

# DANGEROUS GOODS REPORT

INSIGHTS ON HAZMAT ISSUES

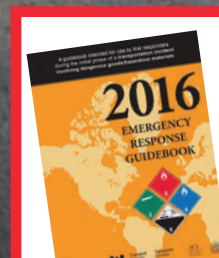
# The Essential ERG

WHY EVERYONE IN DG GETS IT

**PG 8**  
**CRUDE OIL BY RAIL**  
Beyond the Ugly Headlines

**PG 10**  
**LITHIUM BATTERIES**  
How are Retailers Complying  
with the New Regulations?

**PG 12**  
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## Welcome to the third issue of the *Dangerous Goods Report*

Safety is the heart of the Dangerous Goods business. All the regulations, guidelines, tools and resources we deal with every day at Labelmaster are—ultimately—about making the world a safer place. That's why we're excited about the upcoming 2016 Emergency Response Guidebook. The ERG is the ultimate public safety resource, and we want to make sure everyone involved in the handling or transport of Dangerous Goods has a copy—and knows how to use it.

We'll also discuss two more Dangerous Goods issues that directly affect public safety: the rapid growth of crude oil transport by rail, and the new regulations for shipping lithium batteries.

As always, we at Labelmaster are here to help you make sense of the ever-changing Dangerous Goods landscape. We hope you find the information and solutions in the *Dangerous Goods Report* to be useful, and we welcome any questions.



**Alan Schoen**  
President of Labelmaster

### ONLINE RESOURCES



#### GET CONNECTED

Visit [labelmaster.com/GHS](http://labelmaster.com/GHS) for more information and updates on GHS. You can also watch our series of webinars that provides detailed information on GHS conversion.



#### STAY INFORMED

The world of DG is constantly changing. To find updates on a wide range of DG topics, including GHS, visit [blog.labelmaster.com](http://blog.labelmaster.com).



#### HEAR FROM OUR EXPERTS

The Master Series is a collection of short videos that provides practical perspectives on current DG issues. For more, visit [labelmaster.com/masterseries](http://labelmaster.com/masterseries).



#### MAINTAIN COMPLIANCE

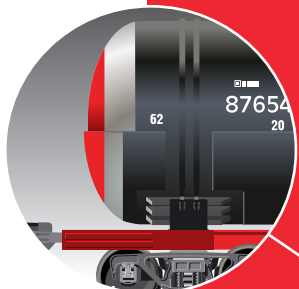
From advanced shipping software to logistics consulting, Labelmaster Services can help keep your business on the right side of DG regulations. Visit [labelmaster.com/services](http://labelmaster.com/services) to learn more.



**GET READY FOR THE 2016 ERG**

The Emergency Response Guidebook is one of those things you need to have—and hope you never have to use

