

REUSABLE PACKAGING TODAY

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IN THIS ISSUE

Annual Conference.....	1
New Board members ...	1
RIPA at 75.....	1
Carrier "Fitness"	3
Special Permits.....	4
Definitions	4
HAZMAT Bill.....	5
FMCSA "Vision".....	5

Did you know.....?

During World War II, the reconditioning of steel drums was designated by the U.S. government as an "essential occupation." Steel drums were used to ship fuel and other products to our troops overseas.

UPCOMING EVENTS

Chemical Packaging Committee
February 10 - 12, 2016
Sarasota, FL

RIPA Spring Technical Conference 2016
April 24 - 26, 2016
Grand Rapids, MI

RIPA 75th Annual Conference
October 26 - 28, 2016
Austin, TX

RIPA TO COVENE IN GRAND RAPIDS, MI APRIL 24 – 26, 2016

Mark your calendars now for the *2016 RIPA Technical Conference* set for Sunday April 24 – Tuesday April 26, 2016 in the vibrant, all-American city of Grand Rapids, Michigan!

The setting for the conference will be the beautiful Amway Grand Plaza Hotel, ideally located in the heart of downtown. In addition to the hotel's several fine restaurants and spa, many other restaurants and attractions are just steps away. Details on room options and room reservations will be provided to all RIPA members very soon.



.....*continued p. 2*

NEW BOARD MEMBERS ELECTED

The ballots have been counted and the results are in: RIPA is pleased to welcome five highly qualified individuals to fill open seats on the association's Board of Directors. The new Board members are (in alphabetical order):

Mike Bank	Natural Bridge Station, Inc.
Noah Flom	Apex Drum Co.
Tim O'Bryan	O'Bryan Barrel Co., Inc.
Mike Porreca	National Container Group
Cody Stavig	Container Management Services, LLC

"I am really happy to welcome these talented individuals to the Board," said RIPA Chair Dan Burek. "At a time when our industry faces a number of important business and regulatory challenges, it is great to know that people with extensive experience will be helping to move the industry and the association forward," he said.

Each of the newly elected Board members will serve a three-year term, effective January 1, 2016.

RIPA: CELEBRATING 75 YEARS OF SERVICE

The Reusable Industrial Packaging Association is celebrating 75 years of service to its members and the nation.

Since its founding in 1941 at the Booke Cadillac Hotel in Detroit, Michigan, RIPA – then called the National Barrel and Drum Association - has grown from an organization comprised mainly of regional organizations representing steel and wooden barrel reconditioning companies to a

.....*continued p. 2*

....*"Conference" from p. 1*

The conference gets underway Sunday evening April 24th with a reception sponsored by RIPA's Supplier Members. It ends Tuesday afternoon, April 26th, at approximately 3:30 pm following the plant tour. Buses will provide transportation to the airport (25 minutes away) as well as directly back to the hotel. (There will be limited rooms available for early arrivals Saturday or for those wishing to stay over Tuesday night.)

The conference plant tour this year is hosted by DeWitt Barrels, Inc. located in nearby Marne, MI. You don't want to miss this opportunity to see a state-of-the-art reconditioning facility that was relocated in 2003 from downtown Grand Rapids – where it had been for generations – to a completely new, "greenfield" location some 15 miles out of town. You will see a top-of-the-line tight head steel drum reconditioning business with one of the only fully approved ultrasonic leakproofness testers in the nation. You also will see one of the most highly awarded environmental companies in the region – the firm has won several awards from state officials over the years, including the *"Clean Corporate Citizens Award"* every year since 1999. The award honors companies that consistently meet or exceed every standard and regulation for environmental compliance.

Another "must see" at DeWitt Barrels is one of the first uses of robotics in the reprocessing of composite IBCs. This application of robotics was first showcased with a video presentation at last year's International Conference in Vancouver, Canada.

Details on the Product Group Sessions and the Main Speakers Program are being drawn up now. Finally, the Board of Directors and the newly elected Officers will meet in its usual open forum that any RIPA member is welcome to attend as an observer.

See you in Grand Rapids!

....*"History" continued from p. 1*

thriving association of industrial packaging reproprocessors, distributors and manufacturers doing business throughout the Americas.

But the true history of the association and the amazing men and women whose efforts and entrepreneurial spirit led to its creation, can be traced back not just three-quarters of a century, but two or three thousand years, with the invention of the wooden barrel.

Historians believe that the venerable wooden barrel was invented and used widely during biblical times. Indeed, staves and barrels are mentioned several times in various parts of the bible. For example, the King James version of 1611 I Kings 18 quotes Zarephath telling a wounded Elijah, "I have not a cake, but a handful of meal in a barrel, and a little oil in a cruse...."

