

UPS in Transition

United Parcel Service (UPS) customers have begun upgrading their shipping software to Worldship® 4.0. Unfortunately, the UPS sales representatives have not been clear about the impact of upgrading your UPS shipping software to Worldship® when it comes to preparing your shipping paper for hazardous materials (HAZMAT) shipments.

HAZMAT shippers must upgrade their HAZMAT shipping software in order for it to work with Worldship® (See the *Easyship Platinum* article on page 2). UPS has made special arrangements with a few shippers allowing them to use their old version of HAZMAT software with Worldship®, but these shippers, along with everyone else, will have to upgrade both their HAZMAT software and their shipping



software by January 6th, 2003. Shippers will have shipments **rejected** after the January deadline. *Easyship Platinum* is discussed in more detail on page 2 and is one of three HAZMAT software programs that have been approved by UPS to be used in conjunction with Worldship®.

West Nile Virus Info

The West Nile Virus is spreading westward across the U.S. by both night and day mosquitos. Take the necessary precautions to protect yourself and understand exposure symptoms. Information on the transmission, prevention, and symptoms of the West Nile Virus are available at the following web sites:

National Pesticide Information Center: npic.orst.edu
 CDC:
www.cdc.gov/ncidod/dvbid/westnile/index.htm
 CDC (espanol):
www.cdc.gov/spanish
 EPA:
www.epa.gov/pesticides/factsheets/skeeters.htm

Thank You for Your Help



Infotrac's campaign to obtain email addresses was very successful. As most of you know, Infotrac used the previous two newsletters to notify readers of the newsletter that its distribution would be done via email as of this summer. Infotrac's billing department decided to jump on the email bandwagon and solicit email addresses from all of our clients.

This created a deluge of information that has taken a little longer than expected to process, but here we are and hopefully everyone who is reading this article received the newsletter via email or at least had the option of doing so. You may add email addresses to the Infobulletin listserv by going to www.infotrac.net and clicking on the Newsletter link.

What's Inside

UPS in transition.....1
 Email Thank You.....1
 West Nile Virus.....1
 Regulatory Activity.....1
 Welcome Aboard!.....2
 Eye Wash/Shower.....2
 Infotrac Quiz.....2
 Hazmat via UPS.....2
 Training Schedule.....3
 Cylinder Safety Alert.....4

Regulatory Activity

Several proposed rules and final rules have been issued by the DOT in recent months. Some of the rules are a result of the reauthorization of the HAZMAT law and some are in response to the events of 9/11.

Proposals

Security

The proposed rule receiving the most

attention is the incorporation of security measures for HAZMAT shipments.

The DOT would require all companies required to register with the DOT to maintain a copy of the registration on every motor vehicle used to transport HAZMAT.

Shipping paper requirements would
continued on page 3

Welcome Aboard!

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

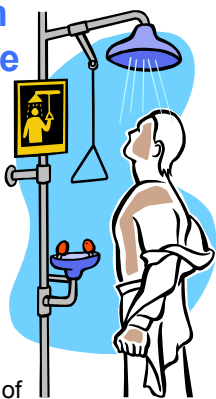
MITSUBISHI ELECTRIC
SPORTS SOLUTIONS
FARBER SALE, INC
RUSTOLEUM CORPORATION
AUTO BRITE, INC
PMAA
OFFSHORE SUPPLIERS, INC
SELIG INDUSTRIES
NATIONAL CHEMICAL
WOODS & WATER
ENTERPRISES
SAULKS CONSTRUCTION

Along with hundreds of companies not mentioned here,

THANK YOU

For placing your confidence and trust in InfoTrac.

What is an Acceptable Eye Wash and/or Shower Station?



OSHA recently issued a letter of interpretation advising the use of the newer ANSI Z358.1 - 1998 as guidance for complying with eyewash/shower equipment requirements (29 CFR 1910.151(c)). The new standard replaces ANSI Z358.1 - 1990 and OSHA plans on incorporating the more current standard for compliance and enforcement purposes. For additional information, please contact the Office of General Industry Compliance Assistance at (202) 693-1850.

