

REUSABLE PACKAGING TODAY

June - July 2015
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Vol. No. VI; Issue I. Published by RIPA

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Did you know.....?

Potential moves at the UN Subcommittee of Experts to amend criteria for hazmat classifications could push many products with a corrosive classification into Packing Group I – and, thus, *out* of poly drums and composite IBCs. Stay tuned to RIPA for future developments.

UPCOMING EVENTS

RIPA Board of Directors
July 20, 2015
Chicago, IL

Chemical Packaging Committee
September 21 - 23, 2015
Alexandria, VA

RIPA Annual Conference
In Conjunction w/ IPANA
October 28 - 30, 2015
Savannah, GA

SUPER MEGA CONFERENCE EDITION!

15th INTERNATIONAL DELIVERS!

Over 200 packaging experts from around the world convened June 3-5 in Vancouver, British Columbia for the *15th International Conference on Industrial Packaging (ICIP)*. The conference featured an impressive array of presenters on the Main Program, an extensive Suppliers Exposition in the exhibit hall,cont' p. 2



Conference delegates listen intently.

RIPA TECHNICAL CONFERENCE IN OHIO!

Not to be overshadowed by the conference in Vancouver, RIPA's *2015 Spring Technical Conference* proceeded full throttle April 24-26 in Columbus, OH. The conference featured a plant tour hosted by Industrial Container Services – OH, LLC located in nearby Gahanna, OH. Many thanks to Ron Grannan, Brian Grannan, Gretchen Krum and everyone at ICS for extending the invitation and making the tour a warm and welcoming event.

The conference kicked off with the Suppliers Welcome Reception in the beautiful and ornate lobby of the Westin Columbus Hotel (See photos on page 5). In recent years, RIPA's Supplier Members have supported the social events at the Technical Conference, helping to make them truly wonderful events. Thanks to all the Supplier Members forcont' p. 4

DOT GRANTS RIPA REQUEST ON LEAKPROOFNESS TESTING OF IBC BOTTLES

In a long awaited action, DOT has issued a Special Permit to FDS (formerly Fibre Drum Sales, Inc.) enabling the firm to forego the performance of a leakproofness test on composite IBC inner receptacles that already have been leakproofness tested by the manufacturer.

The Special Permit allows FDS to rely upon the mark applied by the manufacturer as evidence that the inner receptacle has been leakproofness tested. In addition, FDS must visually inspect incoming inner receptacles for damage, mark the IBCs as "repaired" units, and apply the Special Permit number to the IBC.cont' p. 6



*F. Wenzel, N. Bodtker, H. Kroon, & S. Yedlock
Your cruise ship hosts and sponsors!*

...."ICIP" continued from p .1

and a schedule of social and entertainment events that amazed and delighted everyone.

Significantly, several national and international organizations conducted meetings of their own in advance of the ICIP proceedings. IPANA and its several constituent groups conducted business meetings in the days just before the ICIP events. ICPP held its annual Directors meeting and SERRED's Board of Directors met to discuss key domestic and international issues. Additionally, ICCR's Board met to assess its goals and set plans for the future.

The first evening's event was sponsored jointly by The Bodtker Group and Schütz Container Systems and featured a harbor cruise with drinks and refreshments along several of Vancouver's scenic shorelines. The weather held off just enough to make this one of the most memorable events in conference history!

The following morning the Conference Sessions began with welcoming statements from ICCR President Mr. Brian Chesworth, as well leaders from each of the national and regional associations. Conference Chair Mr. Rod Stewart also offered some welcoming remarks.



Conference Chairman Mr. Rod Stewart



Attendees enjoy the mountaintop show!

The presentations that followed covered everything from robotics in a reconditioning setting to steel drum welder technology. Other topics included a proposed business model for life cycle management; the state of reconditioning in China; the younger generation's outlook on business; new elements in flange design; a historical perspective on drum weights and steel thicknesses; and workplace safety analyses as conducted in Japan. Between speaker sessions, attendees visited the *Suppliers Exposition* which included a dozen companies who set up impressive displays of their products and services.

The second night's event was a field trip to the top of nearby Grouse Mountain. Delegates enjoyed there an "old West lumberjack show" featuring a light hearted story and an impressive display of skills in cutting, climbing and spinning logs. In addition, delegates enjoyed a wonderful dinner on the mountaintop with stunning views of Vancouver and the harbor below.