**4**



**CRUDE OIL BY RAIL**

Beyond the ugly headlines

**8**



**DAWN OF THE DEADLINE**

How retailers are handling the new lithium battery shipping regulations

**10**



**NEWS AND UPDATES**

Find out what's new with Labelmaster

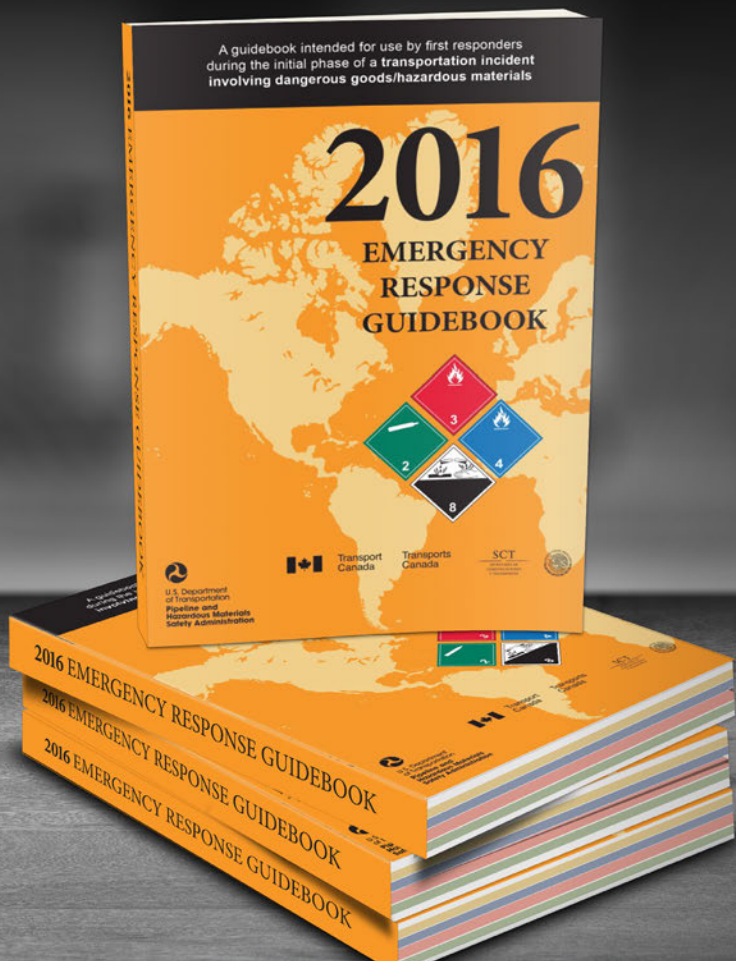
**12**



**SOLUTIONS**

Products and resources to keep your Dangerous Goods compliant and safe

**13**



# Get Ready for the 2016 ERG

## THE EMERGENCY RESPONSE GUIDEBOOK

is one of those things you need to have—and hope you never have to use. Commonly known as “the ERG,” it’s published every four years by the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration (PHMSA) as “a guidebook for first responders during the initial phase of a Dangerous Goods/Hazardous Materials transportation incident.”

**The ERG is a compact, information-rich book that can keep an accident from becoming a worst-case scenario.**

As PHMSA prepares the new 2016 edition, it’s a good time to review the importance of the ERG in Dangerous Goods transport:

- ◆ *Who should have an Emergency Response Guidebook*
- ◆ *How the ERG works*
- ◆ *Changes in store for 2016*
- ◆ *Fun facts about the ERG*



### SEE PAGE 7

for details about securing the largest discounts by pre-ordering your 2016 ERG. Call **800.621.5808** or visit **labelmaster.com/2016ERG** to learn more.

## WHO SHOULD HAVE AN EMERGENCY RESPONSE GUIDEBOOK?

**The short answer: anyone who might be in a position to respond to a Dangerous Goods incident.** That group, obviously, includes first responders: firefighters, police, emergency medical services personnel and all the other officials who protect the public’s safety across our highways, rails, waterways and airports. PHMSA supplies the ERG to all these government agencies.

Truck drivers and railroad personnel? Of course. Section 172.602 of the Federal Hazardous Materials Regulations (HMR) requires anyone who handles or transfers Dangerous Goods to provide emergency response information appropriate to those materials.

So, carrying an ERG at all times can save truckers and train operators a lot of time and paperwork. But the ERG isn’t really about saving paperwork—it’s about saving lives.

# How the ERG Works

The Emergency Response Guidebook lets the reader quickly identify the material (or materials) that have been released due to an incident, recognize the hazards associated with those materials and respond to the situation accordingly.

**Personnel trained in the use of the ERG will be well prepared to protect themselves and the public from any danger associated with the inadvertent release of hazardous materials. They also will be better able to assist emergency response teams when they arrive at the scene.**

The book consists of four sections for easy cross-reference.

## THE YELLOW SECTION

Lists materials by identification number—the number on the hazardous materials container placards and shipping papers. The listing then refers the reader to the orange or green section for the proper response.

## THE BLUE SECTION

Lists materials by name, and then refers the reader to the orange or green section.

## THE ORANGE SECTION

The orange section's 62 guides identify the primary hazards associated with various material categories, along with appropriate public safety measures and emergency response actions—protective clothing; evacuation measures; what to do in the case of a fire, spill or leak; and first aid.

## THE GREEN SECTION

Describes initial isolation and protective action distances for materials that can create toxic inhalation hazards.



## NOT JUST FOR TRUCK DRIVERS

Besides truck drivers and railroad personnel, plenty of other people can be the “first line of defense” between a Dangerous Goods incident and the public:

- ◆ *Pilots and air freight handlers*
- ◆ *Maritime personnel*
- ◆ *Pipeline personnel*
- ◆ *Freight facility and warehouse personnel*

Any of them can be the first to distinguish between a routine spill and a serious safety threat—and the first to call emergency responders with information that could save lives. That's why it's essential that they have access to a current edition of the ERG, know how to read it and be trained in how to apply its information.

**If your business involves the handling or transport of Dangerous Goods, you should make sure every one of your front-line stakeholders has a copy of the ERG—and knows how to use it.**



## A Sneak Peek at the 2016 ERG

In early August 2015, PHMSA announced its updates to the 2016 Emergency Response Guidebook. These changes and additions don't just make the 2012 ERG outdated—they make the 2016 ERG the most essential ever.

### Preview of updates:

- ◆ Replaced written instructions for using the ERG with a flow chart.
- ◆ Expanded the Table of Placards.
- ◆ Expanded the Rail Car and Road Trailer Identification Charts.
- ◆ Updated two Toxic Inhalation Hazard tables based on new data and reactivity research.
- ◆ Updated the pipeline emergency response information.
- ◆ Added information about Globally Harmonized System (GHS) markings for chemicals.
- ◆ Added all the new Dangerous Goods/hazardous materials listed in UN Recommendations on the Transport of Dangerous Goods.
- ◆ Added information on Emergency Response Assistance Plans (ERAPs) applicable in Canada.

