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Did you know...?

..More than 2 million composite IBC's are reconditioned in North America every year?

UPCOMING EVENTS

Petroleum Packaging Committee
August 17 - 19, 2013
Lake Tahoe, CA

Chemical Packaging Committee
September 16-18, 2013
Alexandria, VA

IPANA Annual Conference
October 15 - 17, 2013
La Jolla, CA

RIPA Annual Conference
October 16 - 18, 2013
La Jolla, CA

UN Subcommittee of Experts
November 25- December 4, 2013
Geneva, Switzerland

REUSABLE PACKAGING TODAY

August 2013
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UN Keeps Talking about Corrosivity Criteria

A group of UN transport experts and industry specialists met with their counterparts from the Globally Harmonized System (GHS) on July 1, 2013 to discuss classification issues associated with corrosive materials.

Transport experts are deeply worried that the current classification scheme for corrosive materials adopted by GHS will result in a wholesale migration of these materials to Class I (high hazard) from their existing homes as Class II or Class III materials. If such reclassification were to occur, the new Class I materials could not be transported in composite IBCs and most plastic drums, as they are today.

Although the economic cost of reclassification is not known, several packaging industry experts believe that tens of thousands of IBCs and plastic drums would no longer be usable.

...See "Corrosivity" page 3

Howard Skolnik Wins Hershson Award of Merit

Howard Skolnik will receive the Morris Hershson Award of Merit during the Reusable Industrial Packaging Association (RIPA) Annual Conference in La Jolla, CA, October 16 – 18. The Hershson Award is given to an individual who has made outstanding and continuing contributions to the industrial packaging industry.

A Chicago, IL resident and President of Skolnik Industries, Inc., Howard has worked tirelessly over many years to improve the image and stature of companies involved in the reusable industrial packaging industry. Howard's vision has never been about "making drums faster or cheaper" but about making drums better, diversifying and building the steel drum market, and creating a positive image for the steel drum.



...See "Skolnik" page 3

Court Renders "Final" Decision on Hours-of-Service Rules

In something of mixed decision, a U.S. Court of Appeals ruled August 2, 2013 on the trucking industry's challenge to DOT's 2011 driver "Hours-of-Service" rules. The rules originally were scheduled to go into effect through many states July 1, 2013, delayed enforcement while the court reviewed the challenge.

Significantly, the court rejected a requirement for "short-haul drivers" to have a 30-minute break within, or just after, any 8 hours of on-duty status (whether driving or not). This would have meant drivers would be essentially **absent** for 30 minutes after or during any 8 hours on duty. Fortunately, the court recognized that this did not seem critical to the safe driving of "short haul drivers". The requirement was overturned on procedural and technical grounds.

A "short haul driver" is one that typically works 5 days per week and 8-10 hours daily, returning to the business and/or departure location at the end of the workday. This definition has evolved over time with the agency's series of HOS rulemakings and explanations. It has been described as somewhat vague although most businesses and regulators can make the distinction.

...See "Driver Rules" page

President's Message

- 2nd International Conference: The Future Looks Bright

The two most remarkable characteristics of the recent 2nd International Conference on Industrial Packaging were the great diversity of attendees and their overwhelmingly upbeat view of the future.

Reconditioners from more than 30 countries traveled to Amsterdam to take part in the Conference. In addition to large numbers of attendees from Japan, Western Europe and North America, the Conference attracted firms from Poland, South Africa, China, and India. It is clear that the reconditioning industry is truly global in nature, and thriving as well.

Most attendees were very excited about the economic future of the industry at-large and, in particular, growth prospects for their own companies. Although the recent Global Recession put significant downward pressure on reconditioning firms' profits in many parts of the world, the sense I got from conversations with numerous independent business owners was that the worst of the international economic storm is now past and the economic outlook for the industry is bright.

Reconditioning firms located in North America seemed to weather the recession better than most. Industry leaders linked both the weak dollar (Canadian and US) and a rapid expansion of oil and natural gas fracking activities to strong demand for both new and reconditioned drums and IBCs.

The economies of Europe and Japan did not fare quite as well as the U.S. and Canada during the downturn. Indeed, Japan is only now beginning to pull out of a decades-long period of tepid growth during which the high value of the Yen severely depressed exports and demand for steel drums. Europe's economies have been relatively weak for several years, and this fact has been reflected in spotty demand for industrial packagings of all kinds.

