



Published Monthly

Three Rivers Manufacturers' Association

116 N. Chicago St., Suite 101, Joliet, IL 60432-4204

815.774.6070 F: 815.723.6972 www.trma.org

Editor: Jerry Caamano (jerry.caamano@trma.org)

CANDIDATES HEAR FROM TRMA MEMBERS

More than 200 people attended a candidate forum on September 9, 2010 cosponsored by TRMA, the Will County Center for Economic Development (CED) and the Joliet Region Chamber of Commerce.

"It was obvious from the intense conversations between the guests and the candidates and from the comments that I received afterward that our members place high importance on the November elections and want to be informed," said TRMA Executive Director Jerry Caamano.

Moreover, the forum allowed candidates to hear firsthand the concerns of TRMA members whose businesses and employees are major constituents of the people who seek elective office. "TRMA has always enjoyed good working relationships with elected officials, but office holders are especially keen to hear real life examples from company representatives," Caamano said.

In all, 36 incumbents and challengers for county, judicial and state legislative races attended the forum. Congressional, U.S. Senate and statewide office candidates were invited, but did not attend though some sent representatives. Those who attended were individually introduced.

However, TRMA scheduled individual meetings over the spring and summer with 11th District Congressman Debbie Halvorson, a Democrat, and her Republican challenger, Adam Kinzinger, as well as Congressman Mark Kirk, the Republican candidate for U.S. Senator from Illinois. Kirk's Democratic opponent, Alexi Giannoulas, has an invitation to meet with TRMA, but has so far been unable to schedule a date.

The format for these individual meetings was different from the past, said Caamano. Rather than listening to campaign speeches, TRMA members spent most of the meeting time expressing their views and asking questions of the candidates.



"The primary concerns of TRMA and our individual companies are the cap and trade proposal, the card check legislation, and the potential for increased state and federal regulation," Caamano said. "Whether at the individual meetings or the candidate forum, these were the messages delivered loud and clear."

TRMA's Government Affairs Committee pledged at the start of the year that it would ramp up the organization's involvement in the legislative and regulatory arenas. The individual meetings over the summer with office seekers and the September candidate forum are the result of that commitment, Caamano stressed.

The committee established four primary goals: a government affairs strategy; communication; grass roots initiatives; and tracking legislative and regulatory issues, especially at the local and state levels.

■ New Members

We are especially pleased that these companies recognize the value of belonging to TRMA, especially in tough economic times:

- Corvel Corporation.
- DisposAll Waste Services, LLC
- Natural Resource Technology.

■ ExxonMobil Joliet Refinery reached two safety milestones recently. On August 7th, the site celebrated 365 days injury free for employees and contractors. On September 1st, the site completed 389 days injury free. "This is our best ever in Joliet", said Rick Szalach, Refinery Manager. "Every day from now on will be a new best for us."

■ CITGO Petroleum announced the start-up of the Ultra-Low Sulfur Diesel Unit September 16, 2010. At a cost \$380 million, the project employed 800 contractors. CITGO Petroleum celebrated its 100th anniversary on September 12, 2010.

CANAL TERMINAL COMPANY HOSTS 2010 SPILL DRILL

What happens when a barge breaks loose on a busy river replete with petrochemical loading docks? Though the question is purely rhetorical, the potential for such a scenario certainly exists along the waterways in the TRMA service area. That's why TRMA member companies created Three Rivers Response Cooperative. The co-op is a first responder whose job is to mitigate the effects of accidental industrial discharges.

The Three Rivers Response Cooperative includes Canal Terminal Company; CITGO Petroleum Lemont Refinery; ExxonMobil Joliet Refinery; Flint Hills Resources; IMMT International; INEOS NOVA; Interstate Chemicals; and Stepan Company.

The co-op conducts an annual drill to test the team's effectiveness and this year the drill took place at the Canal Terminal Company's dock in Channahon. "We volunteered, actually," said Cindy Van Duyne, CTC Compliance Manager. "We've been refining our emergency response plan for the past year and a half and we welcomed the opportunity to test it and to familiarize other co-op members with the plan and our facility." And test it they did on August 20 using a table top exercise scenario that intentionally went from bad to worse as local, state and federal responders and regulators observed the co-op's response to the "incident".

The scenario involved the collision of a river tow with a docked barge, which was in the process of discharging decant oil. The barge was set adrift, severing hoses connected to onshore storage and allowing the oil to pour overboard into the river. Moreover, other docked barges with chemical loads were directly in the errant barge's path as it swirled out of control in the river current.

The response team's obvious objectives were to corral the barge, stop the flow of oil and contain the spreading pool of oil in the



river. But those monitoring the drill were specifically interested in the team's knowledge of the response plan, how well it utilized resources, the effectiveness of the communications systems and a unified command, whether proper notifications were carried out and how well the team protected environmentally sensitive areas.

"The exercise met or exceeded the majority of the objectives and it validated the critical role of the response cooperative in the regional response structure," said Del Wilkins, CTC VP. As always the responders and regulators provided valuable feedback on what went well and suggestions for improvement.

Participants, in addition to six co-op team members, were area police and fire departments, the U.S. Coast Guard, the U.S. EPA, the Illinois EPA, the Illinois Emergency Management Agency and the Will County Emergency Management Agency.