How does PHMSA decide what to update? According to Jeanne Zmich, Vice President of Research and Development at Labelmaster, “The countries meet and define what needs to be added or deleted. And PHMSA holds meetings around the country to get information from local emergency responders.”

Zmich is a huge proponent of the ERG—and not just for people in the Dangerous Goods business.

“Parents should bring a copy of the ERG on family road trips,” she says. “It’s a great way to keep the kids entertained!”

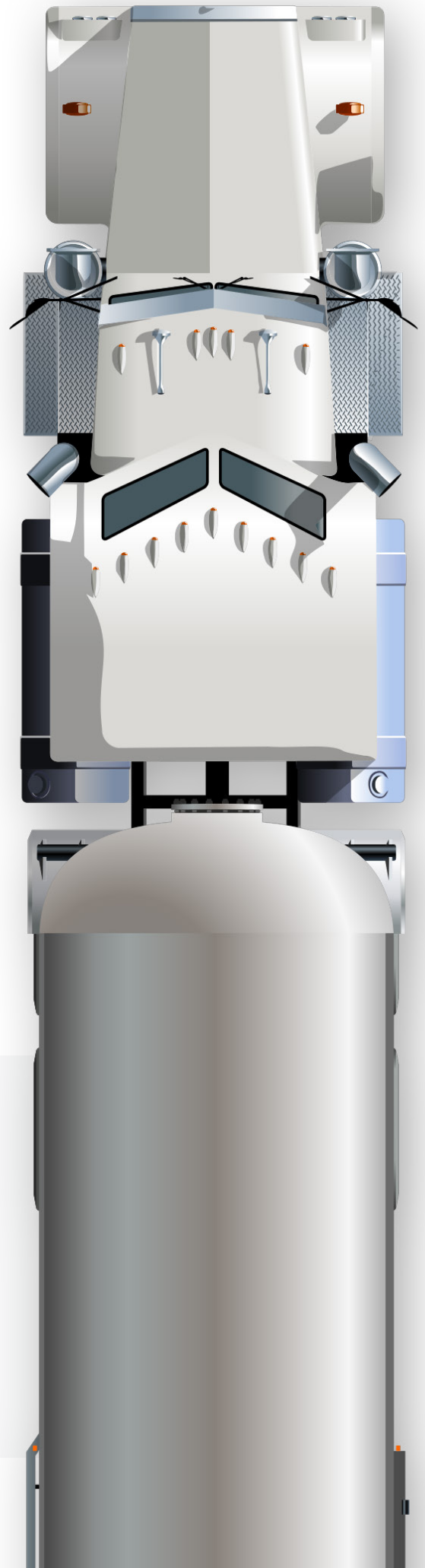
## HOW NOT TO USE THE ERG



*“Many people use the ERG erroneously, to establish classification for materials. You’re not supposed to be classifying materials with it—it says so right on the back of the book. It’s a response guide, not a classification manual.”*

### JEANNE ZMICH

*Labelmaster Vice President of Research and Development*

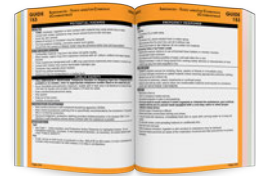


# THE ERG BY THE NUMBERS



# 13,000,000

copies of the ERG have been distributed to public first responders since 1973. Millions more have been purchased by businesses.



## 62

guides in the orange section, each describing what to do when different categories of hazardous materials are released.



## 2016

the identification number for “Ammunition, toxic, non-explosive.”



## 6

common toxic inhalation hazard (TIH) gases, the subject of a new section in the 2012 ERG.



**1,539 MILES**  
how far 13 million ERGs, laid end to end, would extend along the highway—about from New York to Dallas.

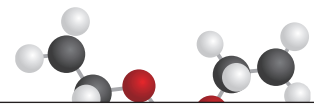
# 40%

**amount you can save\*** by ordering your 2016 ERGs by September 30, 2015. Lesser discounts will be available until December 31, 2015. Call **800.621.5808** or visit [labelmaster.com/2016ERG](http://labelmaster.com/2016ERG) to learn more.



## 10

sections of the ERG added, revised or expanded for the 2016 edition.



## 3,500

approximate number of materials covered, from acetaldehyde ammonia to zirconium tetrachloride.

\*Based on quantity purchased.

# Crude Oil by Rail

BEYOND THE UGLY HEADLINES



## When oil trains derail, the results are horrific.

There's no way to downplay the ugliness of this year's derailments in West Virginia, North Dakota and Illinois, and no one in the industry will ever forget the 2013 tragedy in Quebec.

