

Determining Hazardous Substances, aka Reportable Quantities

The following discussion is an explanation to paragraph (3)(ii) in the definition of hazardous substance. Hazardous Substances are defined in 49 CFR Part 171.8 as material including their mixtures and solutions that –

- (1) Is listed in the appendix A to §172.101(List of Hazardous Substances and Reportable Quantities)
- (2) Is in a quantity, in one package, which equals or exceeds the reportable quantity (RQ) listed in the appendix A to §172.101; and
- (3) When in a mixture or solution –
 - (i) For radionuclides, conforms to paragraph 7 of the appendix A to §172.101.
 - (ii) For other than radionuclides, is in a concentration by weight which equals or exceeds the concentration corresponding to the RQ of the material, as shown in the table at the top of the next column.

When determining whether or not you have a hazardous substance for

RQ pounds (kilograms)	Concentration by weight	
	Percent	PPM
5000 (2270).....	10	100,000
1000 (454).....	2	20,000
100 (45.4).....	0.2	2,000
10 (4.54).....	0.02	200
1 (0.454).....	0.002	20

other than radionuclides, you have to consider all three paragraphs. First, determine if the constituent is on the list (for waste, you may have to use the unlisted characteristic waste codes). Next, you must compare the weight of the constituent to the RQ value for the constituent listed. If the constituent weight equals or exceeds the RQ value then the second criteria is met. Finally, the concentration of the constituent in a mixture or solution must also either equal or exceed the concentration by weight listed for the RQ value in the table. In other words, if the RQ for the constituent listed is 10 pounds, the concentration of the constituent in the mixture or solution must be at least 0.02 percent. If it is not, then your constituent is “kicked out” of being an RQ. The concentration must always be considered, but it only makes

a difference if the package weighs at least 50,000 pounds. You can quickly see this by dividing the RQ value by the weight percentage (e.g. 5000 lbs divided by 10% = 50,000 lbs). The same goes for 10 lbs divided by 0.02% = 50,000 lbs. Any package weighing less than 50,000 pounds where the constituent equals or exceeds the RQ will result in a concentration by weight always exceeding the required concentration percentage.

Below are some examples to demonstrate how with the same constituent in different concentrations and weights can end up with different results. There are three questions posed on the table, and all three must be answered with yes for the constituent to meet the definition of a Hazardous Substance per DOT.

Constituent	Constituent Listed on Table 1 in App A?	Total Amount of Mixture or Solution in Pounds	Concentration in Percent of Constituent	Constituent Weight in Pounds (Mixture x Concentration Percent)	RQ Value in Pounds from Table 1 in App A	Equal or Exceed RQ? (Actual Constituent Weight ÷ RQ Value)	Concentration Minimum in Percent (from Table in Definition)	Equal or Exceed Concentration Minimum? (Actual Concentration Compared to Minimum)	Three Yes Answers Required to Meet Definition of Hazardous Substance
Copper Chloride	Yes	40	5 %	2	10	No	0.02 %	Yes 5 > 0.02	Negative
Copper Chloride	Yes	400	3 %	12	10	Yes	0.02 %	Yes 3 > 0.02	Affirmative
Copper Chloride	Yes	60,000	0.018 %	10.8	10	Yes	0.02 %	No 0.018 < 0.02	Negative
Copper Chloride	Yes	49,995	0.02 %	9.999	10	No	0.02 %	Yes 0.02 = 0.02	Negative

Latest Happenings in the Federal Register

PHMSA Assessing Class 3 Volatility Risks

On January 18, 2017 (82 FR 5499) Pipeline Hazardous Materials Safety Administration (PHMSA) published an advance notice of proposed rulemaking (ANPRM) that would revise the Hazardous Materials Regulations (HMR) to establish vapor pressure limits for unrefined petroleum-based products and potentially all Class 3 flammable liquid hazardous materials that would apply during the transportation of the products or materials by any mode. PHMSA is currently assessing the merits of a petition for rulemaking submitted by the State of New York regarding vapor pressure standards for the transportation of crude oil. PHMSA will use the comments in response to this ANPRM to help assess and respond to the petition and to evaluate any other potential regulatory actions related to sampling and testing of crude oil and other Class 3 hazardous materials. PHMSA will also evaluate the potential safety benefits and costs of utilizing vapor pressure thresholds within the hazardous materials classification process for unrefined petroleum-based products and Class 3 hazardous materials. Comments must be received by March 20, 2017.

