogging.

Vancouver is also known for its diverse dining options, including some of the top restaurants in North America. And, if you love the arts, Vancouver offers spectacular museums and art galleries. Whistler Mountain, one of the top ski resorts in the Americas is just a 90-minute drive outside the city.

More information, including registration materials, will be coming out soon. In the meantime, mark your calendar and start making plans to attend the 15th International Conference



RIPA's Technical Director C.L. Pettit tours a Syngenta plant in North Carolina along with members of the Chemical Packaging Committee May 6, 2014. The tour included a look at Syngenta's packaging test lab as well as its analytical labs for assessing compounding agents for agrochemicals.

Findings show that for single-trip solutions, reusable packagings can reduce greenhouse gas emissions (expressed as pounds of carbon dioxide equivalent – “CO₂e”) from 26% to nearly 70% over similar new container designs. As the number of reuse trips increases, total GHG savings for all packaging types increases. The packagings studied were 55-gallon open head and tight head steel drums, 55-gallon plastic drums, and 275- and 330-gallon composite intermediate bulk containers.

Using accepted ISO life cycle analysis principles, the researchers at Ernst & Young examined every aspect of both production and reconditioning processes. For example, GHG emissions related to the production of a new steel drum include the mining of ore, transportation, and steel production. The reconditioning process includes transportation, cleaning, waste management and various refurbishing processes. Importantly, the study assumed recycling as the end-of-useful-life option for all packagings.

“This landmark study shows definitively that industrial packaging reuse reduces carbon emissions by substantial levels,” said RIPA President Paul Rankin. For example, according to production statistics compiled by RIPA, manufacturers in North America purchase more than 70 million of the studied packagings annually. Since about half of these packagings are re-used, current GHG savings resulting from industrial packaging reuse is nearly 1 billion pounds CO₂e per year. According to Rankin, “The study reveals that there remains a great opportunity for additional GHG savings if the amount of industrial packaging reuse can be expanded.”

In addition to the study, Ernst & Young created a unique *Green Packaging Calculator* (“Calculator”), which is available to RIPA members and their customers. The *Calculator* can be used to quickly determine the environmental impact of various industrial packaging solutions, which are expressed in CO₂ equivalents. For example, if a packaging user is interested in determining the amount of greenhouse gas that could be saved by using a greater number of reusable packagings, the *Calculator* will quickly provide this number with just a few clicks on a computer. The *Calculator* can also be used to determine GHG totals of any current or potential mix of new and used industrial packagings. The latter option will help companies who currently report their GHG emission totals to the government or the public, or that plan to add this data to their sustainability reports in the future.

The Ernst & Young study was prepared for the Reusable Industrial Packaging Association (RIPA), which represents more than 90 percent of the companies in North America that recondition and manufacture industrial packagings. Reconditioners collect tens of millions of empty industrial packagings every year globally and safely reprocess them for reuse. Packagings found unfit for further service are cleaned and scrapped.

“Reconditioning is the original global green industry,” says RIPA President Rankin. “In fact, several member companies in the U.S. and overseas have been in continuous operation for over 100 years,” he noted.

Go to **RIPA’s [website](#)** for additional information about the reconditioning industry, the new Ernst & Young LCA report on green reconditioning, or to get information about the *Green Packaging Calculator*.



ARE HIGHER TRUCKING RATES FOR EMPTY CONTAINERS IN YOUR FUTURE?

The Commodity Classification Standards Board (CCSB) has proposed an amendment to the National Motor Freight Classification (NMFC) that could result in higher rates for shipments of empty non-bulk packagings containing residues of hazardous materials. A copy of the proposal can be found [HERE](#).

The NMFC is overseen by the Commodity Classification Standards Board (formerly National Motor Freight Traffic Association, Inc.). It is a standard that provides a comparison of commodities in transportation and is a one metric used by many common carriers to establish rates.

CCSB continually reviews its commodity classifications. Often, the reviews result in a reclassification which, not surprisingly, can raise the cost of shipments. As part of this review process CCSB is now focusing on empty packagings containing residues of hazmat. CCSB will conduct its first meeting on this issue on Tuesday, May 20, 2014.

