



OHM *Newsletter*

Office of Hazardous Materials

DEPARTMENT OF TRANSPORTATION / OFFICE OF THE SECRETARY / WASHINGTON, D.C. 20590

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NOTICES AND AMENDMENTS PUBLISHED DURING FEBRUARY

HM-112; Notice No. 73-9 (40 F.R. 5386 - 2/5/75). This Notice gave the time and place of an informal public hearing which was held on February 20, 1975 and indicated areas to be considered when submitting comments in this docket.

Notice of Special Permits issued or denied during February 1975 (40 F.R. - 3/12/75).

LABELING OF HAZARDOUS MATERIALS

The Coast Guard Dangerous Cargo Regulations, 49 CFR 146-149 revised as of 1 October 1974, contain inaccurate requirements with respect to the labeling of hazardous materials.

The Department of Transportation amended the labeling requirements for the land carriage of hazardous materials (49 CFR 100 to 199) to provide for labels that would be compatible with the recommendations issued by the United Nations and IMCO. The new labeling requirements were published in Docket HM-8 in the 27 February 1973 issue of the Federal Register and became mandatory on 1 January 1975.

The Coast Guard, in order to provide for consistent labeling requirements, published a document simultaneously which incorporated the labeling change. The marking and labeling requirements in the Coast Guard Shipping Regulations (46 CFR 146.05-15) specifically require that dangerous cargo offered for transportation or storage on board vessels subject to the regulations must be marked and labeled in accordance with the applicable regulations in 49 CFR 170-179.

An editorial correction to Part 146 is being issued which will selectively cancel those labeling requirements which are either incorrect or are duplications of requirements contained in 49 CFR 170-179. Illustrations of the currently required labels can be found in 49 CFR 173.400.

SUBCHAPTER N - DANGEROUS CARGOES

The Coast Guard Dangerous Cargo Regulations, 46 CFR 146-149, have been revised as of October 1, 1974. This latest revision is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402 for \$7.60 per issue. The volume should be identified as 46 CFR 140 to 149.

Since the October 1 revision, two amendments have been issued to Subchapter N. These changes were published in the Federal Registers dated October 14 and November 15, 1974. The inclusion of these amendments would provide a complete copy of Subchapter N as of February 15, 1975.

PRELIMINARY STATISTICS - HAZARDOUS MATERIALS INCIDENT REPORTS RECEIVED DURING 1974

During 1974, approximately 8,500 hazardous materials incident reports were received from 551 carriers. The following table provides a listing by mode of transport of the incident reports received:

	Reporting Carriers		Reports Submitted	
	No.	Approx. %	No.	Approx. %
Air Carriers.....	32	6	155	2
For-Hire Highway Carriers.....	380	69	7,254	85
Private Highway Carriers.....	82	15	361	4
Rail Carriers.....	40	7	617	7
Water Carriers.....	17	3	26	0 1/2

(A few reports were received from other organizations such as Police Departments, Port Authorities, Freight Forwarders, etc.)

Only private highway carriers submitted less incident reports in 1974 than in 1973.

Two hundred forty-eight of the 8,500 reports cited 32 fatalities and 900 injuries. Eleven of the fatalities involved gasoline as tank truck (or tank trailer) cargo in 10 different incidents. Seven of the fatalities involved one LPG tank car incident at Decatur, Illinois which incident also involved 349 injuries. Sixty-nine were injured at Wenatchee, Washington involving the

Preliminary Statistics - Hazardous Materials Incident Reports Received During 1974 Cont.

explosion of a tank car containing monomethylamine nitrate solution. Fifty-four were injured at Oneonta, New York in an incident which involved the derailment of a LPG tank car.

Of the 7,600 reports submitted by highway carriers, 1,400 involved unintentional release of hazardous materials from tank trucks or tank trailers, most of which were spills resulting from overfills during loading or unloading. Of the 617 reports submitted by rail carriers, 461 involved unintentional releases from tank cars, most of which were reported as caused by loose fittings, valves or closures.

The 8,500 hazardous materials incident reports involved 343 different commodity names listed in section 172.5 of the regulations. However, the following list accounts for 68 per cent of the reports:

	<u>No. of Reports</u>
1. Paint and paint related compounds...	1,794
2. Gasoline.....	1,007
3. Batteries and electrolyte battery fluid.....	880
4. Corrosive cleaning compounds.....	720
5. Sulfuric acid.....	298
6. Cement, liquid, n.o.s.....	229
7. Corrosive liquids, n.o.s.....	221
8. Hydrochloric acid.....	221
9. Flammable liquids, n.o.s.....	215
10. Insecticides, liquid.....	182
11. Alcohol, n.o.s.....	102
12. Liquefied petroleum gas.....	100

It is important to note that this intermodal ranking of commodities could be misleading if applied to a particular mode of transport. For example, while gasoline is listed as number 2 above, relatively small amounts of gasoline are transported as cargo in air transportation.

Since there are probably several thousand carriers transporting hazardous materials, and these 8,500 reports were submitted by only 551 carriers, it appears that only a small portion of all reportable incidents are actually being reported.

Subsequent issues of the OHM Newsletter will include summaries and findings as the incident reports are analyzed in detail.