The final night's events featured a gala banquet dinner with entertainment by some very talented illusionists, contortionists and acrobats. The event also featured the bestowing of the *Morris Hershson International Award of Excellence* to ICCR Secretariat Mr. Lawrence Bierlein, a well-known and much revered figure in the international packaging community. Congratulations to Larry for this much deserved award!



Mr. Randy Stacy and other attendees.

The 15th International Conference on Industrial Packaging certainly lived up to all the promise and expectations that were attached to the event. A **16th** International Conference is planned for 2018 in Seoul, South Korea.

15TH INTERNATIONAL CONFERENCE RESOLUTIONS

The industrial packaging reconditioning industry hosts international conferences approximately every three years. The first such conference was held in 1970 in Kyoto, Japan.

In 1985, ICCR began the practice of adopting Resolutions at the conclusion of each conference. The Resolutions are drawn from the issues raised by speakers at the Conference and are intended to provide guidance to leaders in the industry and their representative international associations.

Following are the Conference Resolutions adopted by representatives from the 20 nations attending the *15th International Conference on Industrial Packaging*, which was held 3 – 5 June 2015 in Vancouver, British Columbia.

RESOLUTIONS: 15TH INTERNATIONAL CONFERENCE ON INDUSTRIAL PACKAGING

RESOLUTION I. ICCR should pursue an international ISO Standard to define and to implement the concept of “Sustainable Industrial Packaging.”

RESOLUTION II. ICCR should work actively to coordinate the industrial packaging industry’s response to all environmental stewardship and packaging waste proposals.

RESOLUTION III. ICCR should work with industry, and encourage transport, environmental, and occupational health government agencies, to work more effectively together to facilitate safe handling of empty uncleaned industrial packaging.

RESOLUTION IV. ICCR should consider revisiting the International Code of Operating Practice to improve safety within plants that are reconditioning, remanufacturing, and repairing industrial packaging.

RESOLUTION V. ICCR should continue to expand its membership and to educate governments in other nations and regions, with an initial emphasis on Asian nations and other emerging economies, with the goal to professionalize reconditioning in their areas.





The Accompanying Persons group touring Vancouver.



RIPA Chair Ricky Buckner welcomes delegates.



*Z. Lifeng, W. Kusta, L. Kusta & S. Wingard
Enjoying the view on Grouse Mountain.*



Several of the JDRA and JSDA participants from Japan.

.....“Tech’ Conference” continued from page 1

their continuing support of the association.

RIPA’s Technical Director, C.L. Pettit, provided Hazmat Employee Training as required under the U.S. Hazardous Materials Regulations. For many attendees, this constituted the refresher training required every three years. All trainees completed a written test at the end of instruction and received a *Certificate of Training* which documents all the particulars of the training session as required by the regulations.

Conference attendees were then treated to several other special presentations. Mr. Randy Stacy with Container Life Cycle Management, an EarthMinded Company, titled his talk “*The High Ground is Ours*”. He spoke about sustainability, accountability, stewardship and “process capability” – meaning the commitment and investment needed to realize sustainability goals. Mr. Rick Schweitzer, RIPA Counsel, then gave a comprehensive overview of trucking and driver regulations, and new trends that flow out of those issues.

From PHMSA’s Field Operations Division, Investigator Mr. Ted Turner spoke about site investigations and compliance issues he encounters at industrial packaging businesses. He presented an extensive slide show documenting some of his concerns, and he offered some advice on measures that could help avoid citations. Other speakers on the program included a workplace safety consultant and a business insurance expert working with participating RIPA members to identify insurance needs, particularly as relates to fire safety and preparedness.

SCENES FROM THE 2015 TECHNICAL CONFERENCE IN COLUMBUS, OH



Attendees are briefed before the ICS facility tour.



Some of the ICS hosts in Columbus.



Cindy Lampe of Jones Barrel Co. enjoys the reception.



PHMSA Inspector Ted Turner addresses the group.



EarthMinded's Randy Stacy advises attendees.



The RIPA party enjoys the whole lobby !