Infotrac Quiz

1. How long must shippers and carriers retain a copy of the HAZMAT shipping paper?
2. UPS accepts hand-written HAZMAT shipping papers (True or False).
3. Shippers that are required to offer placards must register with the DOT (True or False).
4. What hazard class would be used for an 'empty' fire extinguisher still fitted with an actuating cartridge (squib) (1.4S or 2.2)?
5. Is an 'EX' number required for shipments of question #4 (Yes or No)?

Each question missed may be penalized by the DOT up to \$27,500 per day or up to \$7,000 by OSHA for non-serious violations.

Answers on page 3 under the training schedule.

Shipping with UPS?

DEADLINE APPROACHING!!!!!!!

The 'new' UPS Worldship software requires EasyShip

What does it do?

EasyShip allows you to prepare either the new (1 page) or the old (8-part) UPS 'Hazardous Materials/Dangerous Goods Shipping Paper', along with the corresponding 'UPS Shipper's Certification for Hazardous Materials' (manifest). You can also print the 'IATA Shipper's Declaration for Dangerous Goods'.

Furthermore, EasyShip Platinum promises to make hazmat shipping via UPS easier, quicker, more error-free and global.

You will appreciate these features if you're tired of getting back undelivered hazmat packages, fed up with looking at misaligned printouts, and sick of getting lost in complicated software.

Easy to Use

Our software was created with the warehouse worker in mind. As such, it's a one-screen, 'point-click-and-print' task.

Still, if help is needed, the program is user-friendly with built-in prompts that provide polite assistance.

Sometimes a quick assist can come in handy while completing the basic shipping paper and entering the proper shipping name, class or division, ID number, packing group, and all the other required information, including mass and capacity.

Time Saving

You can create your own product and package templates for frequently shipped items, as well as user and printer preferences for Domestic Ground, Air and International shipments.

No more multiple printers and multiple computers.

You'll use just one computer and one printer to prepare all the UPS hazmat documents.

With Your Purchase:

- Unlimited Technical Support
- Assistance with downloading of the program from Infotrac's web site.
- Help with creating Product and Package Templates for frequently shipped items.
- Walk-through of first shipment.
- All program updates during subscription period.

Call: 1-800-468-1263 or

Visit: www.infotrac.net

Call 1-800-468-1263 and order today!

Standard Edition 49 CFR...\$31.00



2000 ERG:

1-24
\$3.50

25-49
\$3.25

100+
\$2.25

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



Regulatory Activity
continued from page 1

include the shipper and consignee's name and address and any applicable shipper registration numbers. Shipments of 'limited quantity' or 'consumer commodity' items would be exempt from this requirement.

A written security plan would also be required for those companies required to register with the DOT. The written plan would include background checks of employees, carrier and driver identification verification, and a security assessment of HAZMAT shipments while en route. A Risk Management Self-Evaluation Framework is available on the DOT's web site at <http://hazmat.dot.gov>.

Security training would be required of all HAZMAT employees (includes both registered and non-registered companies). Security training would include recognition of and response to security threats associated with HAZMAT shipments.

The DOT is not giving a lengthy transition period for complying with the security training required for HAZMAT employees. Instead, all HAZMAT employees would have to receive security training within 90 days after the final rule is published. Industry has voiced their

agreement with the DOT about implementing security measures for HAZMAT shipments but they do not agree with the DOT's proposal. DOT is making modifications to the proposal and hopes to publish a final rule before the end of the year.

Infotrac has already been including a security component as part of its Hazmat Training workshops (see schedule on this page) and will incorporate a Security Training Module as part of its year 2003 releases of HAZMAT transportation CBTs (see page 4).

Tire Inspection

The Federal Motor Carrier Administration (FMCSA) has proposed to eliminate the outdated requirement for certain CMV operators to periodically stop and inspect their tires. Advancements in tire manufacturing technology have made this practice obsolete. The FMCSA believes that reducing the number of times an operator has to stop improves the security of the shipment. Operators would still be responsible for inspecting tires at the beginning and end of a trip and HAZMAT operators would also be responsible for inspecting tires after any stop during a trip.