Despite these mixed results, a majority of conferees were positive about business prospects in 2013 and beyond. Reconditioners in South Africa, for example, are now being represented by a new association (SAICRA) and several new Eastern European firms see a bright future ahead.

ICCR itself may be ready to expand. The association Board of Directors welcomed requests from Chinese, Indian and South African reconditioning groups for membership information. ICCR is updating its membership criteria to make room for organizations representing reconditioners in emerging economies. With hard work and a bit of luck, ICCR may soon be larger and even more globally representative than it is today.

I left Amsterdam excited by the prospects for the global reconditioning industry. A large group of highly capable young men and women stand ready to take leadership roles in the organization. They see nothing but open highways ahead, and believe that reconditioning represents a positive and sustainable future for the industrial packaging industry.



Paul Rankin

Paul Rankin



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Chairman.....Spencer Walker
President.....Paul Rankin
Editor.....C.L. Pettit

...Continued from Page 1 "Corrosivity"

It is impossible to predict the outcome of these discussions. However, the U.S. opposes adoption of classification rules that differ significantly from the current transport scheme. Additionally, international chemical manufacturers fully appreciate the problems posed by wholesale re-classification of corrosive materials. The UN discussions have entered a highly technical phase in which Experts are discussing the relative merits of alternate classification schemes that must satisfy both transportation and worker-safety interests.

RIPA will keep its members updated as talks on this important issue progress.

...Continued from Page 1 "Driver Rules"

Meanwhile, the court upheld much of DOT's other new driving restrictions, most of which impact long-haul drivers managing their night driving and sleep cycles. For instance, drivers must accrue 34 consecutive hours of complete off-duty time after a 60-hour driving week, *and* this period must include two consecutive cycles covering 1:00 am – 5:00 am. (Safety advocates had feared that drivers might somehow abuse these provisions and, thus, insisted on allowing only one 34-hour "restart" period per month. On this, the court agreed.)

Technically, the new rules became effective July 1st of this year (2013). However, officials very recently said they will ask state highway authorities to cease any compliance and enforcement of 30-minute breaks as relates to short-haul driving. Meanwhile, DOT said: "...The Federal Motor Carrier Safety Administration is reviewing the court's opinion and will soon take additional action, as needed, for its full implementation."

A new proposed regulation is expected soon that would clarify further that a short haul range be limited to a 100 air-mile radius. RIPA is not certain 100 miles is sufficient, particularly in rural and/or western regions. A larger range might be needed for drivers that nevertheless return at days-end. This could be achieved without compromising safety. RIPA will consult with members in preparing potential comments to the agency. RIPA will monitor and report on further developments. Meanwhile, members are advised that 30-minute breaks for short haul drivers are not mandatory. However, the following other HOS rules from 2011 are supported by the Court's decision:

11-Hour Driving Limit:

The court upheld the 11-hour limit on daily driving time. (Safety advocates had argued for a 10-hour driving limit.) All time spent behind the wheel of a commercial vehicle is considered "driving time". This includes time spent waiting for loading and unloading. After 11 hours of driving time, a driver must have 10 consecutive hours off duty before he/she can drive again (but they may continue with some non-driving functions). An additional 2 hours can be added to the 11-hour driving limit for "adverse weather conditions" (up to twice a week).

14-Hour On-Duty Limit:

The court upheld the 14-hour limit for overall, on-duty time. A driver cannot drive after 14 hours of being "on duty" (i.e., performing any functions, including driving). Lunch breaks do not extend the 14-hour period. Also, the 14 hours are consecutive from the time a driver reports for duty.

Members with questions or concerns should contact Technical Director, C.L. Pettit, at the RIPA office.

...Continued from Page 1 "Skolnik"

Skolnik has been active in RIPA for more than 35 years. But that is only half the story. His company, originally lead by his father, Jack, and uncle, Sol, was one of the original members of the association, some 70 years ago! Interestingly, in 1987, less than two years after purchasing control of his company, the facility burned to the ground. However, a group of local competitors, some of whom are RIPA members today, made products to help him stay in business. This act of generosity has never been forgotten.