Yet the black clouds that dominate newscasts shouldn't obscure these basic truths about the business of shipping crude oil by rail:

- ◆ *Statistically, rail is a safe, efficient mode for transporting crude oil.*
- ◆ *As oil production has reached record levels in the United States and Canada, rail transport has become essential for getting that oil to refineries.*
- ◆ *While there has been a rise in crude oil rail incidents, the rate of incidents has actually decreased as a percentage of shipments.*
- ◆ *New regulations and technologies are making crude oil rail transport even safer.*

Like any industry in the business of transporting hazardous materials, oil shippers are working to improve their safety standards and performance. Let's take a closer look at the recent history of crude shipments, the statistics that demonstrate its effectiveness and what the future holds.

## MORE OIL = MORE RAIL TRANSPORT

**Did you know the United States is the world's largest oil producer?<sup>1</sup>**

That statement might have sounded crazy just a decade ago, but increases in offshore drilling and oil shale production have made it a reality. U.S. wells now pump more than 9 million barrels of oil a day.<sup>2</sup>

And all that oil needs to be transported.

Most of it travels via pipeline. With 2.5 million miles of hazardous materials pipeline, the U.S. boasts more than the rest of the world combined. Yet even all that pipe can't carry all our crude oil to refineries, especially with so much "Bakken" crude now originating from the North Dakota region, which is poorly served by pipelines.

### CARLOADS OF CRUDE OIL

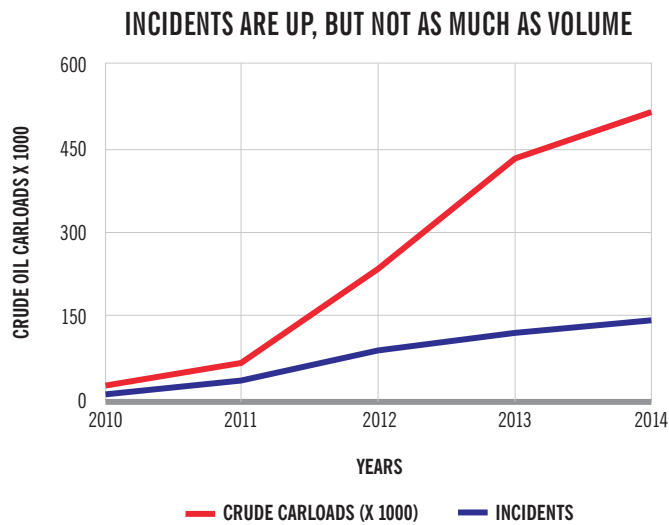
9,500 IN 2009

500,000 IN 2014

That's why, **since 2009, rail shipments of crude oil have increased more than fifty-fold.** U.S. railroads now carry 33.7 million barrels of oil a month across the country, or about 12.5% of production.<sup>3</sup>



With an increase of that magnitude, an increase in incidents was likely inevitable. Yet the rate of incidents has actually increased more slowly than the increase in shipments:<sup>4,5</sup>



**Any accident is one too many.** However, given the huge growth in crude production and transport by rail, the industry’s record can withstand a certain amount of criticism.

## SAFE AND EFFICIENT

It’s worth noting that rail transport of all Dangerous Goods—not just crude oil—remains extremely safe and efficient. According to the Federal Railroad Administration, the train accident rate in 2013 was down 79% from 1980 and down 42% from 2000.<sup>6</sup>

Comparing rail transport with trucking is like comparing oxygen with carbon—we can’t live without either one, but they have vastly different characteristics. (Trucks can obviously connect thousands of locations inaccessible to rail, for instance.) Nevertheless, rail transport compares very favorably to trucking in a number of ways:

- ◆ From 2006 to 2015, the number of hazardous materials incidents for rail carriers was less than 5% of that reported for trucks, with less than 35% of the monetary damages.<sup>7</sup>
- ◆ On average, trains are four times more fuel-efficient than trucks.<sup>8</sup>
- ◆ A 100-car train carries as much freight as 300 semi-trucks.<sup>9</sup>

Of course, pipelines and barges are both safer and more efficient than trains—and each has its own limitations as well. Every mode has its role to play in the transport of crude and other Dangerous Goods, and rail is more than holding its own.

## DEDICATED TO SAFETY IMPROVEMENTS

A case can be made that crude oil transport by rail is now safer than it’s ever been. New standards—many adopted voluntarily by railroad companies—are transforming the business even as it moves record volumes:<sup>10</sup>

- ◆ Since August 2013, railroads have observed a voluntary 50 mph speed limit for crude oil trains longer than 20 cars. In July 2014, that restriction was further tightened to 40 mph in “high-threat mobile areas” when the trains include older DOT-111 cars.
- ◆ Railroads are phasing out the DOT-111 cars in favor of cars that meet or exceed CPC-1232 standards, with thicker jacketing, thermal protection, improved outlet handles and protected fittings.
- ◆ This May, U.S. and Canadian regulators passed new regulations requiring that electronic brakes be installed by 2023 on train cars carrying crude oil and ethanol.

