



# HMAC

HAZARDS MANAGEMENT ADVISORY COUNCIL

Union/Middlesex



"Dedicated to promoting safe, secure facilities through training, communications, and incident management."

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## Special Points of Interest:

- President's Message
- Truckers Face Background Checks
- Member News
  - Portable Tank Seminar
  - Training-It's The Law

## Upcoming Events

### Transportation Committee

The Transportation Committee meets on the third Thursday of every month at Rahway City Hall. The meetings begin at 9 a.m. and usually run to about 10:30 a.m. For directions or additional information please call (732) 431-5445.

April 14th

General Awareness Training

May 26th

Air Update Seminar

October 13th

Portable Tank Seminar

November 10th

General Awareness Training

## Membership Drive

HMAC is actively seeking New Members for the organization. If you would like more information on the HMAC Organization or would like to be sent an application for Membership please contact Joanne Vero at (732) 431-5445.

## President's Message By Joseph Barbanel

As HMAC begins 2005, we are reminded of the ongoing need for Hazards Management. From the tsunami that has raged through southern Asia to the railcar incidents involving chlorine and hydrogen peroxide, the skills and responses of trained experts is critical to helping people.

The environment of guarding against terrorism highlights these concerns. We are aware that very few of the activities which have taken place over the past three and a half years have made the newspapers. That is by design. However, there has been a tremendous level of effort that has been put forth by public and private sectors alike.

These efforts are kept out of the public's awareness so as to preserve the effectiveness of the people and tools by which we are protecting ourselves.

Unfortunately, this prudent level of secrecy, combined with its effectiveness, has given a false sense of security to many in the general public and in industry. We cannot confuse the relative peace that we have enjoyed from September 12, 2001 until today with the idea that there is no longer a strong need for programs and practices in the public and private sectors.

The need for HMAC and its role are stronger than ever.

We have met with the

leaders of the New Jersey Department of Homeland Security. They are enthused about HMAC and what it can do to make New Jersey a safer place to live and work. These leaders want us to continue with our Security Hardening Tool that the Risk Management/Risk Communications Committee (under the leadership of Gus Elsner at Infineum) has begun to develop. They are encouraging HMAC to participate in drills. As an example, HMAC is facilitating participation in the upcoming TOPOFF3 Terrorist drill, hosted in the U.S. by the Department of Homeland Security. HMAC members and selected Union/Middlesex (continued on page 3)

## Truckers Face Background Checks The News Tribune, Tacoma WA

The 40,000 Washington truck drivers who are licensed to haul explosives, gasoline and poisonous chemicals soon must be fingerprinted and undergo background checks to make sure they aren't criminals or terrorists.

"Our goal is to secure every mode of transportation", said Darrin Kayser, spokesman for the Transportation Security Administration in Washington, D. C. "Just as we do background checks on airport workers, pilots, our screen-

ers, we also want those individuals who have access to potentially threatening cargos to have those background checks."

The TSA has done a preliminary security check on the 2.7 million drivers (continued on page 2)

# Truckers Face Background Checks

The News Tribune, Tacoma WA

(continued from page 1)

nationwide who are licensed to carry hazardous materials, including those in Washington state. That check matched drivers' names against Homeland Security Department terrorist watch list using databases by the FBI, CIA and Interpol. It turned up only one person of interest, and he was deported, Kayser said.

Fingerprinting will enable the FBI to do a more thorough check.

The TSA is in the process of hiring a company to set up shop in Washington and other states to collect fingerprints and forward them to the FBI. Agency officials hope to award the contract by the end of the year. The program would begin January 31st.

Jetliner attacks on the World Trade Center and the Pentagon demonstrated how common vehicles can be transformed into weapons of mass destruction. When Congress passed the USA Patriot Act a few months after the September 11, 2001, attacks, it required the background checks for truck drivers whose cargo could be used to kill hundreds or thousands, as a 12,000-gallon gasoline tanker could be in the wrong hands.

The fingerprinting requirement was supposed to go into effect in July, but had to be postponed. Like many states, Washington was not prepared.

Fingerprinting and background checks are common for many occupations in Washington. Teachers, social workers and others who come in frequent contact with children or vulnerable adults must undergo checks on their criminal history, and their prints are submitted to the Washington State Patrol.

The State Patrol could handle the additional work, but it has only one location where digital fingerprinting is done, said Mike Bieker, project coordinator for the state Department of Licensing's commercial driver division.

"The biggest problem would be the hardship on drivers," he said. "There's

only one State Patrol office that has live-scan digital fingerprinting, and that's in Olympia, but we have truck drivers throughout the state."

Licensing officials also considered sending truck drivers to local police departments, but many departments use the manual ink roll method that has an unacceptable error rate, according to Bieker.

Digital fingerprinting scanners are more reliable, but those machines are mostly used in jail booking areas, "and that's not a place we could send drivers," he said.

Consequently, the Licensing Department probably will use whatever company federal officials hire, he said. Not all commercial drivers must be fingerprinted, only those who want a hazardous materials endorsement.

"The drivers are supportive," said Jim Tutton, vice president of the Washington Trucking Association. "They understand the need for it."

However, drivers probably will have to shoulder the cost of the background checks themselves. TSA estimates the fee will be about \$100.

"It's being left to the individual drivers," said Bill Kidd, director of external affairs for BP, which has 28 drivers in Seattle and 15 in Portland who deliver gasoline to BP service stations in the Northwest.