Information Collection Activities for Hazmat

On January 17, 2017 (82 FR 4965) Pipeline and Hazardous Materials Safety Administration (PHMSA) submitted a notice and request for comments on Information Collection Approvals. This notice announced Office of Management and Budget (OMB) approval and extension for four Information Collection Requests (ICRs). Specifically, this notice announced the following: OMB approval and extension until February 28, 2018 for OMB Control No. 2137-0586, "Hazardous Materials Public Sector Training & Planning Grants"; OMB

approval and extension until March 31, 2019 for OMB Control No. 2137-0628, "Flammable Hazardous Materials by Rail Transportation"; and OMB approval and extension until June 30, 2019 for both OMB Control No. 2137-0613, "Subsidiary Hazard Class and Number/Type of Packagings," and OMB Control No. 2137-0510, "Radioactive (RAM) Transportation Requirements." The expiration dates for the ICRs approved by OMB are February 28, 2018; March 31, 2019; or June 30, 2019, as indicated under the SUPPLEMENTARY INFORMATION section of the notice.

Suspension of Electronic On-line Filings

On January 17, 2017 (82 FR 5292) Federal Motor Carrier Safety Administration issued a final rule suspending previous effective date and temporary final rule of its regulations requiring existing interstate motor carriers, freight forwarders, brokers, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants, and cargo tank facilities under FMCSA jurisdiction to submit required registration and biennial update information to the Agency via a new electronic on-line Unified Registration System (URS). During this suspension, entities needing to file will follow the same procedures and forms used to submit information to FMCSA as they do today. This rule was made effective January 14, 2017. Petitions for reconsideration were to be received by February 16, 2017.

Prioritizing Chemicals for Risk Evaluation

On January 17, 2017 (82 FR 8425), as required under section 6(b)(1) of the Toxic Substances Control Act (TSCA), Environment Protection Agency (EPA) proposed a final rule to establish a risk-based screening process and criteria that EPA will use to identify

chemical substances as either High-Priority Substances for risk evaluation, or Low-Priority Substances for which risk evaluations are not warranted at the time. The proposed rule describes the processes for identifying potential candidates for prioritization, selecting a candidate, screening that candidate against certain criteria, formally initiating the prioritization process, providing opportunities for public comment, and proposing and finalizing designations of priority. Prioritization is the initial step in a new process of existing chemical substance review and risk management activity established under recent amendments to TSCA. Comments must be received on or before March 20, 2017.

EPA Accidental Risk Prevention Requirements

On January 14, 2017 (82 FR 4594) Environmental Protection Agency (EPA), in response to Executive Order 13650, amended its Risk Management Program regulations in a final rule. The revisions contain several changes to the accident prevention program requirements including an additional analysis of safer technology and alternatives as part of the process hazard analysis for some Program 3 processes, third-party audits and incident investigation root cause analysis for Program 2 and Program 3 processes; enhancements to the emergency preparedness requirements; increased public availability of chemical hazard information; and several other changes to certain regulatory definitions and data elements submitted in risk management plans. These amendments seek to improve chemical process safety, assist local emergency authorities in planning for and responding to accidents, and improve public awareness of chemical hazards at regulated sources. This final rule is effective on March 14, 2017.

Continued on page 3

Latest Happenings in the Federal Register (cont.)

Minor Corrections to Training Standards Ruling

On January 4, 2017 (82 FR 2915) Federal Motor Carrier Safety Administration made a final rule correction that appeared in the Federal Register of December 8, 2016 (81 FR 88732), regarding the establishment of new minimum training standards for certain individuals applying for their commercial driver's license (CDL) for the first time; an upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL); or a hazardous materials (H), passenger (P), or school bus (S) endorsement for the first time. The minor corrections will fix errors in the final rule published on December 8, 2016. The effective date of this correction was February 6, 2017.