Shippers are also vigilant about properly labeling crude oil shipments. Since February 2014, for instance, the Federal Railroad Administration has required that Bakken crude—which tends to be more volatile than other crude oils—be tested and properly classified for appropriate transport packaging and procedures.

Getting the details right has never been more important, and crude oil rail shippers are making it happen.

**GET 40 YEARS OF CRUDE-BY-RAIL EXPERTISE IN ONE HOUR**

Watch our free webinar: *Regulatory Issues Addressing Crude Oil by Rail* at [labelmaster.com/webinars](http://labelmaster.com/webinars).

Sources:

- <sup>1</sup> <http://www.bloomberg.com/news/articles/2014-07-04/u-s-seen-as-biggest-oil-producer-after-overtaking-saudi>
- <sup>2</sup> U.S. Energy Information Administration, Short-Term Energy Outlook, April 2015
- <sup>3</sup> <http://www.businessinsider.com/the-us-now-ships-1-million-barrels-of-crude-oil-per-day-2015-4>
- <sup>4</sup> <http://news.nationalgeographic.com/energy/2015/05/150506-crude-oil-train-accidents-over-time/>
- <sup>5</sup> <https://www.aar.org/todays-railroads/what-we-haul/crude-oil-by-rail>
- <sup>6</sup> Association of American Railroads, *Moving Crude Oil by Rail*, September 2014
- <sup>7</sup> <https://hip.phmsa.dot.gov/analyticsSOAP/saw.dll?Dashboard>
- <sup>8</sup> Association of American Railroads, *The Environmental Benefits of Moving Freight by Rail*, May 2015
- <sup>9</sup> <http://urbanomnibus.net/2011/10/supply-chain-spotlight-freight-rail/>
- <sup>10</sup> Association of American Railroads, *Moving Crude Oil by Rail*, September 2014

# Dawn of the Deadline

## HOW RETAILERS ARE HANDLING THE NEW LITHIUM BATTERY SHIPPING REGULATIONS

**On August 7, 2015, the U.S. Department of Transportation's new regulations for lithium battery shipments went into effect.**

In August 2014, the DOT announced the new rules with an original deadline of February 6, 2015. Just a few days before it took effect, they extended the deadline—for ground and sea shipments only—by six months.

Have retailers exhaled yet?

Labelmaster Senior Consultant Alicia Wieczorek says, "The additional six months were crucial. **February was an impossible deadline**—six months was simply not enough time for retailers to revamp their operations."

And are they ready now? Wieczorek says, "They're still scrambling."

### SYSTEMS, SUPPLIES AND TRAINING

"Retailers move a lot of consumer products with batteries through the system daily, and previously they didn't have to mark or label those packages," says Wieczorek. "Under the 12/24 threshold, there was minimal training required, and no need to have battery labels in stock."

But the new regulations eliminated the 12/24 exception, which allowed companies to avoid special labeling on packages with no more than 12 lithium cells or 24 lithium batteries. For retailers, that's a lot of packages.

"Now they have to get IT involved to code the systems; to red-flag shipments for special labels," says Wieczorek. "They have to get the necessary supplies in their warehouses, and get everyone to understand why things are changing. It's just a bigger team to get up and running."





**STAY CURRENT!** Get the latest on battery shipping regulations—and the resources you need to stay compliant—at [blog.labelmaster.com](http://blog.labelmaster.com).

## MANY CHALLENGING RETURNS

The new regulations definitely make outbound shipments more complicated for retailers, **but the real challenge may be in reverse logistics, when customers return their purchases.**

Wieczorek says, “To retailers, the customer always comes first. The best practice is to assist the customer with knowing what they’re shipping back. But do you want to force them to pick up the phone every time they have a return? Include a cheat sheet with every shipment? It’s a huge issue.

“The retail industry is doing its best to make the customer experience as seamless as possible.”

No solution will work for every retailer. Wieczorek recommends retailers compile detailed metrics to predict how many shipments with lithium batteries are likely to be returned. For many, she believes the best solution will be to send out an empty, pre-labeled package for the customer to pack and return.

She asks, “Honestly, who keeps the box and the bubble wrap?”

## THIRD-PARTY COMPLIANCE

For retailers that frequently employ third-party shippers, compliance will be an ongoing challenge.

Wieczorek urges retailers to **conduct annual compliance assessments of their third-party shippers**—to actually visit the facilities and inspect processes while they’re up and running.

“Technically, the third parties have the responsibility to package and label the shipments correctly. But the retailer has to check up on them,” says Wieczorek. “It’s their name on the box.”



## Alicia Wieczorek, DGSA

*Labelmaster Senior Consultant*

Alicia Wieczorek started her Dangerous Goods career building crates. Now she’s an expert on shipping them compliantly.