Canal Terminal Company is a member of the Canal Barge family of maritime-related companies including Illinois Marine Towing, Inc, which operates a Shipyard in Lemont, IL and provides fleet services throughout the Mid-West.

OSHA CHANGING POLICY FOR OUTREACH TRAINING

OSHA has revised its Outreach Training Program Guidelines to require authorized trainers to limit courses to a maximum of 7 hours per day. This means that all 10-hour courses must be taught over a minimum of two days and 30-hour courses over a minimum of four days. Reducing the length of classroom instruction helps ensure that workers retain important information that may prevent injuries, illnesses and death.

Prior to this change, OSHA had no requirements for how long these classes should last each day. OSHA became concerned that students might miss some essential safety and health training if their attention were to fade while being required to sit through 10 hours of instruction in one day.

Another concern was that training courses presented over compressed time frames of one to three days were not meeting 10- and 30-hour program time requirements. This concern became evident after OSHA reviewed several fraud cases that involved issues with the length of training.

Your Ad Here: In the TRMA Newsletter

Advertisers in the TRMA newsletter reach a select readership of manufacturers and associate members in Will and Grundy Counties. Options include display ad space or inclusion of an insert (copies furnished by you) about your products and services.

RATES

1/4 page	\$175
1/2 page	\$275
1 page insert	\$150



DIVISION UPDATE

The Safety, Maintenance, Environmental and HR divisions met over the summer to plan the programs for the next 12 months. Some of the highlights are:

Safety Division

- OSHA Update
- Best Practices for Delivering Required Training
- Behavior Based Training

Maintenance Division

- Safe Rigging Requirements
- Lifting Supervisory Responsibilities
- Maintenance Reliability Forum

Environmental Division

- Surviving an EPA Inspection
- IEPA Air Issues Update
- Greenhouse Gas Reporting Rule

HR Division

- Trends in Employee Benefits
- Employment Outlook in Will & Grundy counties
- Employment Law Update

Notice:

Information from this publication may be reproduced, without prior permission, if the Three Rivers Manufacturers' Association is credited as source.

Meeting Calendar

Safety Division

- Sept 21 Confined Space Entry Training; 7:15 a.m. to 4:00 p.m.; \$225
- Sept. 28 Business Continuity Planning; noon to 2:30 p.m.; \$44
- Sept 30 First Aid, CPR, AED Training; 7:15 a.m. to 4:30 p.m.; \$99
- Oct. 19 First Aid, CPR, AED Training; 7:15 a.m. to 4:30 p.m.; \$99

Environmental Division

- Sept. 21 Surviving an EPA Inspection - and the Aftermath; noon to 2:00 p.m.; \$33
 - Oct. 14 IEPA Air Issues Update; noon to 2:00 p.m.; \$33
- All training takes place at the TRMA Safety Center, 1615 W. Jefferson St., Joliet (one block east of Larkin Avenue)
- Prices shown apply to TRMA members. Contact us for non-member pricing information.

HR Division

- Nov. 30 Employment Outlook in Will & Grundy counties; noon to 2:00 p.m.; \$33

Ask Jerry Caamano:

Q: What is the outlook for manufacturing in the U.S.?

A: In the last few months several manufacturers began moving production back from overseas plants. While the move back is as yet just a trickle, it is expected to pick up in intensity over the next several years.

Since January, manufacturing jobs have represented 126,000 of the 571,000 (net of temporary Census workers) total jobs added in the economy. While the new jobs created is only a fraction of the 2.2 million jobs lost in the manufacturing sector since the recession started in 2008, it is a trend that is only beginning and will hopefully continue to pick up momentum.

Several reasons are mentioned by experts for this trend. Chinese wages and shipping costs have risen sharply in the past few years, the quality of goods made by foreign contractors has been inconsistent, and long product-

delivery cycles has affected customer service.

Products that are labor-intensive requiring relatively low skills will continue to be outsourced. So will those that are relatively inexpensive to ship but high-priced, such as laptops and cell phones. On the other hand, products requiring high capital investment and a highly skilled workforce will continue to be produced here and its production should grow in the future to satisfy our demand.

The return of manufacturing to the U.S. is good news as each manufacturing job creates three other jobs in the economy. The job multiplier for manufacturing tops most other industry sectors - retail is less than one and the business sector is one and one-half.

Source: bls.gov, Economic Policy Institute, First Trust Advisors L.P.



Three Rivers Manufacturers' Association
116 N. Chicago Street, Suite 101
Joliet, Illinois 60432-4204

Change Service Requested

PRSRT STD
US POSTAGE
PAID
PERMIT #190
JOLIET IL

Inside

Candidates Hear from TRMA Members

Canal Terminal Hosts 2010 Spill Drill

OSHA Changing Policy for Outreach Training

Meeting Schedule

Division Update

Established in 1989, Stevenson Crane is a 24/7 full service provider of equipment, personnel, project management, estimating, and maintenance services for contractors nationwide.

Our unequalled customer service, true dedication to safety, deep commitment to project cost-controls, and our comprehensive fleet of the region's most updated equipment helps us to develop lasting, successful partnerships.



410 Stevenson Drive Bolingbrook, IL - Phone: 630-972-9199
16675 Van Dam Road South Holland, IL - Phone: 219-972-9199

For more information, visit www.stevensoncrane.com.