Proposed CCSB Rule

Currently, most empty non-bulk packagings with residue that are being transported to a reconditioner for reuse, reconditioning or remanufacture are exempt from placarding and shipping paper requirements. The DOT rule requires labels and other markings to be retained on the packaging, and applies to containers moved by common, contract and private carriage. The CCSB proposal would **not** affect private or contract carriers. However, it would impact empty non-bulk packagings transported by common carriers.

The proposed rule states that non-bulk residue packagings would be subject to certain shipping classifications (i.e. proposed rate categories) unless they are cleaned and purged and all warning labels and other markings are removed. Non-bulk packagings moving to reconditioners by truck are generally not purged (although they should be RCRA empty), and all hazard and other product information remains on the packaging. Since the proposed rule would require cleaning/purging and marking removal prior to transportation, the rule would be problematic for that group of non-bulk packagings moved by common carriers.

The proposed rule would apply the following classification to residue packagings:

No. of pkgs.	Proposed Classification
less than 12	125
12 < 22.5	77.5
22.5 or greater	60

RIPA believes that as many as 10% of non-bulk packagings containing hazardous residue – over 2 million packagings – are moved by common carrier. The association is concerned that the proposal could result in surcharges for these containers based upon the fact that they hold very small amounts of hazmat. The association will engage with CCSB on the issue.



REPORT: ICCR CHAIR'S PROMOTIONAL VISIT TO CHINA AND INDIA

The International Confederation of Container Reconditioner's Board of Directors decided last year to reach out to reconditioners doing business in both India and China in an effort to encourage them to form national associations, similar to those now in existence in various parts of the world. A similar visit by an ICCR representative last year was successful in assisting the formulation of SAICRA, the Association of Reconditioners in South Africa, who are now Associate Members of ICCR.

ICCR Chairman Brian Chesworth, assisted ably by industry representatives in both China and India, recently travelled to these nations and made presentations about the industry to a wide range of individuals, companies, regulatory and government bodies. Without exception, Mr. Chesworth was received with the utmost courtesy, curiosity and interest.

CHINA

Owing to the sheer geographical size of China and the many locations of industrial activity, Chesworth decided to visit the Greater Shanghai area where, it is reported, there is a requirement of 14 million steel 55-gallon drums per year and where are situated a large number of reconditioners. Many of these firms are just now gaining a full understanding of modern industrial requirements, however, the industry in general appears willing to learn and grow.

Chesworth met with Government officials in Shanghai and also Taicang who are familiar with the industry. They indicated a desire to engage more fully with the industry on a range of environmental standards under the umbrella of a new facility licensing and enforcement regime. These officials were enthusiastic about the ICCR "Code of Operating Practice" and agreed to use it as a guide for future interaction with the industry.

Chesworth believes the reconditioning industry in China has a great deal of room to grow and mature. The firms he visited want to improve their industrial practices, but as in all developing societies, this will take time and financial resources. He has high hopes that an association of Chinese reconditioners can be formed in the future. In the short-term, Chesworth believes several representatives from the Chinese government and the reconditioning industry will be able to attend the 15th International Conference in Vancouver, B.C.

INDIA

According to Mr. Chesworth, there are a large number of small reconditioners scattered throughout India. As in China, many of these firms are struggling to make a go of it. Based upon his observations and meetings with both government officials, they have seen the great benefits achieved elsewhere by the reconditioning industry, and they are giving active encouragement and assistance to those who participate in modern practices. Importantly, they also expressed a willingness to enforce against firms that lag too far behind.

Mr. Chesworth was accompanied in his visits by representatives of Balmer Lawrie Ltd, which is today the largest steel drum manufacturer in India, and majority owned by the Indian Government. He made a series of presentations on the reconditioning industry to government officials, including the Environmental Ministry, the Transport Ministry and the Indian Institute of Packaging. In addition he visited with a number of industry representatives explaining how ICCR companies operated within a regulatory atmosphere and the benefits that accrue to all concerned. He further explained how a national association of Reconditioning companies in India could be formed and operated.

Of his visits, Chesworth said, "I believe these meetings resulted in a very positive outcome. I found a youthful reconditioning industry in both China and India, seeking to improve and expand their businesses." ICCR will maintain regular communication with both government officials and key industry representatives, and he hopes that the seeds of a stronger reconditioning industry have been sowed.