Alicia had some Dangerous Goods training when she worked in the airline industry, but didn’t get much opportunity to apply it. While working for Labelmaster’s DGM Chicago division as a “crater,” however, Alicia hit the books and began teaching herself the regulations.

Three years ago, she moved to the regulatory side as a Dangerous Goods specialist.

“I never even knew that world existed,” she says. But now she finds it “intriguing and challenging. It changes every day, and people ask questions on a day-to-day basis.”

She constantly researches regulatory changes—on the national and international levels—to discuss with her clients. What will the changes mean to them? How will they be impacted?

“Just when you think you have everything under your belt,” she says, “the regulations change.”

*Put our team of hazmat regulatory experts at your disposal! Call 800.578.4955 or email [contact@labelmasterservices.com](mailto:contact@labelmasterservices.com).*

## New GHS Deadline Approaches

### HCS-COMPLIANT SHIPPING LABELS BECOME MANDATORY DECEMBER 1, 2015

The third stage of OSHA's 2012 Hazard Communication Standard (HCS 2012) goes into effect soon. **Starting December 1, distributors may ship chemical containers only if they have an HCS-compliant label.**

HCS 2012, you'll recall, aligned U.S. workplace hazard communication regulations with most major provisions of the United Nations' Globally Harmonized System (GHS). Once in effect, it's estimated that these regulations will prevent hundreds of workplace injuries—and save more than three-quarters of a billion dollars—every year.



HCS-compliant labels incorporate a standardized, pictogram-based format that allows people to visually understand the hazards associated with the chemicals a package contains.

For all the tools and resources you need to make sure your shipments are HCS-compliant, call Labelmaster at 800.621.5808 or **visit [labelmaster.com/GHS](http://labelmaster.com/GHS)**.

## Labelmaster Software and Services

Simplify the complicated, time-consuming process of hazmat shipping with the industry's most advanced software and expertise:

- ◆ **Labelmaster Software** saves you time and keeps you compliant. This robust, flexible and easy-to-use platform is always up to date on the latest regulations. Visit [labelmaster.com/software](http://labelmaster.com/software) to learn more.
- ◆ **Labelmaster Services** navigates the ever-changing hazmat landscape with practical, customized advice for compliance, efficiency and stress-free shipping. Visit [labelmaster.com/services](http://labelmaster.com/services) to learn more.

## Have You Seen the New Labelmaster.com?



To better help you negotiate the ever-changing Dangerous Goods landscape, we launched a completely new website on June 1, 2015.

We've made it easier to find the software, products, services and information you need to stay compliant and run your operation efficiently, with 3D views of many shipping tools. And now, one click of your mouse brings up all the ordering information you need, including shipping information and estimated arrival.

Log in with your current labelmaster.com information and keep your DG shipments moving!



## There's Nothing Like That New Blog Smell



Our redesigned blog looks and feels like an interactive magazine. You're never more than a click away from our latest posts about the Dangerous Goods industry, and you can find all our events, videos, webinars and infographics at a glance.

Our new blog is easier to navigate, easier to search and easier on the eyes—a resource-rich destination for anyone involved in the handling and transport of hazardous materials.

Bookmark [blog.labelmaster.com](http://blog.labelmaster.com) in your browser or, better yet, subscribe for free at <http://blog.labelmaster.com/subscribe>.

## SALVAGE DRUMS, SORBENTS AND SPILL KITS

are essential to first responders because—when used according to ERG instructions—these products make spill cleanup quick, safe and efficient. Our spill kits include everything responders need to successfully combat spills of less than 3 gallons up to 110 gallons, and they're available in Universal, Oil Only and Hazmat Aggressive options.

### SALVAGE DRUMS



#### 65-Gallon Poly-Overpack™ Salvage Drum

**KM6500P**  
(Replacing Item No. KM8500PK)

Make the durable and economical choice with Labelmaster's Poly-Overpack™ Salvage Drums. Made from 100% polyethylene that will not rust or degrade, these drums are nestable and lightweight. Manufactured with a UV inhibitor to protect against damage from sunlight, these 65-gallon drums will accept up to a 30-gallon standard drum and are sold individually.



**FREE SHIPPING**

on all steel salvage drums until October 1

**SKOLNIK**  
INDUSTRIES, INC.

#### Skolnik Steel Salvage Drum Quick Lever™ Closure, 85 Gal. Rust Inhibitor

**KM8500Q**

Manage damaged or leaking containers safely with Labelmaster's Steel Salvage Drums manufactured by Skolnik. Featuring a Quick Lever™ Closure, these heavy-duty UN-certified drums comply with 49 CFR 173.3(c) regulations when paired with a compatible sorbent such as vermiculite. Drums include a multilingual salvage label and feature 12-gauge bolt rings and rubber gaskets. Made of high-quality carbon steel with a rust inhibitor lining, these 16/16/16-gauge drums have an 85-gallon capacity and are sold individually.