Howard has served on the Board of Directors for nearly 30 years and is currently Chair of the Public Relations Committee. Howard was also the Chairman of the Steel Drum Product Group for 15 years. Additionally, since the 1980's, Howard has been an active participant in the development of international regulations and standards that impact steel drums. He has been a presenter of various packaging and dangerous goods topics in India, Israel, England, Scotland, Belgium, the Netherlands, Mexico and throughout the US.

Howard has four children, one of which, his son Sasha, began working at Skolnik in 2010. Howard and his life partner, Robert, are accomplished potters and regular attenders of RIPA and ICCR conferences.

South African Reconditioners Get a New Start

More than decade ago, representatives of the International Confederation of Container Reconditioners made an extraordinary trip to Sun City, South Africa to meet with a small group of container reconditioners who were trying to create a new national association. The meeting was a great success, and not long thereafter the South African Drum Reconditioners Association (SADRA) was formed.

Unfortunately, over time SADRA ran into some organizational problems and the young reconditioners group began to unravel. Efforts by another organization, RCMASA, to revive the group, proved to be a hill to steep to climb.

Today, the South African reconditioning industry is once again on the upswing. A new association was formed in 2012. The South African Industrial Container Reconditioners Association (SAICRA) represents 27 independent reconditioners; 3 manufacturers and 2 related companies.

The purpose of the new group is to assist reconditioners in efforts to comply with all environmental and health and safety legislation covering, and provide representation before government agencies as needed.

All SAICRA members are inspected by an external body (WSP) every 18 months to inform the companies about applicable regulations and ensure their compliance status. Most SAICRA members are small businesses who are making great strides to improve their operational practices. All members are required register with the South Africa Waste Information System and to obtain needed environmental licenses.

SAICRA was represented at the recently held 2nd International Conference on Industrial Packaging and was visited by SERRED member Eddy Schuer.

RIPA President Paul Rankin is highly optimistic about the new group. “RIPA was part of the original ICCR delegation that visited South Africa several years ago, and we have always hoped to see our colleagues there prosper,” said Rankin. “It is clear that SAICRA has injected new life into the packaging reconditioning industry in South Africa, and we wish them great success,” he added.

European Commission Prepares to Review Waste Directive

The European Commission is getting ready to take on a big task: the review of the European Packaging & Packaging Waste Directive (PPWD). The Directive was created to limit land disposal of consumer materials. It set recycling targets for all European Union member nations, but has been criticized for defining recyclable materials as wastes and de-emphasizing reuse in favor of recycling.

The European Commission has already begun the public consultation process on the review of the PPWD, aiming for an amendment to apply in 2014. The PPWD originally came into force in 1994 with a first amendment in 2004. The directive contains provisions on the prevention of packaging waste, on the re-use of packaging, and on the recovery and recycling of packaging waste.

The EU wants to emphasize its new ‘Europe 2020 strategy’. This flagship initiative supports the shift towards a resource-efficient economy in order to achieve sustainable growth. Here the PPWD will also play an important role as it sets, for example, the packaging recycling targets that European member states will have to achieve in the years to come. One of the possibilities on the discussion table is to raise the recycling targets for packaging materials. The current target for steel is 50%, a target that European average has surpassed since 2000.

At this point, packaging reuse remains the step-child to recycling in discussions about PPWD. However, since the adoption of recent ISO standards that no longer define used consumer or industrial materials as “wastes,” it is hoped that the EU will make an effort to promote reuse as an effective alternative to recycling.

Packaging Integrity Tops DOT Research Priority List

DOT’s Office of Hazardous Materials Safety (OHMS) has identified packaging integrity as one of its top R & D priorities for the coming years. “...[I]mproper or inadequate use of packagings” is one of the leading risk factors in hazardous materials transportation, notes the Agency in its 2012 – 2017 Research and Development Strategic Plan.

DOT will focus on emerging technologies aimed at improving packaging integrity. The goal of this work “...is to prevent and reduce HM incidents resulting from package failures through improving standards related to manufacturing, testing, evaluating, and inspections.

The Agency hopes innovative new products will improve safety and, thereby, reduce risk factors associated with product released in transport settings.

A full copy of the report can be accessed [here](#).

Stainless Steel Container Group Forms: Focuses on IBCs

At the June meeting of the UN Sub-committee of Experts on the Transport of Dangerous Goods, a newly formed organization representing manufacturers of stainless steel containers was granted Observer Status. The group claims to represent 60% of the world's metal IBC producers.

