

2004 ERGs are Finally Here!

The Department of Transportation (DOT) recently released the 2004 edition of the North American Emergency Response Guidebook (NAERG). The 2004 NAERG is available through vendors and electronically on the DOT's hazardous materials (HAZMAT) home page at <http://hazmat.dot.gov>. Previously, the DOT has updated the NAERG on a three – year cycle with the exception of the 2000 NAERG, which was originally supposed to come out in the latter half of 1999 but ultimately was released in early 2000. The DOT did not schedule a 2003 edition of the NAERG because it didn't feel that enough HAZMAT information had changed to warrant an updated NAERG. Unfortunately, the DOT did schedule a 2004 update of the NAERG. The assumption by shippers, carriers, and authorized printers of the NAERG was that the 2004 edition would be available by Spring, 2004. As it turned out, this was a poor assumption. DOT officials may give estimated forecasts for the release dates of updated information, but the DOT will not release information just because of a calendar deadline.

The NAERG is an important source of emergency information and the DOT takes this responsibility very seriously. The process of updating the NAERG is a long and involved process involving the DOT, Transport Canada, and the Secretariat of Transport and Communications of Mexico as part of the North American Free Trade Agreement (NAFTA).

New shipping names may appear in the HAZMAT table (49CFR parts 100-185) each year. This means that the NAERG may not have every proper shipping name in the blue pages, but the HAZMAT's corresponding identification number should be listed in the yellow pages. In the event the proper shipping name and identification number can't be found, the first guide in the orange pages (guide 111) may be used by first responders until more detailed information can be obtained. HAZMAT proper shipping names and their corresponding identification numbers are marked on packages and are part of the HAZMAT description listed as part of the HAZMAT shipping paper requirements. The HAZMAT shipping paper requirements also requires an emergency contact telephone number that is monitored the entire time the HAZMAT is in transportation by a person with knowledge of the HAZMAT.

2004 NAERG:

- **U.S. DOT**
- **Transport Canada**
- **Mexico SCT**

The NAERG is primarily used by first responders to obtain information on how to deal with spills, fires, and exposures involving HAZMAT. Emergency information may be found in the guides, which are located in the orange pages of the NAERG. The guides are located by looking up the proper shipping name for the HAZMAT in the blue pages or by referencing the identification number (i.e. UN 1263) in the yellow pages of the NAERG.

Misinformation doesn't just spread among vendors, shippers, and carriers. A couple of citations were reported to Infotrac where the

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Piggy-Backing the Emergency Telephone

Many of Infotrac's clients ship hazardous materials (HAZMAT) to distributors in addition to shipping HAZMAT to end-users. Distributors usually use HAZMAT information provided by the supplier in order to reshipe HAZMAT items to their customers. Copying HAZMAT shipping paper information usually makes sense for most distributors since they are shipping the same



HAZMAT items. The copying of HAZMAT information is a common practice and not necessarily a bad practice as long as the distributor doesn't assume that everything is correct prior to transportation. It doesn't matter if the source of a HAZMAT mistake is the supplier and/or the carrier (i.e. damage), the shipper is still responsible for correcting these problems prior to

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Welcome Aboard!

InfoTrac would like to thank the following companies for placing their trust and confidence in us:

American Osment
Barberton Citizens Hospital
Charter Fuels Inc.
Clinton Memorial Hospital
Fowler Trucking
Hitachi Construction Truck Mfg.
Missouri State Tuberculosis Lab.
The National Colloid Company
Northeast Hobby Products
On Site Corporation
Prosthetic Eye Institute
St. Louis Childrens Hospital
Wescor, Inc.

Along with hundreds of companies not mentioned here,

THANK YOU

For placing your confidence and trust in InfoTrac.

Take Plywood Down Between Storms



Many Southeastern residents have become experts at installing plywood to protect windows on homes and businesses. Plywood should be uninstalled in between storms otherwise the building that may have provided a safe haven during a storm may become a fire trap for the same individuals. Recently, an entire family died due to a house fire in a home with boarded windows. The fire department said that the boarded windows may have made escaping the house fire more difficult or even impossible. This Hurricane season has certainly discouraged many individuals from removing plywood in a timely manner, but the extra effort may help maintain a safer structure between storms.

Infotrac Quiz

1. It can be assumed that if a HAZMAT shipment successfully arrives to a facility, that it is automatically in compliance with the HAZMAT rules. (True or False)
2. The 2000 Emergency Response Guidebook (ERG) is the latest version of the ERG. (True or False)
3. Materials of Trade shipments may not exceed 440 pounds. (True or False)
4. Amendment 31 is the latest version of the International Maritime Dangerous Goods (IMDG) Code. (True or False)
5. A shipment with three 55gal drums of corrosive liquid (approximately 1500 pounds) and a 5gal pail of flammable liquid (approximately 40 pounds) must be placarded with the corrosive placard and the flammable liquid placard or with just the Dangerous placard. (True or False)

Each question missed may be penalized by the DOT up to \$32,500 per day or up to \$7,000 by OSHA for non-serious violations.