### SORBENTS



#### Universal Absorbent Full Weight Pad, 15" x 19" Gray

**KGPF100HR**

Keep your liquid spills contained with Labelmaster's Universal Absorbent Heavy Weight Pads. Their top and bottom layers of FineFiber are made of densely woven strands of fiber to increase surface area, enabling the mat to grip floors securely. The MeltBlown poly fibers create a lofty inner layer that absorbs up to 38 oz. per 15" x 19" pad. The pads are perforated vertically at 9½", saving you money—tear off only what you need. Sold in cases of 100.



#### Vermiculite Grade 4A, Extra-Coarse, 4-cu.-ft. Bag

**Item No. KTV400R**

Labelmaster's Grade 4-A Extra-Coarse Vermiculite is a great choice for providing absorbent cushioning when packaging hazardous materials that may accidentally leak or spill during shipping. Ideal for use with UN-certified wooden boxes and Variation Two shippers, this 4GV packaging accessory is chemically inert, asbestos-free and can absorb liquids and spills of all kinds. Approximately 1.75 cubic ft. of Vermiculite absorbs three gallons of water. Absorption may be different for certain chemical spills. Sold in 4-cubic-ft. bags.

### SPILL KITS



#### 8-Gallon Universal Absorbent Zipper Spill Kit

**KSPKU-TRK**

Quickly tackle on-the-job spills with Labelmaster's 8-gallon Universal Absorbent Zipper Spill Kits. These contain the products needed to absorb small spills up to 8.7 gallons. These convenient kits can be carried with you and deployed when needed. Lightweight and compact in size, they are ideally stored in trucks, boats or cabinets in your facility.



#### 95-Gallon Universal Absorbent Salvage Drum Overpack™ Spill Kit

**KSKA95R**

Quickly tackle on-the-job spills with Labelmaster's 95-gallon Universal Absorbent Salvage Drum Overpack™ Spill Kits. These feature a yellow polyethylene drum and contain a 95-gallon salvage drum, 100 pads, 10 10-ft. socks, 16 4-ft. socks, pack of wipes, jug of ENSORB™, five disposal bags and ties, two pair of nitrile gloves, two pair of goggles, Emergency Response Guide, MSDS and instructions.

## SPACEMASTER



### 8 Legend Flip Placard System for Trailers—Full Frame

81-8FO

This Full Frame Spacemaster System includes 8 placard panels in a single frame: Dangerous Flammable Gas 2, Poison 6, Corrosive 8, Flammable Liquid 3, Oxidizer 5.1, Radioactive 7, Non-Flammable Gas 2 and blank placards meet DOT specifications for transporting hazardous materials. Changing DOT placards when your load changes is as easy as the flip of a panel. Spacemaster eliminates the hassle and expense of replacing placards, so DOT compliance is virtually at your fingertips. Spacemaster frames are constructed of corrosion-resistant, fully formed rigid aluminum that provides superior durability, even under the toughest road conditions. Self-contained placard panels are constructed of aluminum alloy and mill rollercoated with white acrylic paint. Panels lock in place with 4 double-riveted stainless steel pressure fasteners. Legends are silkscreened with UV inks to retard fading, chipping and peeling. Spacemaster Full Frame, 8-Legend Flip Placard System for Trailers sold individually.



### Slidemaster Placard Holder, Full Holder, Anodized Aluminum

80SM97

The Slidemaster Placard Holder for Trucks meets Labelmaster's exacting standards for top-quality construction. This slide-in placard holder features the Easy-Off Ramp, an innovative device that glides placards over the retaining clip so they slide in or out without a hitch. Built with rugged riveted assembly, drain hole and stainless steel clip, Slidemaster holders accommodate metal placards and non-adhesive placards in polycoated tagboard and 20-mil rigid vinyl. Featuring superior durability, this full frame, treated .032 anodized aluminum Slidemaster is weather-resistant and retards oxidation.

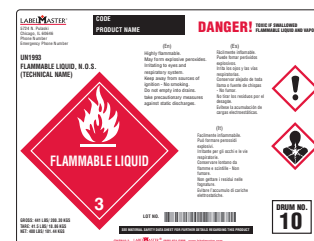
## HAZARD DRUM LABEL

serves two purposes: to help inform employees about the risks of exposure to harmful chemicals, and to help protect shippers from liability. These GHS labels are larger in format but contain the same information as smaller package or container labels. Material options include laser imprintable paper (PLL Series) or laser imprintable vinyl (DV Series), along with permanent adhesive and UV inks that resist fading, chipping and peeling.