Today, although wooden barrels are still used in a few industries, mainly for wine and spirits production, other packagings such as steel, plastic and fiber drums have taken their place for commercial transport of commodities.

The business has changed as well. Where once the business of slow labor-intensive cooperage thrived, we now find automated high-speed production lines rapidly bending and re-shaping steel or molding plastic into high-tech shapes that can withstand the rigors of the global transportation system and deliver products safely from any point in the world to another.

This year, in the lead-up to the 75th Annual Conference in Austin, Texas (October 26 – 28), RIPA will be publishing occasional articles on the history of RIPA to inform members about the roots of their businesses and remind everyone of the proud organizational history of which they are now a part.

So, make your plans now to come to Austin where RIPA is planning a celebration of the industry's 75 years of service.

FMCSA PROPOSES NEW RULE FOR DETERMINING SAFETY FITNESS OF MOTOR CARRIERS

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) has released a rulemaking proposal designed to enhance the Agency's ability to identify non-compliant motor carriers. The Safety Fitness Determination (SFD) Notice of Proposed Rulemaking (NPRM) would update FMCSA's safety fitness rating methodology by integrating on-road safety data from inspections, along with the results of carrier investigations and crash reports, to determine a motor carrier's overall safety fitness on a monthly basis.

The proposed SFD rule would replace the current three-tier federal rating system of "satisfactory–conditional–unsatisfactory" for federally regulated commercial motor carriers (in place since 1982) with a single determination of "unfit," which would require the carrier to either improve its operations or cease operations.

Once in place, the SFD rule will permit FMCSA to assess the safety fitness of approximately 75,000 companies a month. By comparison, the agency is only able to investigate 15,000 motor carriers annually – with less than half of those companies receiving a safety rating.

The proposed methodology would determine a carrier's fitness based on:

1. The carrier's performance in relation to a fixed failure threshold established in the rule for five of the agency's Behavior Analysis and Safety Improvement Categories (BASICs), which includes a category for hazmat-related incidents
2. Investigation results; or
3. A combination of on-road safety data and investigation information.

When assessing roadside inspection data results, the proposal establishes a minimum of 11 inspections over a two-year period, all of which would have to include a violation of a single BASIC in order for that carrier to be deemed eligible for classification as "unfit." In other words, if a company's vehicles are inspected at least 11 times in any 24-month period, and violations are found in those inspections, the carrier could be determined to be unfit, based on agency criteria.

Importantly, failure of a BASIC based on either crash data or compliance with drug and alcohol requirements would only occur following a comprehensive investigation.

For more information on FMCSA's Safety Fitness Determination proposed rule, including a full copy of the NPRM, an instructional webinar, and a Safety Fitness Determination Calculator, visit www.fmcsa.dot.gov/sfd.



PHMSA INCORPORATES HAZMAT SPECIAL PERMITS INTO REGULATIONS

In response to hazardous materials legislation passed several years ago by Congress (MAP-21), PHMSA has adopted a rule incorporating 96 long-standing Special Permits into the Hazardous Materials Regulations. Several of the SPs affect the industrial packaging industry.

In the 8 years prior to the new rule, PHMSA had issued eight separate rulemakings that incorporated a total of 94 hazardous materials special permits into regulation. Congress demanded the Agency speed up the process of incorporating SPs into the regulations, particularly those that had been on the books for at least 10 years or which, upon review, were considered to be proven from a safety standpoint.

Special permits set forth variances to specific requirements that appear in the HMR in a way that achieves an equal level of transportation safety. Special permits also provide a mechanism for testing new technologies, promoting increased transportation efficiency and productivity, and improving global competitiveness.

Among the Special Permits that impact non-bulk packagings are:

- Authorization to ship nitric acid of up to 40% solution, by weight, in tight head plastic drums. The drums may be used only once; be marked “Single-Trip Only” and “Must Be Destroyed When Empty”; (SP-9722); and
- Authorization to transport in commerce of certain hydrochloric acid solutions in UN31H1 or UN31HH1 intermediate bulk containers (IBCs) – (SP-14137).

DOT INTERPRETATION FURTHER CONFUSES “BULK” AND “NON-BULK”

PHMSA has issued a letter of interpretation concerning the definition of “bulk” and “non-bulk” packagings that further confuses an already bewildering issue.

The Hazardous Materials Regulations currently define a bulk packaging as having a “maximum net mass greater than 400 kg (882 pounds) **and** a maximum capacity greater than 450 L (119 gallons)...” (Emphasis added.) In other words, a bulk packaging must be both heavier than 882 pounds and have a liquid capacity greater than 119 gallons.