Financial Responsibility—Motor Carriers, Freight Forwarders, and Brokers

On December 30, 2016 (81 FR 96565) Federal Motor Carrier Safety Administration (FMCSA) announced in a Notice and Request for Comments its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. The FMCSA requests approval to extend an ICR titled, "Financial Responsibility—Motor Carriers, Freight Forwarders, and Brokers," which is used to provide registered motor carriers, property brokers, and freight forwarders a means of meeting financial responsibility filing requirements. This ICR sets forth the financial responsibility documentation requirements for motor carriers, freight forwarders, and brokers that arise as a result of the Agency's jurisdictional statutes at 49 U.S.C. 13501 and 13531. The Agency is revising this ICR due to the implementation of a Final Rule entitled "Unified Registration System" (78 FR 52608, August 23, 2013) that extended the financial responsibility filing requirement to exempt for-hire

motor carriers and private interstate motor carriers of hazardous materials. Comments must be received by the agency on or before February 28, 2017.

NRC Increases Insurance Coverage for Nuclear Reactors

On December 30, 2016 (81 FR 96347) the U.S. Nuclear Regulatory Commission (NRC) amended its regulations in a Final Rule to increase the required amount of primary nuclear liability insurance from \$375 million to \$450 million for each nuclear reactor that is licensed to operate, is designed for the production of electrical energy, and has a rated capacity of 100,000 electrical kilowatts or more. This change conforms to the provision in the Price-Anderson Amendments Act of 1988 (Pub. L. 100-408) (Price-Anderson Act) that the amount of primary financial protection required of licensees by the NRC shall be the maximum amount available at reasonable cost and on reasonable terms from private sources. This Final Rule was effective January 1, 2017.

NRC Discontinues Some Rulemaking Activities

Effective December 28, 2016 (81 FR 95410) the U.S. Nuclear Regulatory Commission (NRC) discontinued the rulemaking activities associated with potential changes to its radiation protection and reactor effluents regulations. The purpose of this action is to inform members of the public that these rulemaking activities are being discontinued and to provide a brief discussion of the NRC's decision to discontinue them. These rulemaking activities will no longer be reported in the NRC's portion of the Unified Agenda of Regulatory and Deregulatory Actions (the Unified Agenda).

Drug and Alcohol Testing by Staffing Agencies

On December 23, 2016 (81 FR 94481) Federal Motor Carrier Safety Administration



(FMCSA) issued a Notice of Enforcement Guidance addressing commercial driver staffing agencies that employ commercial drivers who are supplied to motor carriers to operate commercial motor vehicles (CMV). If these CMVs require a commercial driver's license (CDL), the drivers are subject to the U.S. Department of Transportation (DOT) controlled substances (drug) and alcohol testing regulations. Under the Federal Motor Carrier Safety Regulations (FMCSR), a driver staffing agency may qualify as an employer. This enforcement guidance was made effective immediately upon release of the notice.

EPA Designates 10 Substances

On December 19, 2016 (81 FR 91927), as required by the Toxic Substances Control Act (TSCA), as amended by the Frank R. Lautenberg Chemical Safety for the 21st Century Act in June 2016, EPA published a notice of an initial list of ten (10) chemical substances that will be the subject of the Agency's chemical risk evaluations to determine whether the chemical substances present an unreasonable risk of injury to health or the environment. The law requires that EPA initiate risk evaluations on 10 chemical substances drawn from the 2014 update of the TSCA Work Plan for Chemical Assessments and that EPA publish this list within 180 days of enactment (i.e., by December 19, 2016). EPA's designation of the first ten chemical substances constitutes the initiation of the risk evaluation process for each of

Continued on page 4

Latest Happenings in the Federal Register (cont.)

these chemical substances, pursuant to the requirements of TSCA section 6(b)(4). For each chemical substance, within six months from the date of publication of this notice, EPA will issue a scoping document. EPA has also established dockets for each of these chemical substances to document each risk evaluation and to facilitate receipt of information that will be useful to the Agency's risk evaluation. The 10 chemical substances for which EPA is initiating risk evaluations are as follows:

- 1,4-Dioxane;
- 1-Bromopropane;
- Asbestos;
- Carbon Tetrachloride;
- Cyclic Aliphatic Bromide Cluster (HBCD);
- Methylene Chloride;
- N-Methylpyrrolidone (NMP);
- Pigment Violet 29 (Anthra[2,1,9-def:6,5,10-d'e'f']diisoquinoline-1,3,8,10(2H,9H)-tetrone);
- Trichloroethylene (TCE);
- Tetrachloroethylene (also known as perchloroethylene).

