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SAVE THE DATES:
May 2 - 4, 2021
RIPA SPRING TECHNICAL
CONFERENCE!



Mark your calendars now for **RIPA’s Spring Technical Conference** May 2 - 4, 2021 in the charming river city, Memphis, Tennessee. The hotel will be the legendary Peabody Hotel.

There will be several important sessions including the Steel Drum, Plastic Drum and IBC Product Groups. Also, a Product Group Plenary Session and a Suppliers Showcase Panel are being planned. *(There are no tabletop displays at the spring meeting.)*

The Technical Conference is traditionally planned as a forum for not only owner/operators, but for plant managers and other plant personnel as well. So, give some thought to how you and your colleagues will benefit by attending.

Memphis is a centrally located destination with many amenities and cultural attractions. The food, the music, the river. We will make sure your visit is remarkable.

FYI: The conference will begin with a Suppliers’ Welcome Reception Sunday evening. RIPA Supplier Members traditionally sponsor a significant share of the overall event. Thank you to the Supplier Members for this special support!

FMCSA REVISIONS TO DRIVER HOURS OF SERVICE RULE BECOME EFFEC-TIVE THIS MONTH.

The Federal Motor Carrier Safety Administration has published its final rule revising the driver hours of service regulations. [85 Fed. Reg. 33396](#) (June 1, 2020). ***The new regulations will go into effect on September 29, 2020.*** The final rule makes changes in four areas:

- It revises the 30-minute break rule by requiring a break after 8 hours of driving rather than 8 hours on duty and allowing the break to be satisfied by a driver using on-duty, not driving or sleeper berth status, rather than off-duty status.
- The rule modifies the sleeper-berth exception to allow drivers to split their required 10 hours off duty into two periods: an 8/2 split and a 7/3 split—with neither period counting against the driver’s 14-hour driving window.
- The rule modifies the adverse driving conditions exception by extending by 2 hours the maximum window during which driving is permitted.
- It changes the short-haul exception available to certain commercial drivers by lengthening the drivers’ maximum on-duty period from 12 to 14 hours and extending the distance limit within which the driver may operate from 100 air miles to 150 air miles. These drivers will be exempt from the requirements for driver logs and Electronic Logging Devices and the 30-minute break.

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CHAIR'S MESSAGE

By Mike Bank

We are only a bit more than halfway through the year, but what a crazy year this has been, so far.

When the first U.S. case of COVID-19 was reported to CDC on January 22, 2020, we all hoped the impact on our daily lives and businesses would be modest and brief. We now realize that this pandemic has literally shattered the global economy, destroyed lives and families, and is likely to be with us for many months, if not years, to come.

Unfortunately, the impacts of COVID-19 on the packaging business, though slow in arriving, are likely to be sizeable and long-lasting. Many of the businesses that the membership depends on for sales are themselves facing hard times. Fracking, for example, is at a near stand-still as the price of crude oil remains low and is predicted to remain so for quite some time. According to *CNN Business*, major U.S. automakers reported average year-over-year declines of nearly 30% in the second quarter. True, the auto business is improving, but slowly. And, according to the American Chemistry Council, U.S. chemical volumes "...are expected to fall 3.3 percent in 2020 before rising 5.2 percent in 2021."

If your business is anything like mine, the early part of this year was extremely busy. In fact, we often could barely keep up with orders. Lately, however, things seem to be slowing down rather substantially. I believe that the entire industrial packaging industry will have to deal with a slowing economy for the remainder of the year. With hard work, and perhaps some unexpected but welcome luck with a COVID-19 vaccine, I hope the industry finds itself in a much stronger position six months from now.

On the bright side, I am truly pleased with the information that our trade association has been providing members throughout this pandemic. RIPA, like all the rest of us, have had to adjust to new ways of doing business in a pandemic. Paul, CL and Rick have teamed-up to produce 24 Special Bulletins on topics as wide-ranging as FMCSA trucking rules to state back-to-work plans. They spearheaded an effort to ensure that industrial packaging industry was designated by the Homeland Security Administration as an "essential industry," which helped ensure that the doors to our businesses remained open during the early days of the pandemic.

More recently, staff has developed and presented three superb webinars as part of our *RIPA Matters* series. In early May, we presented a webinar on "Trucking Regulation in the Age of COVID-19; later that month RIPA sponsored "Protecting Your Workplace and Workforce During COVID-19;" and in late June we presented "Employer Liability Issues: Potential Liability and Legal Issues Related to COVID-19." The latter two webinars were recorded and are available in the "webinar" section of the website, along with a great deal of helpful written material.



