



Happy Thanksgiving

As we approach the busy and hectic holidays, let us remember to work safely – both on-the-job as well as at home. Take time to enjoy the changing season.



October 2009 Federal Registers

New Rulings in the Federal Register

On October 19, 2009, DOT published a final rule that will revise how the emergency response telephone number will be displayed on the shipping paper. The shipping paper, effective after October 1, 2010, will be required to include the "name of the person" or "contract number" immediately before, after, above or under the emergency response telephone. The telephone number must include any necessary codes or signs for access when transported outside the United States. Also, the number must be in a prominent, readily identifiable and clearly visible place. They recommend highlighting, use of a larger font or a font of a different color. Voluntary compliance is authorized after November 18, 2009.



On October 16, 2009, DOT published a final rule to make some needed editorial corrections and clarifications. No changes in the radioactive material shipping world. Just to highlight a few of the many changes: The definition of commerce now includes United States registered aircraft in 171.8, shipments to/from Canada or Mexico need to meet all the Part 171 Subpart C requirements, immediate notification for 171.15 incident reporting can now also be done on the internet (we have gone high tech!), reinstated the definition of a type C self-reactive hazard class 4 – division 4.1 material in 173.124(a)(2)(ii)(C), and many changes to incorrect references throughout 49 CFR. The effective date for this final rule was the publish date of October 16, 2009.



When in doubt, tell the truth. - Mark Twain

Regulatory Compliance

Hazardous Material Drivers in Smaller Vehicles Need Special Training

Most people are aware that drivers of Commercial Motor Vehicles (CMV) are required to be trained and certified to transport hazardous material. But, what if you transport hazardous materials in a smaller motor vehicle? Specifically, 49 CFR 177.816 requires all drivers to have additional training in the Federal Motor Carrier Safety Regulations (49 CFR Parts 390 thru 397) and the procedures necessary for safe motor vehicle operation. If you transport hazardous materials on public accessible roads in any sized motor vehicle, make sure that you meet the training requirements for drivers in 49 CFR Part 177.



Training to meet your needs.

Classroom



Web Based



Webinar (coming soon)



We must not allow the clock and the calendar to blind us to the fact that each moment of life is a miracle and mystery. - H. G. Wells

Driver Web Based Training Available

Radioactive Material Transportation for Drivers
Designed as a complete overview of carrier functions for transporting radioactive materials. Keep up to date on packaging design, communications, security awareness, load securing and paperwork requirements.

Cost: \$395



Benefits to Our Customers:

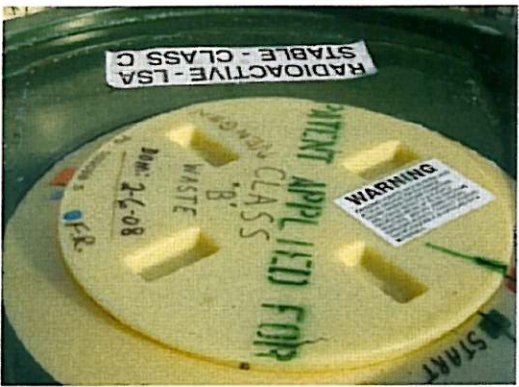
- ✓ Provides a cost-effective training alternative
- ✓ Participants complete at their convenience
- ✓ Participants work at their own pace
- ✓ Customers reap the benefits of cost-effective quality training



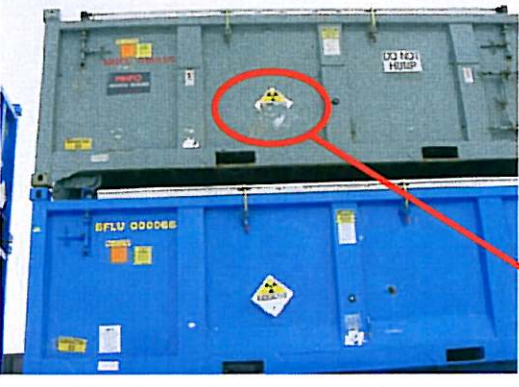
Recent Industry Issues



Can a generic food cooler qualify as a Class 7 Radioactive Material Type A package? Make sure you have “full” documentation (49 CFR 173.415) on any packaging that you use as a USA DOT 7A TYPE A package. This package was used for an air shipment of radioactive class 7 material. Are there any additional requirements (49 CFR 173.27) to ship this package by air? Is there enough “duct” tape to help this pass all the performance tests required?



How many waste class markings are needed for the top of a liner? Should they at least match? We all know that there are many chances to get one thing wrong on any shipment of hazardous material, especially waste shipments. Remember to stay focused with a questioning attitude. Speaking of questioning attitudes, what is “Stable – Class C” waste? Can class C waste ever be “unstable” and the meet the requirements in 10 CFR 61.56?



How many points are you going loose on your Utah Generator Site Access Permit for a placard that shows up at the disposal site like this one? Be careful on your selection of quality carriers and providers of markings/labels/placards.

Are the cheaper paper-type placards worth the money? Who is responsible for maintaining your placards during a rail shipment? Even though 49 CFR 173.516(c)(6) states the carrier is to maintain the condition of the placard, who is fined for this infraction?



I never think of the future --- it comes soon enough - Albert Einstein

2010 IATA DGR 51st Edition - now available

What's new in the 51st edition?