TSCA Reporting and Recordkeeping Requirements

On December 15, 2016 Environmental Protection Agency (EPA) issued a notice (81 FR 90840) requesting public comment on whether a revision of the current size standard definitions is warranted at this time concerning size standards for small manufacturers and processors. On June 22, 2016, President Obama signed into law the Frank R. Lautenberg Chemical Safety for the 21st Century Act which amended the Toxic Substance Control Act (TSCA). TSCA, as amended, requiring EPA to review the size standards for small manufacturers and processors, which are currently used in connection with reporting regulations under TSCA Section 8(a). In particular, EPA must make a determination whether a revision of those standards is warranted. EPA's preliminary determination is that

revisions to currently codified size standards for TSCA Section 8(a) are indeed warranted. As part of the ongoing review process, the EPA requested public comment on or before January 17, 2017.

Inorganic Byproduct Chemical Substances Reporting

On December 15, 2016 Environmental Protection Agency (EPA) gave notice (81 FR 90843) that it intends to establish a Negotiated Rulemaking Committee under the Federal Advisory Committee Act (FACA) and the Negotiated Rulemaking Act (NRA). The objective of the Negotiated Rulemaking Committee will be to negotiate a proposed rule that would limit chemical data reporting requirements under section 8(a) of the Toxic Substances Control Act (TSCA), as amended by the Frank R. Lautenberg Chemical Safety for the 21st Century Act, for manufacturers of any inorganic byproduct chemical substances, when such byproduct chemical substances are subsequently recycled, reused, or reprocessed. The purpose of the Negotiated Rulemaking Committee will be to conduct discussions in a good faith attempt to reach consensus on proposed regulatory language. This negotiation process is required by section 8(a)(6) of TSCA. The Negotiated Rulemaking Committee will consist of representatives of parties with a definable stake in the outcome of the proposed requirements. Comments were to be received on or before January 17, 2017.

DOT Specification 39 Cylinders Safety Notice

On December 13, 2016 Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a safety advisory notice (81 FR 90061) to inform offerors and users of DOT Specification 39 (DOT-39) cylinders that DOT-39 cylinders with an internal volume exceeding 75 cubic inches (in³) (1.23 L) should not be filled with liquefied flammable compressed gas. PHMSA maintains filling or transporting DOT-39 cylinders with an internal volume exceeding 75 in³ (1.23 L) is not safe.

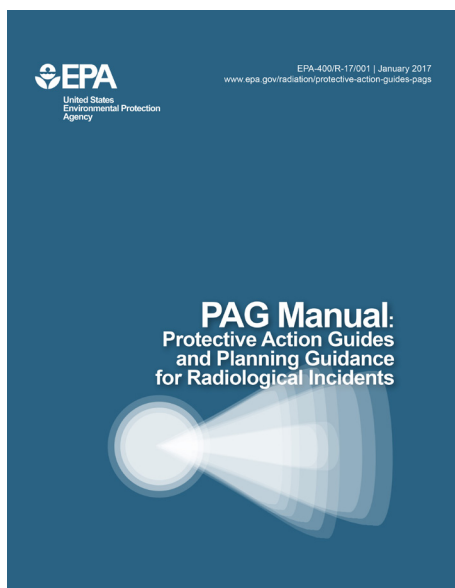
Continued on page 5



What's wrong with this picture?

Are your eyes playing tricks on you? This "oops" catches your eye and may serve as a "lesson learned" moment. At first glance, most people see the word "Radioactive" until their eyes focus more keenly on it. Then, the question becomes, "What is it?", "Where is the yellow?", and then, "How did it happen?" This is a radioactive shipment that had the top of the placard fall off, exposing the top half of a Dangerous placard. The wording actually blends in quite nicely with the lower portion of the Radioactive placard. You have to wonder if the driver drove the distance that requires checking the load while enroute and if so, was the load checked (first 50 miles, after each change of duty status, every three hours or 150 miles). If the driver had checked the load enroute this error may have been discovered and corrected. This is a good lesson learned moment to remind drivers that while checking their load securement, they need to check any placards to make sure they have not "morphed" into something unrecognizable. They should also check if placards need to be cleaned.