Answers on page 3 under the training schedule.

IMO's Amendment 32

The International Maritime Organization (IMO) has issued its Amendment 32 version of the International Maritime Dangerous Goods (IMDG) Code. The biannual update includes changes in the United Nations recommendations for the safe transportation of dangerous goods along with maritime updates for the safe vessel transportation of dangerous goods. Voluntary compliance with the 2004 version of the IMDG Code will begin on January 1st, 2005, with mandatory compliance beginning on January 1st, 2006.

Most shippers affected by the IMDG Code offer dangerous goods internationally by vessel. Readers who strictly ship HAZMAT domestically may want to skip the rest of this article as it probably has little impact on domestic HAZMAT shipments, which are regulated by the Department of Transportation's (DOT) Code of Federal Regulations under Title 49 (49CFR), Parts 100-185.

A biannual publication predicates a list of changes too numerous to list here. Some of the more significant changes to the Code are listed below.

Transport Security is covered in a new chapter, 1.4, entitled 'Security Provisions'. This includes vessel and port security along with the requirement of having a written

security plan. Naturally, any dangerous goods employees affected by the written security plan must receive training about the written security plan as part of their dangerous goods training.

Special provision 63 applies to the classification of aerosols (UN1950) as 'flammable' based on a more elaborate method that not only accounts for the mass of the flammable contents and the flame propagation, but also the heat of combustion of the aerosol contents.

Overpacks must now be marked with the word 'OVERPACK' in addition to the already-required marks and labels for the overpack's dangerous goods contents. The 'OVERPACK' marking signifies that the overpack complies with all applicable requirements for overpacks.

The IMO will continue to use its Marine Pollutant list in spite of the UN's recently developed 'criteria-based' system. The separation and segregation table now includes group '18' for 'Alkalis' and 'separated from acids' has been added to Column 16.

'N.O.S.' materials will be required to be listed with the applicable segregation group

when applicable. Confused? Don't worry, most people will probably have a hard time figuring this one out. For example, a shipper using the proper shipping name CORROSIVE LIQUID, N.O.S. would be responsible for determining if one of the segregation groups in 3.1.4.4 applies. If so, the segregation group must be listed on the IMO shipping paper.



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enforcement officer in question specifically referenced the 2004 NAERG when citing the driver for not having the required HAZMAT emergency response information. One of the drivers in question was inappropriately cited for having the 2000 NAERG instead of the 2004 NAERG. Technically, the DOT is more concerned about the content of the emergency information than the format. The DOT requires that the emergency response information include at least the following seven items: 1) the basic description 2) fires 3) spills 4) fires and spills 5) 6) and 7) first aid information. One of the common substitutions for the NAERG is a material safety data sheet (MSDS). Shippers and carriers alike should be cautious about using MSDSs as a substitute because MSDS information requirements are regulated by the Occupation Health and Safety Administration (OSHA)

and not DOT. This means the MSDS could satisfy OSHA but not satisfy DOT's emergency information requirements because OSHA's information requirements and DOT's information requirements are not identical. The enforcement reality for drivers is that enforcement officers recognize the NAERG ('Orange Book') as satisfying the emergency response information requirements. As the 2004 NAERG becomes more widely circulated, enforcement officers may be more likely to question drivers maintaining the 2000 NAERG. Drivers typically want to avoid any unnecessary delays and therefore should probably look at updating to the 2004 NAERG (Please view the box below for ordering information).

For additional information on these and other HAZMAT regulations please visit the DOT's hazmat home page at <http://hazmat.dot.gov> or call (202) 366-8553.

DOT Hazmat Training

2004/2005

City	Month	Day
Las Vegas, NV	October	22 nd
Pittsburgh, PA	November	12 th
Richmond, VA	December	3 rd
Kansas City, KS	January	21 st
Shreveport, LA	February	4 th
Atlanta, GA	February	11 th
San Francisco, CA	February	25 th
Reno, NV	March	4 th
Charlotte, NC	March	11 th
Manchester, NH	March	18 th
Detroit, MI	March	25 th
Los Angeles, CA	April	8 th
Chicago, IL	April	15 th

Is your city not on the schedule? IATA, IMDG, DOT, and OSHA

In-house training is available. A complete listing of next year's schedule is available at www.infotrac.net

See Page 4 for Computer-Based Training Information

EARLY BIRD SPECIAL!!!

The 2004 Emergency Response Guidebooks and the latest edition of the 49CFR (effective 10/1/03) will be available Spring 2004, and we are now accepting orders. If you would like to place an order, please call 800-468-1263.

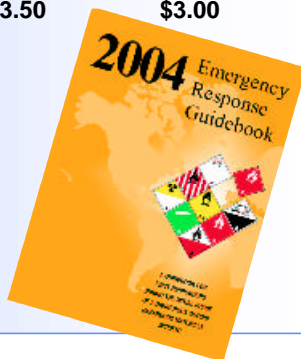
Remember, the Emergency Response Guidebook is only published every 3 years.