Interestingly, all of the founding members are European firms. SSCA member companies are located in Austria, Czech Republic, Germany, and Italy. According to an SSCA spokesperson, its members represent about 60 % of the world market for Metal-IBCs.

Below is an abstract from the group's UN application.

Stainless Steel Container Association (SSCA)

The Stainless Steel Container Association (SSCA) is a non-registered, non-profit, international Trade Association, representing manufacturers of Metal IBC. Its office is located in Düsseldorf (Germany) at the Verband Metallverpackungen e.V..

Membership is voluntary. All companies, which share the objectives of the association, can become a member of SSCA. SSCA is the only Organisation which can speak on behalf of the international Metal-IBC Industry and represent its interests.

Governing bodies

Current Chairman is Jens Gozian (UCON AG / Germany); current Vice-chairman is Christof Ermert (Schäfer Werke GmbH / Germany).

Members

The following companies are currently members of SSCA:

- Automationstechnik GmbH, Wiener Str. 83, 8665 Langenwang, AUSTRIA
- AZZINI S.p.A., Via Caduti sul Lavoro 2/4, 26020 Casalmorano (CR), ITALY
- Contek IBC-Service GmbH, Harzstr. 12, 99755 Ellrich, GERMANY
- Schäfer Werke GmbH, Pfannenbergsstr. 1, 57290 Neunkirchen, GERMANY
- UCON AG, Gustav-Rivinius Platz 2, 77756 Hausach, GERMANY

Obama Seeks Review of Chemical Plant Safety

Prompted by a huge explosion at a Texas chemical plant which killed 15 people, President Obama has ordered a government review of safety and security procedures at the nation's chemical production plants.

The review will be spearheaded by the Departments of Homeland Security, the Department of Labor and The Environmental Protection Agency. The review team will also include representatives from several state and local health and safety agencies in Texas.

The President's Executive Order calls for the creation of a unified federal approach to chemical safety and incident response efforts.

Certain producers of high-hazard materials, such as ammonium nitrate, which was used in the Oklahoma City bombing, will receive special scrutiny. The government will be examining ways to address the safe and secure storage, handling and sale of this and similar materials.

Although packaging was not specifically addressed in the Executive Order, it is likely that the federal task force will consider this aspect of storage and transportation during the review process. RIPA will keep members informed going forward.

A copy of the Executive Order can be viewed [here](#).

Obama Proposes National Climate Change Plan

In a wide ranging speech on the need for renewed federal action on climate change issues, President Obama outlined a series of steps his administration will take to reduce carbon emissions in the U.S., none of which require Congressional approval.

Citing domestic warming trends, rising sea levels and increased storm activity that he believes are attributable to rising carbon levels in the atmosphere, Obama has directed the Environmental Protection Agency to develop new emissions standards for new and existing coal-fired power plants. In addition, he wants to double the amount of energy produced from wind and solar, establish new fuel-use standards for heavy-duty trucks, and set more stringent energy standards for appliances used in homes and business.

Obama called on all Americans to help the U.S. become a global leader in efforts to combat the negative effects of climate change. At this point it is difficult to predict the long-term impacts of his call for action. However, it is clear that his proposals will be met with skepticism by both Democrats and Republicans who represent coal and hydrocarbon-based energy interests.

Foxx Sworn In as 17th Secretary of Transportation

Vice President Joe Biden recently swore-in Anthony Foxx as Secretary of the Department of Transportation. Below are excerpts from his speech to DOT employees on this occasion.

I want to thank my pastor, the Reverend Dr. Clifford A. Jones, Sr., for making the trip from Charlotte, NC, to Washington, DC, to deliver yesterday's invocation. And I want to thank the many friends, family, and colleagues who joined me, my wife Samara, and my kids Hillary and Zachary for this celebration.

When I talk about transportation as a lifeline, I'm speaking from personal experience in addition to the difference I saw it make as Mayor of Charlotte.

I'm talking about the millions of Americans in the past who used our transportation system to connect with the economic promise our nation offered them. I'm talking about the millions of Americans who use our transportation system today to connect with jobs, education, medical services, and all of the resources that help make our lives so abundant. And I am talking about the millions of Americans in the next generation who will use our transportation system to connect with tomorrow's opportunities.