"We're just encouraging them to get in before their commercial license expires. We don't want them to wait till the last minute."

"It doesn't seem to be raising much of a level of consternation with our people," he added.

Tammie Cole, controller for Reinhard Petroleum in Pacific, said she doesn't expect the federal checks to turn up much—at least, not for her drivers.

"We actually do run a background check that goes back about 10 years," Cole said of the 65 drivers that work for Reinhard. "It gives us their criminal background and their driving record."

Reinhard's drivers haul gasoline and diesel fuel to such clients as Union 76 and Safeway. Other trucking companies also use companies to check on their drivers.

Bieker said commercial driver's licenses and the hazardous materials endorsements are good for five years, so it will take five years to conduct checks on all drivers as they renew their licenses.

In April, state licensing officials sent the list of 40,000 drivers' names to TSA, but has only one inquiry about a driver's address.

"They did contact us on one driver, but they have not told us we have any folks who are a threat in their eyes," said Gibb Kingsley, manager of Washington's Commercial Driver License Division.

If the TSA does find a disqualifying crime, the agency will tell state licensing officials to revoke the driver's hazardous material endorsement. There will be an appeal process for instances of mistaken identity or incorrect criminal history records.

The HMAC Advisor is a publication of the Union/Middlesex Hazards Management Advisory Council. The Advisor solicits all articles, photos and items of interest.

If you would like to contribute articles to The Advisor please contact the HMAC Administrative Team at (732) 431-5445 or [info@hmac-inc.org](mailto:info@hmac-inc.org).

# Member News

## Transportation Committee Holds Portable Tank Seminar - Joy Romeo of Noveon

The Transportation Committee sponsored a 1/2 day Portable Tank Seminar on September 23, 2004. If you were not there, let me tell you what you've missed. One of the most informative presentations on portable tanks, that's all. The seminar covered the structure of portable tanks, their use and handling, as well as,



Mike Daum presenting to the group.

the appropriate domestic and international regulatory requirements concerning them.

Attended by both public and private sector persons, Michael (Mike) Daum of Leschaco, Inc., and a HMAC Transportation Committee member put on a class in sufficient detail, explaining in easy to understand language, all a shipper

or local responder needs to know and to the appropriate sources to review in the regulations.

Comments made by the attendees as they were leaving more than support the quality of the presentation and the future need for similar seminars and/or workshops. **Good Job Mike!**

For information on HMAC's next training or workshop, please contact our Administrative Office at (732) 431-5445.

## President's Message (continued from page 1)

County Industries will be part of this international exercise. DHS officers relying on our Transportation Committee (led by Joy Romeo of Noveon and Joe Cleveland of Cleveland Packaging) to continue its excellent work in training people on how to ship goods correctly.

As we move forward, HMAC needs its members to continue the commitment to performance excellence in all areas of hazards management. Our first 20 years have seen dramatic growth in the sources of hazards, but the skills and tools for managing those hazards remain HMAC's charter. We look forward to working with you.

Best wishes for the New Year and Beyond.

## Training It's The Law!

The Transportation Committee held a seminar on December 2, 2004 "Training—It's the Law!". The training was held at the Middlesex Fire Academy, Sayreville, NJ.

The course is a DOT requirement for initial training as well as recurrent training. It is a general awareness training fulfilling the requirements of 49 CFR, Part 172, Sub part H (172.704).

The Introduction was conducted by Joy Romeo, Customer Service Coordinator of Noveon Lubrizol and Co-Chairperson of the Transportation Committee. Barbara Konrad, Manager of Honeywell Logistics, presented the Hazardous Materials Regulatory Requirements for classification, packaging, marking, labeling, placarding and security.

Anthony Iannarelli, Attorney at Law, presented a session on hazmat inspections, commitments, and how a hazmat employee should perform their job function within the law.

Ron Stokes, Manager of ExxonMobil, presented the shipping documentation functions specific on shipping papers, shipper's certification, and special requirements for shipping hazmat shipments.

The Safety Portion was presented by Ted Cashel of the Emergency Response Department working with the NJ State Police. Ted explained how to use the Emergency Response Guidebook. A test was given to all in attendance. Many handouts including the CFR 49 regulation book and the most recent CD on Security offered by the DOT. Those in attendance were given a certificate of attendance for their employers file.

All speakers are members of the Transportation Committee. The committee meets every 3rd Thursday of the month at Rahway City Hall. We welcome anyone interested to join us.

### Our Mission

To promote Homeland Security and the responsible handling of hazardous materials in Union and Middlesex Counties.

To promote education to responders, industry, government officials and the general public regarding hazardous materials and their proper handling.

To educate and unify industry & government in issues surrounding homeland security.

To contribute to a reduction in hazardous materials and security incidents.

To enhance preparedness, response and recovery capabilities in the event of incidents that may impact Union / Middlesex Counties.

To promote open communication among all types of residents Union & Middlesex Counties.

### Our Purpose

To provide a forum to define and address community hazardous materials emergencies and homeland security incidents.

To suggest strategies to reduce defined risks and concerns.

To maximize the use of available federal, state, local and industry resources during emergencies.

To promote a greater shared awareness of problems and resources, to expand the use of mutual aid agreements, to encourage greater inter-agency, inter-jurisdictional and industry involvement and cooperation.

To encourage a higher level of preparedness, and thereby public protection in general.

Serving industry and responders nationwide since 1985



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**Please visit our website: [www.hmac-inc.org](http://www.hmac-inc.org) for more information.**