UN EXPERTS FOCUS ON IBCS

Three papers affecting intermediate bulk containers have been submitted to the UN Subcommittee of Experts. One of the papers, proposed by Sweden, could have a negative impact on North American reconditioners because it would eliminate specified test pressures for the leakproofness test.

Following is a summary of the three documents, all of which will be discussed at the upcoming UN meeting .

1. Leakproofness testing procedures (Sweden: 2014/34).

For more than a year, Sweden has been focusing attention on IBC leakproofness testing issues. The Swedish conducted a survey of fellow national packaging experts and industry to determine if current testing practices represent a safety problem. They concluded that the issue "...did not really present any safety problems and therefore further work was [unnecessary]."

Nonetheless, the Swedish Expert decided to press the issue. She believes that since several government regulators in Europe do not mandate the use of the leakproofness test pressures specified in the Orange Book (i.e. 30 kPa for PG I; 20 kPa for PG II and PG III), references to test pressure should be deleted from the Orange Book. If this proposal is adopted, IBC testers would only have to apply a "suitable" leakproofness test, when necessary. The Swedes did not offer a definition of the term "suitable."

If adopted, the Orange Book would not refer to a preferred leakproofness test, test pressure or time. Furthermore, the current US leakproofness test requirement – which mandates the use of the air pressures cited above, applied for a "suitable length of time" – would no longer be in conformance with UN requirements.

2. Marking of inner receptacles of composite IBCs (ICPP: 14/26)

The International Confederation of Plastic Packaging Manufacturers (ICPP) is seeking to clarify composite IBC inner receptacle marking requirements. They seek to confirm that the date marked on the inner receptacle may differ from that on the IBC cage. ICPP appears to have responsibly accomplished this goal by revising current paragraph 6.5.2.2.4 and adding a two new "Notes" which state:

"Note 2: The date of manufacture of the inner receptacle may be different from the marked date of manufacture (see 6.5.2.1), repair (see 6.5.4.5.3) or remanufacture (see 6.5.2.4) of the composite IBC."

"Note 3: The provisions in 6.5.2.2.4 shall apply to all composite IBCs manufactured, repaired, or re-manufactured as from 1 January 2011."

3. Use of large salvage packagings (Germany: 2014/19).

The Expert from Germany has proposed amending provisions related to the use of "salvage packagings" to authorize the use of "large salvage packagings" for the carriage of damaged or leaking packages of dangerous goods. Oddly, the paper would also authorize the use of intermediate bulk containers "of appropriate type and performance level" to be used as salvage packagings.

It is not clear that any IBCs exist for the purpose outlined by Germany. And, even if they do, the paper fails to ensure that specific safety measures that apply today to the use of salvage drums or large salvage packagings would also apply to IBCs used in the same manner.

CANADA WILL UPDATE IBC STANDARDS

A committee has been formed by the Canadian General Standards Board (CGSB) to update national standards governing the design, manufacture, use and reuse of intermediate bulk containers. The committee includes representatives of both private sector and governmental bodies with a direct interest in these widely used containers.

The CGSB “Committee on Intermediate Bulk Containers for the Transport of Dangerous Goods” will update “CAN/CGSB-43.146,” which was last published in 2002. According to Committee member Rod Stewart, Bodtke Group, “Work on this standard is long overdue given the significant number of new regulations affecting their containers that have come into force globally in the past decade.” Stewart explained that the UN Model Regulations (Orange Book) have been revised several times in recent years and it is important that Canada’s standards and regulations be updated to foster global harmonization and facilitate trade.

CGSB committee secretary Robert Long estimates the entire standards development process will take about two years to complete. This estimate is in keeping with other work undertaken by CGSB on steel drum reconditioning several years ago.

“IBC users, reconditioners and manufacturers are very pleased that CGSB has agreed to undertake this work project,” said Stewart. “The Canadian industrial packaging industry stands to benefit greatly from a modern, globally harmonized regulatory structure,” he concluded.





Drum It Up!