Latest Happenings in the Federal Register (cont.)



Final Revision to the EPA PAG Manual

On December 8, 2016 the U.S. Environmental Protection Agency (EPA) issued a notice of document availability (81 FR 88679) concerning a final revision of the PAG Manual: Protective Action guides and Planning Guidance for Radiological Incidents ("PAG Manual" hereafter). As part of its mission to protect human health and the environment, the EPA publishes protective action guides to help federal, state, local and tribal emergency response officials make radiation protection decisions during emergencies. The EPA, in coordination with a multi-agency working group within the Federal Radiological Preparedness Coordinating Committee (FRPCC), has made final updates to the 1992 Manual of Protective Action Guides and Protective Actions for Nuclear Incidents, referred to as "The 1992 PAG Manual" (EPA 400-R-92-001, May 1992). The updated guidance in the revised PAG Manual applies the protective action guides (PAGs) to incidents other than nuclear power plant accidents, updates the radiation dosimetry and dose calculations based on current science and incorporates

late phase guidance. The final revisions incorporate input from public comments received in 2013 and include clarifications based on those comments. The Agency plans to finalize drinking water guidance after incorporating public comments on a proposal published in June 2016. The intention is to add it as a section in the Intermediate Phase chapter of the PAG Manual and reissue the PAG Manual once complete. The final revision of the PAG Manual is now available at: www.regulations.gov

Commercial Driver's License Drug and Alcohol Clearinghouse

On December 5, 2016 FMCSA amended the Federal Motor Carrier Safety Regulations in a Final Rule (81 FR 87686) to establish requirements for the Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse), a database under the Agency's administration that will contain information about violations of FMCSA's drug and alcohol testing program for the holders of commercial driver's licenses (CDLs). This rule is mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21). It will improve roadway safety by identifying commercial motor vehicle (CMV) drivers who have committed drug and alcohol violations that render them ineligible to operate a CMV. The effective date of the Final Rule is January 4, 2017 and the compliance date was January 6, 2020.

PHMSA and FAA Propose to Align With International Standards

On December 5, 2016 Pipeline and Hazardous Materials Safety Administration (PHMSA) in consultation with the Federal Aviation Administration (FAA), proposed to amend (81 FR 87510) the Hazardous Materials Regulations (HMR) to align with current international standards for the air transportation of hazardous materials. The proposals in



this rule would amend certain special provisions, packaging requirements, notification of pilot-in-command (NOTOC) requirements, and exceptions for passengers and crew members. In addition to harmonization with international standards, several of the proposals in this rule are responsive to petitions for rulemaking submitted by the regulated community. PHMSA invites all interested persons to provide comments regarding these proposed revisions. Comments were to be received by February 3, 2017.

NRC Makes Miscellaneous Corrections

On December 2, 2016 the U.S. Nuclear Regulatory Commission (NRC) amended its regulations in a final rule (81 FR 86906) to make miscellaneous corrections. The amendments included correcting a senior NRC management position title; correcting terminology for consistency in NRC regulations; and correcting contact information, references, typographical errors, and misspellings. This document is necessary to inform the public of these non-substantive amendments to the NRC's regulations. This rule was effective December 30, 2016.

Continued on page 6

Latest Happenings in the Federal Register (cont.)

Hazardous Waste Export-Import Revisions

On November 28, 2016 the Environmental Protection Agency (EPA) amended existing regulations in a final rule (81 FR 85696) regarding the export and import of hazardous wastes from and into the United States. This final rule is effective on December 31, 2016.

EPA is making these changes to: Provide greater protection to human health and the environment by making existing export and import related requirements more consistent with the current import-export requirements for shipments between members of the Organization for Economic Cooperation and Development (OECD); enable electronic submittal to EPA of all export and import-related documents (e.g., export notices, export annual reports); and enable electronic validation of consent in the Automated Export System (AES) for export shipments subject to RCRA export consent requirements prior to exit. The AES resides in the U.S. Customs and Border Protection's Automated Commercial Environment (ACE). The compliance dates for the various new and updated provisions in this action can be found in section II.D. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 31, 2016.