....."Special Permit" continued from page 1

"The FDS Special Permit is the culmination of several years of hard work and negotiation with the Agency," said RIPA President Paul Rankin. "We believe this action by DOT recognizes long-standing industry best practices and ensures that customers who for purposes of interior cleanliness require maintenance of valve seals will not be unduly disadvantaged," noted Rankin.

DOT rules require companies that want similar relief from the redundant leakproofness testing requirement to apply individually to the Agency. RIPA is preparing a template for such applications and will make it available to all members. In the meantime, RIPA has been advised that DOT enforcement staff have been made aware of the Agency's decision and we should expect no further citations in this matter.

AMENDMENTS TO HAZMAT LAW STALLED

A series of amendments to the Hazardous Materials Transportation Act, several of which address key industry concerns, are on hold until Congress finds a way to finance the Highway Trust Fund.

The HMTA amendments are a small part of a massive bill designed to fund the nation's surface transportation activities and housing programs. The price tag for the proposed legislation is approximately \$54 billion, of which about \$50 million would be appropriated to fund all hazmat safety matters. However, further progress has been put on hold until House and Senate leaders can agree on a way to finance the nearly depleted Highway Trust Fund (HTF).

"At this point in time, there is no agreement on how to fund the HTF," said RIPA President Paul Rankin. A new gas tax has been taken off the table having gained little support from Republicans or Democrats. A wellhead tax on energy production is still a viable option, as is the idea of using some money from the repatriation of nearly \$2 trillion in corporate cash now held in overseas accounts. At this time, none of these ideas have support from a majority of lawmakers.



MEMBERSHIP REPORT

RIPA is pleased to announce the acceptance of an application for membership as a Supplier/ Associate Member from:

Caribbean Containers, LLC
105 Dixie Highway
Auburndale, FL 33823
Mr. Pete LaPietra, Mgr.
Mr. Robert Kilpatrick, Mgr.
www.caribbean-containers.com

NEW PHMSA ADMINISTRATOR NOMINATED

President Obama has nominated Marie Therese Dominguez to be the new Administrator of the Pipeline and Hazardous Materials Safety Administration. Although no hearing date has been set, if her nomination is approved by the Senate, she will assume responsibility for both pipeline safety and hazardous materials transportation matters.

Mr. Tim Butters, the most recent PHMSA Acting Administrator, has taken a leadership position with the Federal Aviation Administration.

According to RIPA President Paul Rankin, Ms. Dominguez's nomination comes "out of left field" as she has no direct experience with either pipeline or hazmat safety matters. A lawyer, Dominguez does possess significant governmental experience having served as a political appointee in both the Clinton and Obama administrations. Currently, she is the principal deputy assistant secretary of the Army working on budget and management issues.

Rankin believes that Ms. Dominguez, who has no prior experience in the hazmat safety field, will have only limited opportunities to impact key transportation issues. "Ms. Dominguez is going to have to get up to speed on a wide range of complex and highly politicized issues in a very short period of time," said Rankin. "She almost certainly will be forced to spend most of her time on rail safety and pipeline issues because these are the matters DOT Secretary Fox has prioritized," he noted.

In addition, said Rankin, because Ms. Dominguez is a political appointee, the next administration, which takes office in January 2017, will in all probability want to appoint someone of "their own" to the PHMSA job.

RIPA has already reached out to Ms. Dominguez for a meeting, but at this time no date has been set.

NEW GROUP TO FOCUS ON INDUSTRIAL PACKAGING SAFETY

A new organization has been formed to work on issues related to the safe transportation and storage of industrial packagings, including steel and plastic drums as well as intermediate bulk containers.

According to PackSafe Senior Advisor John McQuaid, the Alliance "...is a coalition of interested parties, including risk managers, insurers, code officials and others, who support the safe use of industrial packaging to transport and warehouse hazardous and non-hazardous materials.

The Alliance believes there is a disconnect in current regulations regarding the transportation and warehousing of hazardous and non-hazardous materials. For example, PackSafe believes current OSHA rules covering the proper containerization of hazardous materials are out of date and should be revised to reflect updated NFPA guidelines. Additionally, the Alliance wants DOT to align their definitions on flammable and combustible materials with NFPA.

PackSafe Petitions OSHA

In pursuit of its stated goals, PackSafe recently sent a letter to OSHA urging the Agency to address "...the fire risks associated with the storage of containerized flammable and combustible liquids." This can be accomplished by revising the OSHA rules to reference the 2015 version of the National Fire Protection Code.