### Laser Imprintable Vinyl Drum Label, 8<sup>3</sup>/<sub>8</sub>" x 10<sup>7</sup>/<sub>8</sub>" 2-Color

DV810W2

Take your label customization to the max with Labelmaster's Ready to Use Drum Labels. After specifying one (1) standard DOT color (blue, red, yellow or orange), include all the information you want printed on the label. These labels are printed on our finest-grade laser-imprintable vinyl. In addition to withstanding rough handling, harsh chemicals, extreme temperatures, UV exposure, moisture, scraping and abrasion, it has outstanding adhesion to painted steel, fiber or plastic drums, and meets the IMO 90-day seawater immersion test. Vinyl labels also can be applied at temperatures as low as 10°F with a service temperature range of -40°F to 176°F. Measuring 8<sup>3</sup>/<sub>8</sub>" x 10<sup>7</sup>/<sub>8</sub>", they are sold in packs of 250.



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## PLACARDS

are essential to Dangerous Goods transport. Applying the wrong placards (misrepresenting) can get you placed out of service. Besides communicating the hazard, placarding requirements can determine other compliance issues such as specific hazmat CDL endorsements or extra permits that need to be in the truck while the hazmat is delivered.



### Corrosive Placard, Worded, E-Z Removable Vinyl, Pack of 25 or Case of 900

Z-EZ4

Ensure your full compliance when transporting dangerous corrosives with Labelmaster's Corrosive Worded Placards. These DOT placards meet the requirements of 49 CFR 172.500 for domestic and international shipments of hazardous materials by highway, rail and water. Using UV inks that retard peeling, chipping and fading, they are printed on E-Z Removable Vinyl that is perfect for both long-term and short-term shipping needs and can be removed with little or no residue remaining on the surface. Black and white, these Hazard Class 8 placards measure 273 x 273 mm and are sold in packs of 25 or cases of 900.

## ANATOMY OF A PLACARD

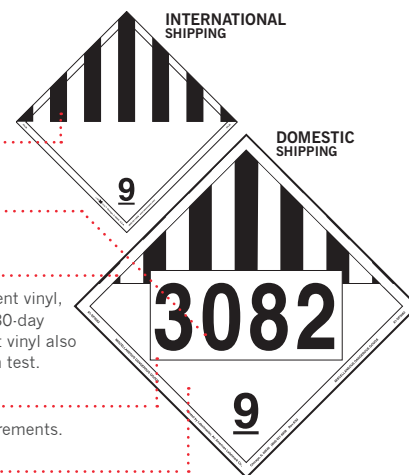
**COLOR** ..... Falls within DOT's color tolerance.

**UN NUMBER** ..... Meets text size requirements.

**DURABILITY** ..... Aluminum, E-Z removable vinyl, permanent vinyl, rigid vinyl and tagboard all meet DOT's 30-day exposure requirements, while permanent vinyl also meets IMO's 90-day seawater immersion test.

**SIZE** ..... Meets text, border and overall size requirements.

**DESIGN** ..... Image and content meet design requirements.



## LITHIUM BATTERIES

are regulated as Dangerous Goods due to their potential volatility. Labelmaster offers a full line of resources to ensure battery shipments move safely and efficiently: UN-compliant packaging, labels and placarding products suitable for ground shipments of prototype batteries, cells, batteries contained in equipment and potentially damaged batteries.



### Lithium Batteries Inside Label, Paper, 5 1/2" x 2"

IL201R

These regulated labels feature internationally recognized pictograms with the message "Lithium Batteries Inside. Do not damage or mishandle this package. If package is damaged, batteries must be quarantined, inspected and repacked." Yellow, black and white, with strong adhesion to corrugated boxes, labels measure 5 1/2" x 2" and are sold in rolls of 500.



### Lithium Battery Handling Label, 120 x 110 mm, Paper, Personalized

L435P

These Lithium Battery Handling Labels are required on all packaging carrying lithium ion batteries or lithium metal batteries by aircraft. Personalized with customer's designation and contact phone number as required by regulations. Customers must specify both the lithium battery type and phone number when ordering.

## SHIP LITHIUM BATTERIES SAFELY—AND SIMPLY

With rules and restrictions changing constantly, trust these Labelmaster resources to make compliant lithium battery shipping easy. [Visit labelmaster.com](http://labelmaster.com) for more details.

- ◆ **U.S. Postal Service tools.** Make sure your shipments comply with the new USPS "Pub 52," with our complete selection of Dangerous Goods packaging and labels.
- ◆ **Peel-away document.** These PHMSA-approved documents must accompany many lithium battery shipments. They comply with the requirements of 49 CFR, ICAO and IMDG Code.
- ◆ **Lithium Battery Advisor.** Simply answer a few questions about your shipment, and the DGIS Lithium Battery Advisor recommends general instructions, required packaging and labels, sample shipping documentation, and labeling and marking diagrams.
- ◆ **Hazcom (HMIS®) Labels** help you comply with OSHA's Hazard Communication Standard. Personalize with Chemical Identity, Health, Flammability and Reactivity hazard ratings for chemicals you use regularly.





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