This definition opens up a “no man’s land” in which a packaging could be heavier than 882 pounds but carried in a container with a maximum capacity less than 119 gallons, which is precisely the problem raised by AECOM, a Fortune 500 engineering and design firm located in North Carolina.

In a December 11, 2015 letter from the Standards Division of PHMSA, the Agency declared that in their opinion the definition of “bulk” packaging “means a packaging with has **either** a maximum net mass greater than 400 kg (882 pounds) **or** a maximum capacity greater than 450 L (119 gallons) as a receptacle for a solid.”

While this may appear to be a rational decision – and perhaps even the correct decision – the Agency is likely bound by the Administrative Procedures Act to address this matter in the context of a formal rulemaking.

RIPA, along with several groups in the Interested Parties, plans to ask the Agency to withdraw the AECOM letter and address the issue through rulemaking. “Even though RIPA does not have a fundamental problem with the decision made by DOT in this case, we feel strongly that consequential revisions to existing hazmat rules should be made in a rulemaking process that is open to all,” said RIPA President Paul Rankin.

RIPA will keep members advised of further developments.

CONGRESS ADOPTS HAZMAT PROVISIONS IN TRANSPORTATION BILL

In a flurry of last minute legislative activity in December, Congress adopted a massive rewrite of the nation's transportation law. Known as the "FAST Act" – "Fixing American's Surface Transportation Act" – the law ensures substantial funding for the U.S. transportation system and also revises some aspects of the Hazardous Materials Transportation Act.

Importantly, the new law guarantees funding for PHMSA for a five-year period. Starting immediately, the Agency will receive \$53 million, which will increase incrementally to \$60 million by FY 2020.

Several of the new requirements will have an indirect and positive impact on the industrial packaging industry, including provisions to streamline the Agency's Special Permit and Approval processing activities and dues process requirements related to FMCSA crash statistics. In addition, the legislation includes a provision that keeps in place for at least one-year a suspension FMCSA hours-of-service rules for rest stops and re-start rule. These provisions were put on hold by the Agency some time ago.

Importantly, there were no changes in the bill directly affecting reconitioner or manufacturer plant operation activities.

"The one aspect of the new law that presents a concern to the association has to do with a technical aspect of hazmat registration fees," said RIPA President Paul Rankin. Registration fees are paid annually by certain businesses and are used to fund training of emergency response personnel at the local level.

According to Rankin, the FAST Act was amended to permit PHMSA to use "de-obligated" funds from one year to fund training programs in another year. "This technical change means that money not spent by grantees in one year will no longer be used to "pay-down" the fund, noted Rankin. As a result, money that would have limited future fees or reduced fee increases will now be added to the pot and can be given to grantees. Although few reconitioners or manufacturers pay these fees, the provision "sets a bad fiscal precedent that we hope to reverse some time down the road," said Rankin.

FMCSA UPDATES ITS "VISION" PLAN

FMCSA Hazardous Materials Division Chief Paul Bomgardner recently discussed a planned revision of the Agency's 2016 - 2018 Strategic Vision Plan.

"The goal of the Hazardous Materials (HM) program is to minimize the inherent risks associated with the transportation of HM on our Nation's highways and, therefore, reduce the number of crashes and HM incidents," said Bomgardner. To accomplish this vision, the HM Division is updating its National Plan to pursue a number of key Strategic Initiatives for FY 2016 through 2018. These include:

Comprehensive Data Collection and Analysis: This work will allow the HM Division to identify the most pressing hazmat safety issues so that enforcement programs and resources can be appropriately developed and targeted.

Trend Analysis: The HM Division will identify new data elements that will provide more comprehensive information about HM transportation safety problems.

Enforcement: Through an agreement with the Office of Field Operations, HM Field personnel will continue to focus on the cargo tank industry.



Drum It Up!