REPORT ON UN SUB-COMMITTEE ACTIVITIES

ICCR Secretariat Larry Bierlein, Eddy Schuer and Paul Rankin attended the recent UN Sub-Committee of Experts meeting, which took place 22 - 26 June 2015 in Geneva, Switzerland.

The meeting was the first of four that will take place at the historic United Nations complex over the next two years. It the first meeting at which new UN Sub-Committee Chairman Duane Pfund presided. Mr. Pfund recently addressed the 15th International Conference on Industrial Packaging in Vancouver, B.C.

According to ICCR Delegation Chairman Paul Rankin, the meeting was notable for the large number of Experts attending the meeting for the first or second time. "I estimate that perhaps 20% of the delegations present had at least one new member attending the meeting for the first time," said Rankin. He believes that this large turnover in membership will initially increase the power of long-time members (e.g. France, U.S., U.K., Germany) whose experience will be relied upon to guide discussions and prevent hasty or ill-advised actions. However, noted Rankin, "It is also true that much of the history of past discussions on reconditioning and reuse of packaging has been lost." As a result, Rankin believes that ICCR delegates will spend a great deal of time at upcoming meetings educating new Experts about the industry.

Following is a brief summary of relevant packaging provisions discussed at the UN meeting:

(1) Packagings for solids that liquefy [in transport] or are filled as liquids (2015/24; DGAC)

DGAC submitted a paper they hoped would clearly authorize the use of UN packagings marked for liquids when low melt-point solids (i.e. solids that can become liquid in transportation) are shipped. Apparently, some US shippers using packagings that are UN marked for liquids are seeing their packagings stopped when the commodity is found in a solid state during transport.

The US and several other governments already authorize the use of a dual-marked (i.e. liquid/solid) packaging as long as the test mass in both packagings was the same. However, there is no similar provision in the Orange Book. After several governments expressed concern that the proposal was vague and unclear, DGAC withdrew its paper and indicated it would return with a more fully realized proposal.

(2) Water temperature of plastic packagings undergoing a hydraulic pressure test (2015/15; Germany: Inf. 46; Norway)

Germany introduced a paper outlining research undertaken by BAM showing test performance outcomes of plastic jerricans when subjected to pressure testing after being filled with water of varying temperatures. Based upon very little research on a single container type, Germany, supported by Norway, proposed a minimum temperature of 12C (about 56 F) for water used in testing.

Many Experts acknowledged that plastic strength properties do change with temperature, however, several Experts and Observers expressed concern that no actual safety justification was offered nor any specific scientific support for the selected minimum test temperature.

Germany agreed to withdraw the proposal and develop a new proposal addressing the concerns that were raised.

(3) Harmonization on corrosivity (2015/21 Canada; Inf. 24; Spain; Inf. 25; CEFIC)

The Sub-Committee continued its discussion on harmonization with the GHS on corrosivity classification requirements. There was basic agreement that the actual criteria of what constitutes a corrosive material on the basis of skin testing are essentially the same in GHS and the

....."UN" continued from page 8

transport sector. The problem is that there has been no agreed way to harmonize GHS/transport methods used to avoid animal testing.

The current GHS methodology is very conservative and, if adopted, would have the effect of transferring many corrosive mixtures from their current PG II and PG III classifications into PG I materials. This would mean that many commodities that now can be transported in plastic drums and IBCs would no longer be authorized, thereby harming these businesses.

Various governments including Canada and Spain, as well as the European Chemical Industry (CEFIC) presented options for a way forward, but none were deemed acceptable. After much discussion, the general agreement among Sub-Committee members was that the Sub-Committee should attempt to resolve themselves and then resume talks with GHS.

The next meeting of the Sub-Committee of Experts will be in December, 2015.

CCSB ADOPTS CONTAINER RESIDUE AMENDMENT

The Commodity Classification Standards Board (CCSB) has adopted an amendment to the National Motor Freight Classification (NMFC) that defines an "empty" non-bulk packaging as one that meets the requirements of 49 CFR 173.29. In essence, this means that packagings retaining even very small amounts of hazardous residue will henceforth be treated by commercial carriers as if they were full.