A strong transportation system ensures that a working mom spends less time in traffic and more time with her kids. A strong transportation system helps American businesses ship their products across the country and around the world. A strong transportation system helps seniors get to medical appointments and connects veterans with job training.

And that is why it is so important that we at the Department of Transportation work harder than ever before to give the American people what they demand when it comes to infrastructure:

- Americans want their time back—not hours of traffic.
- Americans want transportation that expands—not hinders—business capacity.
- Americans want 21st century jobs—jobs that they will only find through 21st century infrastructure.

The work we do at DOT matters. It matters to those who do it; it matters to the American people we serve. We will continue to do it well.





Drum It Up!

August 2013

PACKAGING NEWS		Winemamking News
Walmart Pleads Guilty to HazMat Violations!	Why Skolnik Drums Are So Heavy!	From Wine in a Bottle, to a Box, and Now to a Can!
<p>Cases filed by the US Department of Justice against Wal-Mart were entered under the US Environmental Protection Agency (EPA) under the Resource Conservation and Recovery Act (RCRA) and the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA). Wal-Mart will pay \$81.6 million for the unlawful conduct along with earlier actions brought by the states of California and Missouri. The total fine for violations of federal and state environmental laws is more than \$110 million!</p> <p>According to the US District Court in San Francisco, until 2006, Wal-Mart did not have a program in place to train its employees on proper hazmat management and disposal. As a result, hazardous wastes were discarded improperly at many stores, which included either putting hazardous materials into municipal trash bins or pouring hazardous waste into local sewer systems. By not having to pay for proper disposal of their hazardous wastes, Wal-Mart gained an unfair economic advantage over their competition. Ultimately, Wal-Mart did acknowledge responsibility for these violations and agreed to pay the fines which will be used towards funding environmental projects in the communities impacted by the violations.</p> <p>—Howard Skolnik</p>	<p>Recent years in the global metals industry have been challenging. The uncertain economic climate, plus slowing demand from key markets such as China, put the brakes on a decade of growth. At the same time, opportunities have emerged for metal producers that have allowed them to leverage some innovation. One area that is getting attention is the auto industry in which they are “lightweighting” their metals. “Lightweighting” is a term used to refer to metals that provide strength while reducing weight. In the auto industry, every 100 pounds of steel translates into a fuel economy increase of 1% to 2%. While some steel drum manufacturing companies are also “lightweighting” their drums in order to reduce costs, the drum industry and the auto industry are not alike in their projected goal. While safety is always a concern for an auto manufacturer, fuel economies do much to help sell cars. For steel drums, risk reduction of a packaging is our #1 priority, and the most common failures result from fork-lift punctures and nail punctures. In the US, 90% of steel drum failures are from poor handling or punctures with nails, forklifts or trailer walls. In order to overcome this sort of failure, the design of the drum must be sound, especially in details such as steel thickness. Compared to other steel drum manufacturers, Skolnik builds drums that exceed industry standards and as a result, our drums are heavier. To our customers that ship critical contents, they know that increasing steel strength and reducing the risk of puncture can save many dollars of clean-up and lost contents expense.</p> <p>—Howard Skolnik</p>	<p>We know how revolutionary it was for wine makers to begin using stainless steel wine drums, in addition to, or in place of oak barrels. But, what about selling wine in aluminum cans, instead of bottles? The idea inevitably makes some indignant—Wine was made to be served from a bottle!—but before anyone starts raving about the indispensability of glass, consider this: a large portion of wine-drinking consumers have demonstrated their indifference towards cork-based traditions. That’s why a major bag-inside-a-box wine brand has become the world’s best-selling brand, with 0.9% of the global market and 6.5% in North America, according to data compiled by Bloomberg. More and more restaurants are even serving wine from kegs. All this open-mindedness about wine vessels has helped a major canned wine sell about \$1 million worth of wine in a can since the product debuted about a year ago, and they expect sales to reach \$12 million to \$14 million by year end. Spirit Airlines, the low-cost carrier known for extra fees and cheeky ads is now pouring wine out of aluminum cans as well. Spirit likes the cans because they are easier to stack and store on airplanes with limited storage space. They also weigh less and airlines are obsessed with making their planes lighter to save on fuel.</p> <p>—Dean Ricker</p>

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- 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.

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