February 2016

PACKAGING NEWS		Winemaking News
Giant Cargo Ship Arrives at US Port!	Watch How to Properly Close Steel Drums	Buzz Worthy New Item at Unified Expo
<p>On December 26, 2015, the Port of Oakland berthed the largest cargo ship to ever visit the U.S. The CMA CGM Benjamin Franklin, at 1,310-feet nearly a quarter-mile long, tied up at the Port's Outer Harbor, symbolically opened the Trans-Pacific trade route between Asia and Oakland to megaships.</p> <p>Until today, megaships carrying 18,000 containers or more have been used exclusively in Asia-Europe trade lanes. Now that the CMA CGM Benjamin Franklin has proven workable in Oakland, other megaships will likely follow. They're the most cost-effective, fuel efficient and environmentally friendly vessels afloat. The port spent \$400 million on dredging and upgrading cranes to handle mega-container ships.</p> <p>French shipping line CMA-CGM launched the CMA CGM Benjamin Franklin on December 10. CMA CGM officials said they're deploying the ship in a regular service connecting China with the U.S. West Coast.</p> <p>Vessel particulars:</p> <ul style="list-style-type: none">• Ship Builder: Shanghai Waigaoqiao Shipbuilding (a CSSC's subsidiary)• Deadweight Tonnage: 185,000 tons• Year of built: 2015• Building cost: \$151 million• Gross Weight Tonnage: 175,000 tons• Net Weight Tonnage: 100,000 tons• Container capacity: 18,000 TEU / 1,100 TEU refrigerated containers (reefers)• Cargo tonnage 240,000 tons• Flag: UK• Length: 398 m / 1,305 ft• Breadth (Width): 54 m / 177 ft• Draught (Draft): 16 m / 53 ft• Engines: MAN B&W 11S90ME-C9.2• Fuel consumption – 330 tons per day• Cruising Speed: 25 kn / 29 mph / 47 km/h• Power output: 87,900 hp / 65,500 kW• Crew capacity: 27 <p>View this video of the welcoming ceremony.</p> <p>—Howard Skolnik</p>	<p>At a recent gathering of dangerous goods and regulatory professionals, Marc Nichols, Acting Director of Field Services, Eastern Region, of DOT's Pipeline and Hazardous Materials Safety Administration pointed out the high-level characteristics of the US-DOT Closure Instruction requirement (CFR 172.2(c)). In addition to the points made in the presentation for manufacturers and shippers, Nichols emphasized that during inspections, scheduled calibration of tools used for closure is examined. Shippers and transporters, be aware that non-compliance with the Closure Instructions can result in significant fines. Another very important point made was that Closure Instructions are manufacturer specific, not generic by product. Therefore, similar packagings, if from different manufacturers, must be closed in accordance with the Closure Instructions from each manufacturer. Helping shippers to visually understand Mr. Nichols presentation, you can view videos of the actual closure process for Skolnik Closed Head and Open Head drums, Bolt and Lever style, at: skolnik.com/closure_instructions.php.</p> <p>—Howard Skolnik</p>	<p>At this year's annual Unified Wine and Grape Symposium held January 26 -28 in Sacramento, CA, there was a new item that generated a lot of buzz. The Corvin, is a device that allows users to pour and enjoy wine from their favorite bottles without pulling the cork. Coravin will forever change the way wine is enjoyed, served and sold. For the first time, wine enthusiasts will be able to enjoy wine by the glass without committing to the whole bottle. Coravin's groundbreaking wine access technology leaves the cork in place, safeguarding the wine from oxidation thus allowing the wine to evolve naturally. Now wine lovers can enjoy and share the same bottle during multiple occasions, over weeks, months or even longer without wasting a drop. The Coravin System also enables wine drinkers to access wine across multiple bottles during a single occasion. The Coravin Wine Access System empowers wine stores and wineries to offer customized tastings to support increased opportunities for bottle sales. Retail outlets can now offer vertical or horizontal tastings, inspect bottles for flaws and faults, and customize and expand their tastings — at a moment's notice. It also helps them educate customers by comparing and contrasting vintages, glass by glass. Once you pull the cork from a bottle to pour wine, the wine is exposed to air and oxidation begins. The Coravin Wine Access System leaves the cork in place. First, a thin, hollow needle passes through the foil and cork to access the wine. Then the bottle is pressurized with argon, an inert gas in the air we breathe that winemakers have been using for years. The argon pressurization pushes the wine through the needle so that it flows into your glass without letting any oxygen in the bottle. Once the needle is removed, the cork naturally reseals itself, and the remaining wine continues to evolve naturally. For a video demonstration, please visit www.coravin.com/tech.</p> <p>Also, visit our website to check out our full line of stainless steel wine barrels.</p> <p>—Dean Ricker</p>

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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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We don't just lead our industry, WE CONTAIN IT.

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.



IBC POLY BUNGS & LIDS - We have everything for your brand IBC, choose from our expanded variety of lids or find the threading you need and choose a bung.



NEW VALVES - Stainlez has worked closely with the IBC OEMs over the years to develop the latest technology in IBC ball valves.



REBUILT VALVES - This is where Stainlez got our start! We have the valve you need! Call and tell us what IBC brand you have and we'll find the right one for you.



VALVE ADAPTERS AND COUPLINGS - Adapters are built to fit and ship, while couplings help you get the job done without worrying about parts coming loose.



IBC VALVE CAPS - We offer a variety of fittings and thread types. Some available without a thread, they just lock into place.

We offer all major OEM replacement parts for every IBC and Drum at a value, count on Stainlez to deliver Innovation, Quality, and Service.

Designing custom components is just part of what makes us a whole lot better. We offer real world solutions that are practical and simple, helping you to keep costs low.

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