Although some LTL carriers have been classifying residue containers in the same manner as if they were full for several years, the new amendment is likely to expand the practice industry-wide. The likely result will be increased fees charged by carriers for the movement of these containers.

RIPA President Paul Rankin and General Counsel Rick Schweitzer met several months ago with CCSB Chairman Joel Ringer and expressed concern that the new amendment, while well intended, could create safety problems for carriers if shippers fail to fully clean emptied containers and then, as the rule requires, strip off hazard warnings and labels. RIPA offered a proposed amendment to CCSB that would define an "empty container" as one that meets either 49 CFR 173.29 or 40 CFR 261.7. The latter regulatory citation is the EPA empty container rule.

CCSB did reconsider its position on the issue at its June 2015 meeting in Alexandria, VA. However, the Board voted to adopt the original proposal and noted that RIPA should seek relief from DOT instead.

"I regret that CCSB failed to see the wisdom of our proposal," said RIPA President Paul Rankin. "It is our hope that once the LTL trucking industry has had an opportunity to see how the rule works in practice, they may want to again revisit the matter," Rankin concluded.



Drum It Up!

June 2015

PACKAGING NEWS

Winemaking News

Canada Requires Closure Instructions for Packaging

As of January 15, 2015, Transport Canada has added Closure Instruction notification to the requirements of small containers for the transport of dangerous goods, Classes 3, 4, 5, 6.1, 8 and 9. Therefore, this now applies to the manufacturers of non-bulk steel drums. TP14850 is the standard that is currently referenced in the TDG Regulations for small containers. It has been adopted in TDGR last summer with a transitional period of 6 months. You may download a free copy at: <http://www.tc.gc.ca/eng/tdg/publications-standards-TP14850-1093.htm>

Specifically, clause 4.4 of TP14850 requires that a container manufacturer or distributor provides a procedure for assembling and closing the container as tested. The test reads as follows:

4.4 Container information

4.4.1 The container manufacturer and distributor must provide the following information in relation to each container design:

- a. a list of components that includes enough information so that the user can assemble and close the container in the same fashion as it was tested;
- b. a procedure for assembling and closing the container as tested;
- c. the maximum capacity of any inner packaging, as applicable; and
- d. the tare weight, maximum gross mass and maximum capacity of the container.

Note: For containers designed with a handle for lifting, the container information should include instructions on the proper use of the handle, including whether it is intended for lifting the container empty or full.

(Continued on page 2)

Return Logistics Proposal Identifies Compliant Packaging

Return Logistics, as proposed in CFR 173.157 will be defined in 171.8 as the process of moving goods from their final destination for the purpose of capturing value, recall, replacement, proper disposal or similar reason. When a manufacturer's product normally moves through the supply chain network, it is to reach the distributor or customer. Any process or management after the sale of the product involves reverse logistics. If the product is defective, the customer would return the product. The manufacturing firm would then have to organize shipping of the defective product, testing the product, dismantling, repairing, recycling or disposing the product. The product would travel in reverse through the supply chain network in order to retain any use from the defective product. The logistics for such matters is Reverse Logistics.

For those considering the packaging options available to comply with the proposed regulation, the current proposal for selection of compliant packagings for reserve logistic movements are listed in 173.157(b) and they are:

- (1) Packagings must be leak tight for liquids and gases, sift proof for solids, and be securely closed, secured against shifting, and protected against damage. Inner packagings must be secured against movement within the outer package and protected against damage under conditions normally incident to transportation. For liquids, the inner packaging must be leak proof, and the outer packaging must contain sufficient absorbent material to absorb the entire contents of the inner packaging. For solids, inner packaging must be sift proof.
- (2) Each material must be packaged in the manufacturer's original packaging if available, or a packaging of equal or greater strength and integrity.
- (3) Outer packagings are not required for receptacles (e.g., cans and bottles) that are secured against shifting in cages, carts, bins, boxes or compartments. However, any compromised receptacle must be placed in an inner packaging or outer packing that will prevent spillage in

(Continued on page 2)

Better Wine Through Chemistry

Of all the problems associated with imparting the aromatics of oak to wine, the cost (in terms of raw materials and time) is the one that frustrates winemakers and their accountants the most. It's not so much a problem for a \$200 bottle of wine. But for a mass-market wine in the competitive \$10-a-bottle category, oak barrels at \$1,000 a pop along with cellaring for six to 24 months simply isn't an option. A partial solution some wineries have resorted to is the use of oak chip "tea bags," which addresses the financial cost of barrels but doesn't fully solve the issue of time: Even oak chips need time to percolate through the vat.