Hazardous Waste Generator Improvements Rule

On November 28, 2016 United States Environmental Protection Agency (EPA) published a final rule (81 FR 85732) concerning hazardous waste generator improvements. This final rule is effective on May 30, 2017. With this action, the EPA is finalizing revisions to the Resource Conservation and Recovery Act's (RCRA) hazardous waste generator regulatory program proposed on September 25, 2015. There are several objectives to these

revisions. They include reorganizing the hazardous waste generator regulations to make them more user-friendly and thus improve their usability by the regulated community; providing a better understanding of how the RCRA hazardous waste generator regulatory program works; addressing gaps in the existing regulations to strengthen environmental protection; providing greater flexibility for hazardous waste generators to manage their hazardous waste in a cost-effective and protective manner; and making technical corrections and conforming changes to address inadvertent errors and remove obsolete references to programs that no longer exist. This final rule responds to the comments of EPA stakeholders, taking into consideration the mission of EPA and the goals of RCRA. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 30, 2017.

8 Hour Break Exemption

On November 22, 2016 Federal Motor Carrier Safety Administration (FMCSA) announced the extension of the exemption from the 30-minute rest break requirement granted to the American Trucking Associations, Inc. (ATA) on August 21, 2015, on behalf of motor carriers whose drivers transport security-sensitive hazardous materials (HM) requiring constant attendance on the vehicle. The Agency extends the expiration date from August 21, 2015 to August 20, 2020, in response to section 5206(b)(2)(A) of the "Fixing America's Surface Transportation Act" (FAST Act), which extends hours-of-service (HOS) exemptions in effect on the date of enactment to 5 years from their date of issuance. The ATA rest break exemption is limited to drivers transporting HM loads requiring placarding under the HM regulations or select agents and toxins identified in the HM regulations that do

not require placarding, and who have filed security plans requiring constant attendance of HM. The Agency previously determined that the CMV operations of drivers under this exemption would likely achieve a level of safety equivalent to or greater than the level of safety that would be obtained in the absence of the exemption.

Identification Numbers on Cargo Tanks Containing Petroleum Based Fuel

On November 21, 2016 (81 FR 83190) the Pipeline and Hazardous Materials Safety Administration (PHMSA) published an advance notice of proposed rulemaking (ANPRM) in response to the Protecting our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2016, which reauthorizes the pipeline safety program and requires a number of reports and mandates. The PIPES Act requires PHMSA to take regulatory actions to establish minimum safety standards for underground natural gas storage facilities; to update the minimum safety standards for permanent, small scale liquefied natural gas pipeline facilities; and to publish an ANPRM to address a petition for rulemaking proposing hazardous materials regulations related to the marking of identification numbers on cargo tanks. This ANPRM specifically addresses the PIPES Act requirement applicable to the petition for rulemaking related to the marking of identification numbers on cargo tanks. PHMSA will consider the comments, data, and information received in any future action related to the petition. Comments were to be received by February 21, 2017.