Chair Mike Bank

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Chair's Message from p. 1

Next month, RIPA will present "IBC Compliance Workshop: 2020," which will give you and your key employees a much needed update on IBC compliance issues, right from the comfort of your conference room! And there are more webinars in the works.

The reality is that nothing is easy in this pandemic. We had to cancel our spring Technical and fall Annual conferences. Interestingly, our inability to meet in person has made it clearer to me than ever that these meetings bring significant value to our businesses. There is just nothing like the opportunity to see and talk informally with colleagues from around the country about the business and the industry in general. I am pleased to announce that we have booked the Spring Technical Conference at the famous Peabody Hotel in Memphis, TN for May 2 – 4, 2021. Let's keep our fingers crossed that we are once again able to meet and enjoy one another's company - - live!

Last, but not least, some thanks and congratulations are in order. First, I want to thank two long-time friends and colleagues who are retiring from the industry: Spencer Walker and Tony Petrucci. I have known these gentlemen almost as long as I have been in the business – which is a long time! Both served the association as Board members over the years and Spencer was elected RIPA Chair in the 1990's. I will miss seeing my friends at RIPA meetings, but our friendship will continue for years to come.

In closing, I want to congratulate our President, Paul Rankin for his 30 years of service to our association. Paul, who interestingly was hired by my father, Eliot Bank, officially started work for RIPA (then called "ACR-The Association of Container Reconditioners"), on August 1, 1990. Paul has done a wonderful job for this association and, I am pleased to say, he has no plans to retire!!

Stay safe,
Mike Bank

"Hours" continued from p. 1

The FMCSA did not adopt in the final rule its proposal to allow a single off-duty period of up to 3 hours to be excluded from the 14-hour driving window. The agency noted commenters' concerns about the potential for unintended consequences associated with actions by employers, shippers and receivers that might be contrary to drivers' interests, and said the issue deserves further study.

Companies using Electronic Logging Devices must reprogram the devices before the new rules go into effect; RIPA members should contact their ELD vendors to make sure that the new requirements are programmed into the ELD. You also should retrain your drivers and dispatchers in the revised hours of service rules before September 29.

RIPA FILES UPDATED EMPTY IBC TRANSPORT RULEMAKING REQUEST WITH DOT

RIPA has filed an updated petition for rulemaking with DOT, which seeks to limit regulatory burdens imposed on RCRA-empty IBCs being transported to reconditioning facilities in the U.S. The new petition includes new information about a successful fire test showing that empty IBCs containing small amounts of residue do not pose a danger to emergency response professionals.

According to RIPA President Paul Rankin, “This rule change would make the handling of emptied IBCs comparable to the handling of steel and plastic drums in transportation under current DOT rules. In addition, it would bring U.S. IBC transport rules into rough equivalence with those now in place in Europe and Canada.”

RIPA is seeking regulatory changes in the Hazardous Materials Regulations to allow emptied IBCs holding a minor amount of residue of Class 3, 4.1, 5.1, 6.1 PG III, 8, or 9 material without having to placard or put UN numbers on trucks. The petition specifically excludes certain high-hazard materials, such as those classified in Packing Group I, because these materials are not authorized for transportation in IBCs.

In place of truck placards, the presence of empty IBCs would be reflected on the shipping papers carried by the driver. The shipping paper would include a general description of authorized residues in the load.

The regulatory exception would apply to all rigid steel, plastic and composite IBCs having a capacity not exceeding 2100 liters (550 gallons), which are certified in writing by the emptier as meeting the RCRA-empty container definition of the Environmental Protection Agency.

“We are hopeful that our new petition answers all the questions about safety raised by DOT in the past,” said Rankin. “We believe our proposal is safe, responsible and fair,” he concluded.





Drum It Up!

August 2020

PACKAGING NEWS	WINEMAKING NEWS
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PHMSA EXTENDS ENFORCEMENT FOR THE TRANSPORT OF SANITIZING AND DISINFECTING PRODUCTS

As the COVID-19 public health emergency continues, PHMSA is aware of the challenges that transportation companies are facing in providing personnel with necessary materials, such as hand sanitizers, that provide for protection of their health and safety and comply with government guidelines. Workplace locations like package sorting facilities, airport ramps, stations, and delivery vehicles often lack ready access to soap and water, resulting in an urgent need for sanitizing and disinfecting products.

As a result, PHMSA will extend its enforcement discretion for the transportation of any carrier transporting sanitizing and disinfecting materials on a motor vehicle for the purposes of protecting the health and safety of employees of the carrier. Transport of these products must also be in accordance with PHMSA’s [April 20, 2020 Notice of Enforcement Discretion](#). The extended enforcement discretion will continue through October 31, 2020.