There may be a solution on the horizon in the form of wood-infused lees. In a study published in Food Chemistry in March, a group of researchers from the Enology Lab at the Polytechnic University of Madrid have essentially taken lees, the sedimentary dead yeast cells leftover after fermentation, and steeped them in a sort of "tea" made from various wood chips: oak, acacia, chestnut and cherry for the purposes of this test. The "aromatized yeast biomass" was then washed, dehydrated, added to test batches of Tempranillo wine and allowed to do its thing for a month.

The results were promising: Through sensory analysis (man) and chromatography (machine) the wines were proven to have received levels of phenolic and volatile compounds associated with the more expensive and lengthier process of barrel aging. Sensorial analysis identified marked increases in wood (obviously), ripe and fresh fruit notes, smoke, mouthfeel, balance and even acidity. Conversely, bitterness was reduced in the wood-infused samples. In short, all the things one typically tries to impart to wine by way of barrel aging. Check out the entire selection of Skolnik Stainless Steel Wine Barrels here.

—Dean Ricker

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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.

Canada Requires Closure Instructions for Packaging	Return Logistics Proposal Identifies Compliant Packaging	
<p>(Continued from page 1)</p> <p>4.4.2 The container manufacturer and distributor must provide the container information to a container purchaser at each initial purchase of the corresponding container.</p> <p>4.4.3 The container manufacturer and distributor must provide the container information to a container user upon request.</p> <p>Manufacturers and shippers in the US are also required to give Closure Instructions with their packaging.</p> <p>—Howard Skolnik</p>	<p>(Continued from page 1)</p> <p>transportation.</p> <p>(4) The fuel tank and fuel lines of equipment powered by an internal combustion engine must have the flammable liquid fuel drained to the greatest degree possible, shut-off valves, if present, must be in the closed position, and all fuel tank caps or closures must be securely in place.</p> <p>(5) Equipment powered by an internal combustion engine using flammable gas fuel, or other devices using flammable gas fuel (such as camping equipment, lighting devices, and torch kits) must have the flammable gas source disconnected and all shut-off devices in the closed position.</p> <p>(6) Equipment powered by electric storage batteries must have the batteries activation switch on the equipment must be protected to prevent inadvertent activation. If the equipment is damaged to the extent that the battery or switches may not be protected, the battery should be removed and packaged separately in a manner that will protect the terminals from short circuit. Batteries should also indicate the proper orientation during transportation and storage.</p> <p>(7) Aerosols must be packed to prevent inadvertent discharge of the contents from the aerosol packaging during transport. Each aerosol container must be secured with a cap to protect the valve stem.</p> <p>(8) Cylinders or other pressure vessels containing a Division 2.1 or 2.2 materials such as DOT–39 cylinders and cylinders containing limited quantities of compressed gases must conform to the packaging, qualification, maintenance, and use requirements of this subchapter.</p> <p>(9) Materials authorized for transport according to a special permit as defined in § 171.8 of this subchapter: (i) Each outer packaging that has not been opened and is in the original undamaged condition with the closure secure, shall be offered for transportation and transported in the original packaging as authorized by the special permit; (ii) When the inner receptacles have been removed from the outer packaging of a combination packaging and remain undamaged with closure secure they must be packed either in the original packaging authorized by the special permit if available and undamaged or packed in a suitably strong outer packaging with suitable cushioning material and securely closed. (c) Hazard communication. (1) The outer packaging, other than a cylinder shipped as a single packaging, must be marked with a common name or proper shipping name to identify the hazardous material it contains.</p> <p>—Howard Skolnik</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.



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Stainlez is an industry-leading manufacturer of container components. From valves to caps and lids, our products make containers safer, easier, more reliable, and working in perfect harmony with one another. And just because we design and custom-build some of the most trusted container parts on the market doesn't mean we're standing still. Stainlez is always moving, innovating, and creating - striving to make our container parts and container systems the most technologically advanced in the world.

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- Recertification of IBC's
- Reconditioning IBC's
- New IBC's and Cages
- All Parts and Components



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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.

For Product and
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CONTACT

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