Class Schedule March 2017 – July 2017

Course	Date	Location
Advanced Hazardous Waste Shipper Certification Training	March 14-16, 2017	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	March 15, 2017	Richland, WA
Load Securement for Drivers and Traffic Personnel	March 16, 2017	Richland, WA
Advanced Mixed Waste Shipper Certification Training	March 27-30, 2017	Richland, WA
Hazardous Material General Awareness Transportation Training	April 4, 2017	Richland, WA
Advanced Radioactive Material Shipper Certification Training	April 4-6, 2017	Albuquerque, NM
Load Securement for Drivers and Traffic Personnel	April 5, 2017	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	April 6, 2017	Richland, WA
Advanced Radioactive Material Shipper Certification Training	April 11-13, 2017	Las Vegas, NV
Advanced Radioactive Material Shipper Certification Training	April 18-20, 2017	Richland, WA
Hazardous Materials Drivers Training	April 19, 2017	Richland, WA
Load Securement for Drivers and Traffic Personnel	April 26, 2017	Richland, WA
Advanced Mixed Waste Shipper Certification Training	May 1-4, 2017	Albuquerque, NM
Highway Route Control Quantity (HRCQ)	May 3, 2017	Richland, WA
Hazardous Materials Drivers Training	May 4, 2017	Richland, WA
Advanced Mixed Waste Shipper Certification Training	May 8-11, 2017	Las Vegas, NV
Hazardous Material General Awareness Transportation Training	May 9, 2017	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	May 10, 2017	Richland, WA
Advanced Mixed Waste Shipper Certification Training	May 15-18, 2017	Richland, WA
Load Securement for Drivers and Traffic Personnel	May 24, 2017	Richland, WA
Hazardous Material General Awareness Transportation Training	May 31, 2017	Richland, WA
General Packaging Requirements for the Transport of HazMat	May 31, 2017	Richland, WA
Radioactive Material Packaging Training	June 1, 2017	Richland, WA
Hazardous Materials Drivers Training	June 6, 2017	Richland, WA
Highway Route Control Quantity (HRCQ)	June 6-7, 2017	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	June 8, 2017	Richland, WA
Federal Motor Carrier Safety Regulations for Managers & Supervisors	June 13-14, 2017	Richland, WA
Reasonable Suspicion Training for Supervisors	June 15, 2017	Richland, WA
Load Securement for Drivers and Traffic Personnel	June 20, 2017	Aiken, SC

Class dates and locations are subject to change

Continued on page 8

Class Schedule March 2017 – July 2017

Course	Date	Location
Hazardous Material General Awareness Transportation Training	June 21, 2017	Richland, WA
Basic Level Transportation Training – Mod 1– Basic Hazardous Material	June 26-27, 2017	Las Vegas, NV
Basic Level Transportation Training – Mod 2– Basic Hazardous Waste	June 28, 2017	Las Vegas, NV
Basic Level Transportation Training – Mod 3– Basic Radioactive Material	June 28-29, 2017	Las Vegas, NV
*Attend all three modules consecutively for \$1,550.00 (savings of \$600.00)		
Federal Motor Carrier Safety Regulations for Drivers	June 27, 2017	Richland, WA
Load Securement for Drivers and Traffic Personnel	June 28, 2017	Richland, WA
Basic Level Transportation Training – Mod 1– Basic Hazardous Material	July 10-11, 2017	Albuquerque, NM
Basic Level Transportation Training – Mod 2– Basic Hazardous Waste	July 12, 2017	Albuquerque, NM
Basic Level Transportation Training – Mod 3– Basic Radioactive Material	July 12-13, 2017	Albuquerque, NM
*Attend all three modules consecutively for \$1,550.00 (savings of \$600.00)		
IATA: Transportation of Dangerous Goods by Air Shipper Certification Training	July 11-13, 2017	Las Vegas, NV
Hazardous Material General Awareness Transportation Training	July 12, 2017	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	July 13, 2017	Richland, WA
Basic Level Transportation Training – Mod 1– Basic Hazardous Material	July 17-18, 2017	Richland, WA
Basic Level Transportation Training – Mod 2– Basic Hazardous Waste	July 19, 2017	Richland, WA
Basic Level Transportation Training – Mod 3– Basic Radioactive Material	July 19-20, 2017	Richland, WA
*Attend all three modules consecutively for \$1,550.00 (savings of \$600.00)		

Class dates and locations are subject to change



Here are some e-mail addresses you may want to update:

Merrie Schilperoort	Merrie.Schilperoort@atkinsglobal.com	(509) 420-5468
Jennifer Keszler	Jennifer.Keszler@atkinsglobal.com	(509) 420-5462
Lauren Koon	Lauren.Koon@atkinsglobal.com	(803) 873-9394
Kevin Loomis	Kevin.Loomis@atkinsglobal.com	(509) 420-5445
Bradley Scott	Brad.Scott@atkinsglobal.com	(509) 420-5456
Julie Waddoups	Julie.Waddoups@atkinsglobal.com	(509) 420-5464
Steve Anglesey	Steve.Anglesey@atkinsglobal.com	(509) 420-5462
Roger Moerman	Roger.Moerman@atkinsglobal.com	(509) 420-5566

We look forward to seeing you in class soon.