May 2014

PACKAGING NEWS

Winemaking News

Check out the recent interview with Howard Skolnik from [Hazardous Cargo Bulletin](#)

Fines for In-Transit Leakage are Costly!	North American HazMat Incident Map Goes Live!	New Innovation for Small Serving Category of Wines
<p>Being a shipper brings packaging liability issues that can be costly if that package leaks while in transportation. At a recent conference of the Council for the Safe Transport of Hazardous Articles (COSTHA), we learned that UPS and FedEx have the greatest number of documented incidents of hazmat spills. It's understandable as both companies ship, by far, the most packages of any carrier in the US. Plus, where many incidents go undocumented, UPS and FedEx document every spill. As an example of potential shipper liabilities, here is what happened when a non-compliant shipment of 1 gallon of a flammable adhesive was discovered leaking in transit.</p> <p>On September 16, 2013, Amazon employees improperly shipped a package containing flammable liquid adhesive by air on Federal Express (FedEx) from Whitestown, Ind., to Boulder, Colo. FedEx employees in Boulder discovered a gallon container of the adhesive was leaking. The adhesive is classified as a hazardous material (HazMat) under Department of Transportation regulations. Amazon offered the shipment without the requisite shipping papers or emergency response information, and did not mark, label, or properly package the shipment. Amazon also failed to properly train its employees in preparing HazMat packages for shipment by air. Amazon paid in full a \$91,000 civil penalty that the U.S. Department of Transportation's Federal Aviation Administration (FAA) had proposed against the Seattle, Washington company for violating Department of Transportation Hazardous Materials Regulations.</p> <p>Note that the fine went to the reseller, Amazon, not the original packaging manufacturer. It is the entity that introduces the package to transit that carries the liability.</p> <p>Check out the complete line of Skolnik Hazmat shipping drums in carbon and stainless steel.</p> <p>—Howard Skolnik</p>	<p>Hazardous Materials are all around us and every day, incidents occur. We usually hear about the significant incidents in our local or national news but many of the incidents never become newsworthy – thankfully. Just today, there are highway closures, explosions, suspicious packages, fires, truck overturns and more. In some cases, these incidents happen closer to you than expected.</p> <p>Now, thanks to GlobalIncidentMap.com, just about every reported incident is viewable, live, on line. In addition to HazMat situations, the traceable categories include Forest Fires, Disease Outbreaks, Earthquakes, Amber-Alerts, and more. On the live map, there is also a live feed which offers brief descriptions of all the current incidents that are being watched.</p> <p>To check out this map, go to www.globalincidentmap.com and you can filter the maps to indicate HazMat situations, or whatever situation you wish to follow.</p> <p>—Howard Skolnik</p>	<p>As innovators of stainless steel barrels for the wine industry, we are always interested to see a new innovation on the consumer side of things. Until recently, mention of the single-serve 187 mL wine category evoked memories of cramped air travel and meager wine selections available from clanking beverage carts. But those days may be over, thanks to the reinvention of this category that is now focused on quality, freshness, convenience and even elegance. "Exceptional wine by the glass" is the idea behind The Vini, a sleek glass vial with a Stelvin screwcap closure. It is the brainchild of Miami-based Vini founder and CEO Sunny Fraser, who several years ago launched a boutique winery, only to realize that convincing restaurants to sell her wines in their by-the-glass programs was more than an uphill battle, it was impossible. The challenge, she knew, would be consumer perception about the quality of wines in the 187 mL format. Most people think of it as low quality compared to bottles, but if they could create an elegant format and actually put fine wine in it, they could reinvent the category. Intended for quality-conscious wine drinkers, The Vini wines are priced higher than many single-serve offerings, at \$6.99-\$9.99 The Vini is offered in a proprietary red (primarily Napa zinfandel) and proprietary white (primarily Napa/ Sonoma chardonnay), both of which are blended by Fraser's winemaker. Single-serve, exclusively for the delivery of fine wines is what sets them apart. The Vini wines are meant to be poured into a glass and enjoyed as one would fine wine poured from a 750 mL bottle. Sommeliers can open it like a bottle of wine at the table. A very classy addition to the small serving category.</p> <p>—Dean Ricker</p>

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.

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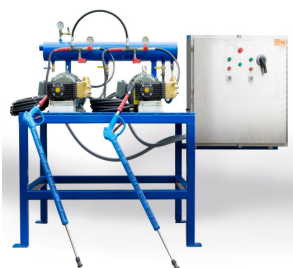


RE-DESIGNING RECONDITIONING

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- Improve Quality
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Specialized Maintenance Services



MAKE MORE WITH LESS

By integrating experience and technology into advanced automation, Lakes Area Fabrication helps companies to become cost effective while streamlining operations.



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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. ®

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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