Final Rules

Retention of Shipping Papers

The DOT published a final rule requiring shippers and carriers to retain a copy of each HAZMAT
continued on page 4

DOT Hazmat Training

2002

City	Month	Day
San Francisco, CA	September	20th
Los Angeles, CA	September	27th
Portland, OR	October	11th
Seattle, WA	October	25th
Tulsa, OK	November	8th
Phoenix, AZ	November	15th
Baltimore, MD	December	11th

2003

Miami, FL	January	24th
Atlanta, GA	February	14th
Los Angeles, CA	March	21st
San Francisco, CA	April	11th
Boston, MA	April	25th

**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

Quiz Answers:

- 1. 375 days 2. False 3. True
- 4. 1.4s 5. Yes

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

CONTACT: Steve Cunningham - Steve@infotrac.net



CALL 800-468-1263 (HMC)



US MAIL: 200 N. Palmetto Street
Leesburg, FL 34748



FAX: 352-323-3442



ON-LINE at www.infotrac.net

DON'T FORGET

The 44th edition of the IATA DGR should be available by November. The IATA DGR is the industry standard for shipping dangerous goods by air.



Computer Based Training

Current U.S. Department of Transportation (DOT) regulations require HAZMAT training for individuals who directly affect hazardous transportation safety.

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.

New HAZMAT employees or employees who change job functions must be trained and certified within 90 days. Recurrent training and re-certification of ALL HAZMAT employees is required at least once every three years (IATA requires recurrent training every two years for air shipments of HAZMAT). (49CFR172.200 and Section 1.5 of the IATA DGR)

The best way to ensure that each HAZMAT employee is fully trained, tested and certified is to use INFOTRAC's interactive Computer Based Training Program (CBT). Each employee will receive the most up-to-date relevant training that is available today.

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.

Training To Fit Your Schedule

New employees or employees who change job functions can use our CD-ROM training on their own, as their work schedule permits. They also can learn at their own pace. Thus, they become contributing team members much faster than is possible using traditional classroom training.

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.

Regulatory Activity

continued from page 3

shipping paper for 375 days after the date of receipt by the carrier. As part of this final rule, the date of acceptance by the initial carrier is now a required piece of information on the HAZMAT shipping paper. The rule became effective August 12th. Rail shipments may use the date on the waybill or bill of lading. A single copy of a 'permanent' shipping paper may be maintained by a private motor carrier shipping the same HAZMAT provided a record of each delivery is maintained including the shipping name, identification number, quantity transported, and the date of the shipment.

Cylinders

The Research and Special Programs Administration

(RSPA) has issued a final rule affecting the maintenance, requalification, repair, and use of DOT specification cylinders. RSPA also adopted changes revising the requirements for the approval of cylinder requalifiers, independent inspection agencies, and non-domestic chemical analysis and tests. DOT specification cylinders made with aluminum alloy 6351-T6 is no longer authorized. This final rule is effective October 1st, 2002.

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.



Infotrac, Inc.

200 N. Palmetto St.
Leesburg, FL 34748

Steve Cunningham, Sales

Steve@infotrac.net

Phone: 1-800-468-1263

Fax: 1-352-323-3442

2002 DOT CBT Program.....	\$495
2002 HAZMAT Driver CBT Program..	\$195
2002 IATA (Air) CBT Program.....	\$495
2002 IMDG (Vessel) CBT Program....	\$495
2002 HAZCOM (OSHA) CBT Program	\$495

Minimum System Requirements

- IBM compatible PC with 75MHz or higher
- Microsoft Windows® 95/98, or later
- Microsoft PowerPoint® 97 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)

Cylinder Safety Advisory

Two safety advisories have been issued by RSPA regarding cylinders that may pose a danger to the public. The first advisory concerns cylinders serviced by Tech Fire and Safety, Inc., of Watervliet, New York, which may not have been tested correctly. RSPA advised that Tech Fire was not fit to conduct required hydrostatic and visual cylinder retesting but continued to mark cylinders after having its approval revoked on October 2nd, 2001 (primarily fire extinguishers and SCBA). The Retester Identification Number B753 should be retested before it is refilled with HAZMAT. For more information contact Chris Michalski with RSPA at (609) 989-2256.

The second advisory concerns BKC Industries, Inc., of Creedmoor, North Carolina, for not calibrating its hydrostatic retest device before marking DOT cylinders and tube trailers. RSPA is advising that anyone who has a cylinder or tube trailer marked with RIN D236 by BKC to be unsafe. For more information contact Terrell Hinds with RSPA at (404) 305-6120.