Standard Edition ERG (5x7) Price per each (does not include Shipping and Handling)

Prices are only good for orders

49CFR: \$29.95 each

2004 ERG:	1-10	11-25	26-100	101-500
	\$5.25	\$4.85	\$3.50	\$3.00



Quiz Answers:

1. False
2. False
3. True
4. False
5. True

COURSE PRICING

DOT (172.700) \$345 Per Person
Each additional person \$295 Per Person

EARLY REGISTRATION (3 weeks prior)

DOT (172.700) \$ 320 Per person
Each additional person \$270 Per person

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Computer Based Training

Who Needs HAZMAT Training?

The training must include – but is not limited to – shippers, receivers, handlers and/or individuals who prepare packages, shipping papers or labels or who mark packages.

How Can This Powerful Training Tool Be Used By You?

INFOTRAC's CBT Program allows you to turn training into an enjoyable, educational experience by integrating text, graphics, animation, sound, and testing in an easy-to-use, interactive presentation.

Document and Customize Your Training

The CBT Program allows you to print out employee certificates and tests, and maintain permanent documentation of all training and test results. You can even customize the program by 'hiding' slides that do not apply to your business, create student manuals by printing out the presentations, or generate transparencies for group training.

Piggy-Backing

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transportation. The most common shipping paper mistake made by distributors is copying the emergency response (ER) telephone number from the supplier's shipping paper along with the HAZMAT shipping description. The HAZMAT shipping description may be copied from the supplier's shipping papers assuming it is in accordance with the HAZMAT table (49CFR 171.101). The emergency telephone is a different story.

The ER telephone number is part of the HAZMAT emergency response information requirements and must be entered on the HAZMAT shipping paper (172.604). If the supplier is using an outside company's emergency telephone number (i.e. Infotrac), then only the supplier is allowed to use the ER telephone unless the supplier of the ER telephone number has been provided a list of all distributors that may also utilize the ER telephone number. Most suppliers require that their distributors take care of the ER telephone requirement themselves. A distributor who piggy-backs a supplier's ER telephone is asking for trouble. Enforcement officers may call the ER telephone to see if the appropriate emergency information is available. In the event a third-party company's ER telephone is being used, officers will verify that the 'shipper' is registered with the company as an authorized user of the ER telephone number. If the shipper is



not an authorized user, then the officer may issue a citation for noncompliance with the HAZMAT emergency information requirements. Please make sure your distributors understand their obligation to provide their own ER telephone number. Infotrac has many 'umbrella' programs available to assist your distributors. For more info please contact Randy Lee at 800-468-1263.

California VOC Restrictions

Here we go again with more restrictive California regulations. The [California Air Resources Board \(ARB\)](#) officially adopted new volatile organic compound (VOC) limits for 15 consumer product categories and finalized several amendments to the existing Consumer Products Rule. These new limits and amendments are expected to become law in the next 6-12 months.

The new restrictions should decrease the amount of VOC statewide emissions by five tons per day. Unfortunately, many industries may have difficulties complying with the new restrictions. Some substances will be practically unusable under the new restrictions including perchloroethylene, methylene chloride, para-dichlorobenzene, and trichloroethylene. VOC emissions contribute to the development of SMOG, which can lead to health problems like asthma in small children. California has also targeted VOC-emitting products because of their potential

negative impact on the environment. The new VOC limits established by the ARB include the following:



1. Adhesive Removers (General Purpose) - 20%
2. Adhesive Removers (Specialty) – 70%
3. Electrical Cleaner - 45%
4. Electronic Cleaner - 75%
5. Graffiti Remover (Aerosol) - 50%
6. Graffiti Remover (Non-Aerosol) - 30%
7. Toilet/ Urinal Care Product (Aerosol) – 10%
8. Toilet/ Urinal Care Product (Non Aerosol) - 3%
9. Wood Cleaner (Aerosol) - 17%
10. Wood Cleaner (Non-Aerosol) - 4%

Most of the new limits go into effect by December 31st, 2006. Some products will be allowed a self-through period of December 31st, 2007. For more information, please contact the California ARB at (800) 242-4450 or by visiting their web site at <http://www.arb.ca.gov/homepage.htm>.

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2004 DOT CBT Program.....	\$495
2004 HAZMAT Driver CBT Program..	\$195
2004 IATA (Air) CBT Program.....	\$495
2004 IMDG (Vessel) CBT Program....	\$495
2004 HAZCOM CBT Program.....	\$295
2004 FORKLIFT CBT Program.....	\$195
2004 AIRBAG CBT Program.....	\$245
2004 BBP CBT Program.....	\$195

Minimum System Requirements

- IBM compatible PC with 75MHz or higher
- Microsoft Windows® 98 or later
- 32 MB of RAM
- 45 MB of available hard-disk space
- Windows compatible 16-bit sound card
- CD-ROM drive (4-speed or higher)
- VGA or higher-resolution monitor (*Super VGA Monitor recommended*)