RECENT RULE MAKING ACTIONS BY THE
FEDERAL AVIATION ADMINISTRATION

The following recent actions by the FAA may be of interest to our readers as they are relative to the transport of hazardous/radioactive materials by air. On February 4, 1975, the Federal Register contained the following items:

1. FAA Amendment 103-23 in Docket 13668 - "Loading and Carrying Dangerous Articles: Inspection Requirements and Radiation Monitoring." This is an amendment, based on the earlier 4/25/74 FAA Notice of Proposed Rule Making and consideration of public comments thereon. The major features of this amendment involve new air carrier requirements to inspect all hazardous materials packages before placement in an aircraft, and in the case of radioactive materials, a requirement for air carriers to perform a radiation survey of the radiation level (transport index) of all packages before loading on the aircraft and after off-loading.

2. FAA Notice 75-2 in Docket 14249 - "Carriage of Radioactive Materials." A proposal to amend FAA Part 103 so as to implement the provisions of § 108 of Title I, Public Law 93-633 "Transportation Safety Act of 1974" (see January 1975 OHM Newsletter, pages 4-6). This proposal would amend 14 CFR 103 in accordance with the Congressional mandate to issue regulations within 120 days after enactment of Public Law 93-633 to prohibit any transport of radioactive materials on passenger-carrying aircraft unless the radioactive materials are intended for use in, or incident to, research or medical diagnosis or treatment. As announced in the Federal Register on February 4, a public hearing was held by FAA in Washington, D. C. on this proposal on February 27, 1975.

For additional information on either of the above matters, interested persons may contact:

Office of the Chief Counsel
Attention: Rules Dockets, AGC-24
Federal Aviation Administration
800 Independence Avenue, S. W.
Washington, D. C. 20591

ADDITIONAL COMMENTS RELATIVE TO DOCKET NO. HM-111

Several comments have been received regarding the requirements set forth in Docket No. HM-111, "Miscellaneous Amendments Pertaining to Radioactive Materials."

A question has been raised as to whether the amended regulations no longer authorize the use of specification containers listed in §§ 173.394 and 173.395 for Type A quantities other than the DOT Specification 7A. The effective date of the particular requirement to authorize only Specification 7A is December 31, 1975, consequently the use of the previously listed packagings may be continued until that date.

Concern has also been expressed that the Table in § 178.104-3 does not show a Specification 6M container with a capacity below 15 gallons. The heading "Marked capacity" includes the notation "Gallons not over" which does not preclude the use of smaller drums, but indicates the requirements for any container with a capacity of 15 gallons or less.

CHEMTREC

Two widely known emergency services--CHEMTREC, Chemical Transportation Emergency Center and the Pesticide Safety Team Network (PSTN)--have combined their communications links to provide a more unified system to deal with chemical-related accidents.

CHEMTREC, sponsored by the Manufacturing Chemists Association (MCA), is now the contact for both services and will provide a direct round-the-clock link to 10 PSTN area coordinators across the country.

The Pesticide Safety Team Network was organized in March 1970 to provide emergency assistance in the event of a pesticide spill or accident during transportation. The service is a cooperative voluntary program operated as a public service by the National Agricultural Chemicals Association and 14 member companies.

In the event of a major accident or spill of pesticides during transportation or warehousing, the 24-hour answering service provided by CHEMTREC will relay requests for assistance to the coordinator in whose area the help is needed.

The person requesting assistance will be contacted by the PSTN coordinator in a matter of minutes and will be instructed about

CHEMTREC Cont.

the immediate measures to take. The coordinator will also determine whether to dispatch a safety team to the scene.

Since its beginning on September 5, 1971, CHEMTREC has served to provide emergency guidance and assistance to fire and police services and carriers in incidents involving chemicals in transportation. During this short period of operation, CHEMTREC has handled more than 4,000 incidents and 22,000 phone calls.

A voluntary program of MCA, which has 182 U. S. member companies the center operates 24 hours a day with a toll free nationwide telephone number, manned at MCA Headquarters in Washington, D. C.

The CHEMTREC emergency number is: (800) 424-9300.

During its five-year operation, the PSTN had previously operated through a 24-hour answering service in Cincinnati. This program will be phased out over the next three years on an "operator intercept" procedure instituted by Cincinnati Bell Telephone. The caller will be given the CHEMTREC number to call for assistance.

CHEMTREC is not a contact for general chemical industry information, but is a source for assistance to emergency crews and carriers involved in a chemical transportation incident. It is designed to provide immediate information on how to handle these emergencies to those responsible for so doing.

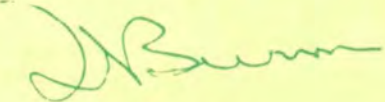
INTERMODAL HAZARDOUS MATERIALS
TRANSPORTATION SEMINAR AND WORKSHOP
SAN JUAN, PUERTO RICO WEEK OF MAY 19, 1975

An intermodal seminar and workshop covering transportation of hazardous materials via highway, air, and water will be held in San Juan, Puerto Rico during the week of May 19, 1975.

Specific dates and other details are not available at this time but those interested in attending should contact:

Intermodal Hazardous Materials
Transportation Seminar and Workshop
San Juan, Puerto Rico week of May 19, 1975 Cont.

Mr. Juan Villafane
Federal Aviation Administration
RFD No. 1
Box 29A - Loiza Station
San Juan, Puerto Rico 00914
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W. J. Burns
Director
Office of Hazardous Materials

The Secretary of Transportation has determined that publication of this periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through November 30, 1976.