—Howard Skolnik

UN PACKAGINGS AND DESIGN RE-QUALIFICATION – SUBSTITUTIONS NOT ALLOWED

UN packagings are fabricated and tested to specific levels of performance. These tests allow a manufacturer to mark the packaging with the appropriate testing criteria (ie: packing group, maximum gross weight, contents). Often, users innocently alter the integrity of the package by adding accessories (ie: a plastic liner) or by replacing accessories with different components (ie: closure ring, gasket) in which case, the certification of the package can be voided if not re-tested for qualification. “A different packaging” is defined in CFR49 178.601(c) (4) as a packaging that differs from a previously produced packaging in structural design, size, material of construction, wall thickness or manner of construction. Further design qualification testing is not required if the alterations to the packaging do not constitute “a different packaging.” Also, Closure Instructions are packaging specific and must be used only for the packagings as designated.

View our Closure Instruction videos at:

Bolt Ring: www.skolnik.com/bolt-ring-closure-instruction-video

Level Lock: www.skolnik.com/leverlock-open-head-closure-instruction-video

Fittings: www.skolnik.com/closed-head-closure-instruction-video

—Howard Skolnik

FRENCH RESEARCHERS UNLOCK A SECRET TO WINE BITTERNESS: OAK BARRELS

In a recent article, in Wine Spectator’s “Unfiltered” newsletter, Collin Dreizen reports on a study, and a very unpleasant blind tasting, that reveals how one chemical compound in oak barrels may be the culprit for some less welcome flavors in wine.

Collin writes that: “Fans of full-bodied reds and spicy Chardonnays know they can, in part, thank oak barrels for the toasty, nutty vanilla flavors and smooth textures found in their favorite wines. But could wood be adding a bitter note to tipples? It makes sense: Oak imparts tannins, and tannins are astringent. In a recently published study, however, researchers from the University of Bordeaux focused on a different phenolic compound they believed to be the main culprit for barrel bitterness: coumarins. Where are they, how do they affect your wine—and can anything be done about them? With the help of taster-testers willing to try some very bitter potions, the scientists found some surprising answers.”

“Many plants, including oak trees, contain coumarins, compounds so caustic they can deter predators,” explained Dr. Delphine Winstel, the postdoctoral researcher whose thesis formed the basis of the study, published in the Journal of Agricultural and Food Chemistry and titled the “Role of Oak Coumarins in the Taste of Wines and Spirits.”

But Winstel and her colleagues wanted to figure out which coumarins actually make it into oak barrels. They picked up some samples from the master coopers at Seguin-Moreau and successfully identified the five coumarins known to exist in oak—plus, one more, previously undetected. “It is always very satisfying to find a compound

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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.

Drum It Up!

August, 2020

FRENCH RESEARCHERS UNLOCK A SECRET TO WINE BITTERNESS: OAK BARRELS (CONT)

that had never been identified in wine,” Winstel told Unfiltered.

How much of a pucker do coumarins really pack in the glass, and at what levels are they detectable? To find out, the team hosted a more-acrid-than-usual blind tasting of coumarin-laced wine and spirit samples for a group of 22 trained tasters. With noses clipped to block the coumarins’ noxious odor, the panel dutifully tasted through. “I’m not sure that tasting bitter molecules in a hydro-alcoholic solution in the morning is the best pleasure in life,” Winstel observed. “But every panelist was diligent!”

Winstel’s group also analyzed 90 commercial wines for coumarin levels, plus some spirits: reds from Bordeaux and Burgundy, whites from the Loire and Alsace, Cognac vintages back to 1970, and more. They found higher coumarin levels in red wines than white, but beyond that, “there is no particular region or appellation that shows a higher level of all coumarins,” Winstel concluded.

Collin summarizes that: “While the team determined how much was too much when it comes to coumarins, and is closer to knowing how coumarin levels can vary between different trees and perhaps even barrels, there’s much work and unpleasant tasting yet to be done. But these new findings could still have a real effect on the wine industry. Vintners might one day work with coopers to limit the coumarin levels in their wines. And any discovery makes for a sweeter day in the world of wine.”

Here at Skolnik Industries, there’s no bitterness in our Stainless Steel Wine Barrels. Note that our stainless steel wine barrels are reusable, easy to clean, and recyclable at the end of their service life

Check out the [full line of our Stainless Steel Wine Drums here.](#)

—Jon Stein

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