This edition includes all the upcoming changes for the 2011 – 2012



ICAO Technical Instructions. For radioactive material shippers, there are only a few minor changes in the regulations:

- ❖ Federal Express (FX-03) operator variation includes a “new” heavyweight service and subsidiary hazard label provision.
- ❖ Section 10.5.10 has been added to reflect Type A package activity limits.
- ❖ Section 10.5.11 is now the Type B package activity limits
- ❖ Overpack marking requirements are clarified in bullet format and a new note was added requiring the quantity of each UN ID number type within the overpack.
- ❖ Indicating the multiple of the A₂ for LSA/SCO material moved from the second sequence to step 12 in the fourth sequence on the Shipper’s Declaration
- ❖ The dimensions format must now be in length by width by height: (L) x (W) x (H). See Figure 10.8.E for an example.
- ❖ There is a new preferred date format: YYYY-MM-DD.
- ❖ Multiple excepted packages documented on one Airbill, now requires the quantity to be included with the Airbill endorsement.

Do not forget to use up your “old” Cargo Aircraft Only (CAO) labels before 2013. Should you need to order more, please order the “new” CAO label as shown in Figure 7.4.C.



Flu Symptoms

Common cold symptoms are different than flu symptoms which often appear suddenly. Symptoms of pandemic influenza may be the same as the symptoms of seasonal influenza but may be more severe. Here is how colds and the flu differ:

Symptoms	Cold	Flu
Fever	Rare	Usually Present
Aches	Slight	Moderate to severe
Chills	Uncommon	Fairly common
Tiredness	Mild	Moderate to severe
Coughing	Productive cough	Dry, unproductive cough
Sneezing	Common	Uncommon
Stuffy Nose	Common	Uncommon
Sore Throat	Common	Uncommon
Chest Discomfort	Mild to moderate	Often severe
Headache	Uncommon	Common

Flu Prevention

Wash your hands often.

Don't Share the Flu! If you are sick stay home from work, school, and errands and avoid contact with others.

Cover mouth and nose with a tissue when sneezing or coughing. If tissues are unavailable, sneeze or cough into your sleeve or elbow.

Avoiding touching eyes, nose, and mouth.

Use alcohol-based **hand sanitizer.**

Practice good health habits. Get plenty of sleep, be physically active, manage stress, drink plenty of fluids, and eat nutritious food.

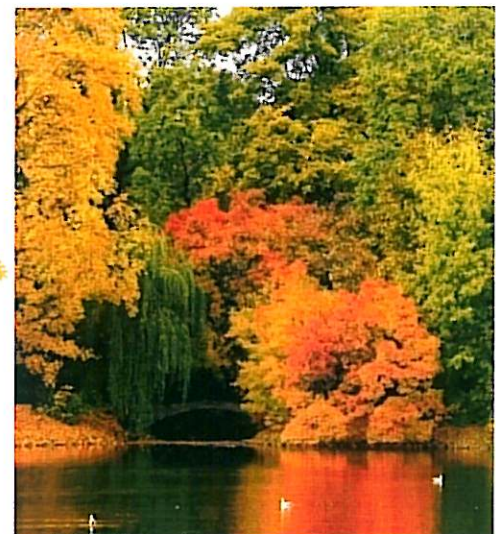
Keep your home clean. Regularly wiping down commonly touched surfaces like table tops, telephones, light switches, remote controls, and doorknobs with disinfectant can help

reduce the spread of germs.

A **yearly flu shot** is recommended as the first step in preventing flu. Seasonal flu vaccination is very important for people at high risk for flu complications including young children, pregnant women, people with chronic health conditions, and people 65 and older. When a **pandemic flu vaccine** becomes available, follow the recommendations for getting it. You will need both vaccines.

During a flu outbreak or if you are ill practice **social distancing** by:

- Avoiding shaking hands with others
- Avoiding crowds
- Increasing distance between people



Frequently Asked Questions - Our topic this quarter is on the shipping paper signature and certification statement.

1. Can I modify the certification statement?

Reference # 01-0105 and 06-0053

No. Nice one word answer by DOT. You can add an additional and separate statement, but no modifications or abbreviations to the statements that are in quotes in 49 CFR 172.204.

2. Do I have to print my name and title by my signature and the certification statement?

Reference # 02-0234

No, that is an International Air Transport Association (IATA) requirement for Shipper's Declaration. It is acceptable to include additional information, but not required by 49 CFR.

3. Since the definition of a "person" in 49 CFR 171.8 includes corporations, can I sign the shipping paper with only my company's name?

Reference # 03-0258

No, the shipping paper must be signed by an actual person who is designated by the company to sign for the company. This may be a principal, officer, partner or employee.

4. Must the signature be near the certification statement?

Reference # 04-0075, 04-0088, and 08-0015

Yes, the signature must be in association to the certification statement. Any other signature on the shipping paper document will not suffice.

5. If I have a broker sign the shipping paper for me, will all the responsibility fall on the contracted broker?

Reference # 04-0183 and 06-0110

No, every hazardous material employee will be responsible for their function and how they directly affected the safety of the transported hazardous material. Level of involvement and responsibility will be determined on a case-by-case basis using determined facts of the specific situation. Every employee and broker is responsible to have completed appropriate training.

6. Can I use a rubber stamp for my signature?

Reference # 05-0005

Yes, the signature can be manually or mechanically placed on the shipping paper.

Access DOT Letters of Interpretation

To access any DOT letters of interpretation, go to: <http://www.phmsa.dot.gov/hazmat>. Then, click on: "Interpretations" Next, you can search by entering the reference number in the search box, or search by the applicable regulatory section number, or search by the published date. Do not forget that you have this internet address (and many more) in a Word document on our training class CD handout.



I think a hero is an ordinary individual who finds strength to persevere and endure in spite of overwhelming obstacles.

- Christopher Reeve



HILTON HEAD ISLAND
Radioactive Waste Packaging and Transportation Training

4 days of enlightenment on 49 CFR
½ day with IATA DGR Air Transport
½ day FMC Load Securing
Learned a lot and had fun
The beach and weather wasn't bad either



Visit our web site at www.energysolutions.com for our complete 2010 Training schedule.

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