



The Hazmat News Network provides information on regulatory actions, docket summaries, events, and services that may assist in establishing or maintaining regulatory compliance. If you do not want to be a part of *The Hazmat News Network*, call or send a facsimile to us and we will remove your name from this service. Regulatory Resources makes no warranties, direct or implied, concerning the accuracy of the information addressed. Wade A. Winters, CET, CHMM — 509-628-1020 — Fax: 509-628-0972 — email: rri@televar.com — November 1998

IT'S BEEN 3 YEARS!! Wow, The Hazmat News Network began publications back on November 1995. And thanks to all of you our readership is still growing today. Best of all, it's still free and the plan isn't changing. So, let others know about this free service available via email or fax.



REGULATORY TRAINING IS AVAILABLE that shows you what the regs state and how to apply them to your benefit. We explore compliance without forgetting the economical considerations. Call the number following the class for more information or to sign up.

- 1/19-21/99: Transportation of Environmental Samples; Richland, WA; 509-372-7482
- 2/22-26: Adv DOT Rad Pkg & Trans; Richland, WA; 509-372-7482
- 3/22-26: Advanced Transportation Compliance for Inspectors/Enforcement; Richland, WA; 509-372-7482

DOCKET ACTIVITY ENJOYS A HOLIDAY PACE. Here's what's happened the last month on the docket scene.

- Oct 29th: RSPA published a partial final rule (HM-215C) which amends the requirements for the use of the ICAO and updates references in the DOT regs to include the most recent IMDG amendments. The remaining changes proposed in HM-215C will be addressed in a subsequent final rule.
- Oct 30th: RSPA published a NPRM to amend certain requirements in the HMRs to establish four new DOT cylinder specs and revise the requirements for maintenance, requal, and repair of DOT spec cylinders. Furthermore, RSPA is proposing to revise the approval requirements for cylinder requalifiers, independent inspection agencies, and nondomestic chemical analysis and tests; and hazmats that are authorized to be offered in cylinders. Comments must be received on or before 1/28/99. A public meeting about this docket is being held on 12/8/98 at the DOT Nassif Building, Washington DC.
- Nov 4th: RSPA published a notice to announce the location of the Negotiated Rulemaking Committee for safety standards for preventing and mitigating unintentional releases during the unloading of cargo tank motor vehicles in LPG service. The dates are 12/1-2/98 and 1/6-7/99 at the DOT Nassif Building.
- Nov 6th: EPA published a policy statement that extends to

October 31, 2001, the limited storage extension for civil enforcement of the storage of RCRA mixed waste regulated under RCRA subtitle C and AEA. The extension applies only to mixed wastes that are prohibited from land disposal under RCRA's LDR and for which there are no available options for treatment or disposal.

- Nov 10th: The FHWA is making corrections to the 11/6/97 final rule on Safety Fitness Procedures.
- Nov 19th: EPA issued a final decision not to list wastes generated from the use of 14 chemicals as solvents. The rule is limited to specific solvent wastes.
- Nov 20th: FHWA published a NPRM to modify its definition of nondivisible load or vehicle to include marked military vehicles. Comments are due by 1/19/99.

NEW DOT LSA/SCO GUIDANCE DOCUMENT is anything but guidance. I wanted to begin constructive comments about the information in the document but can't because I have so many questions. Once I have an "operational" grasp of what the regulators want, I'll let you know. Until then, if you have to ship LSA or SCO, you have my sympathy. Oh, one thing to note — DOT now defines in the interim Class 7 as any material with: (1) specific activity >70 Bq/g; or (2) non-radioactive objects contaminated, when averaged over each 300 cm² of all surfaces, ≥0.4 Bq/cm² for beta and gamma and low toxicity alpha (LTA) emitters, and also ≥0.04 Bq/cm² for all other alpha emitters. Contamination is the amount of non-fixed radioactive material on the object's surface. Given standard wipe measurements at a 10% efficiency, this means a smear reading of anything ≥0.04 Bq/cm² beta, gamma and LTA, and ≥0.004 Bq/cm² for other alphas. A problem...YES. I recommend in the "interim" when releasing vehicles used in exclusive use Class 7 transport, you do not use the limits of 49 CFR 173.443(c). Otherwise, you'll be releasing the vehicle with 10 times the allowed interim contamination. Hmmm, how strange...

SOME NEWS FOR YOU AIR SHIPPERS...DOT, in docket HM-215C rescinded, effective 10/1/98, the requirement to indicate the notation, "ICAO" or other words indicating preparation under 49 CFR 171.11 on the Shipper's Declaration if the shipment has been prepared in accordance with IATA/ICAO. It's okay if you continue to such a statement, it's just not required anymore. A second item: excepted quantities inner container limits (ICAO 2.5.3 or IATA 2.7.5.1) only allow 1 g or 1 ml for materials in Division 6.1 PG I or PG II, or requiring a subsidiary toxic label. Get ready...this means that a sub hazard of 6.1 PG III is limited to 1 g or 1 ml even though a primary hazard of 6.1 PG III is not.

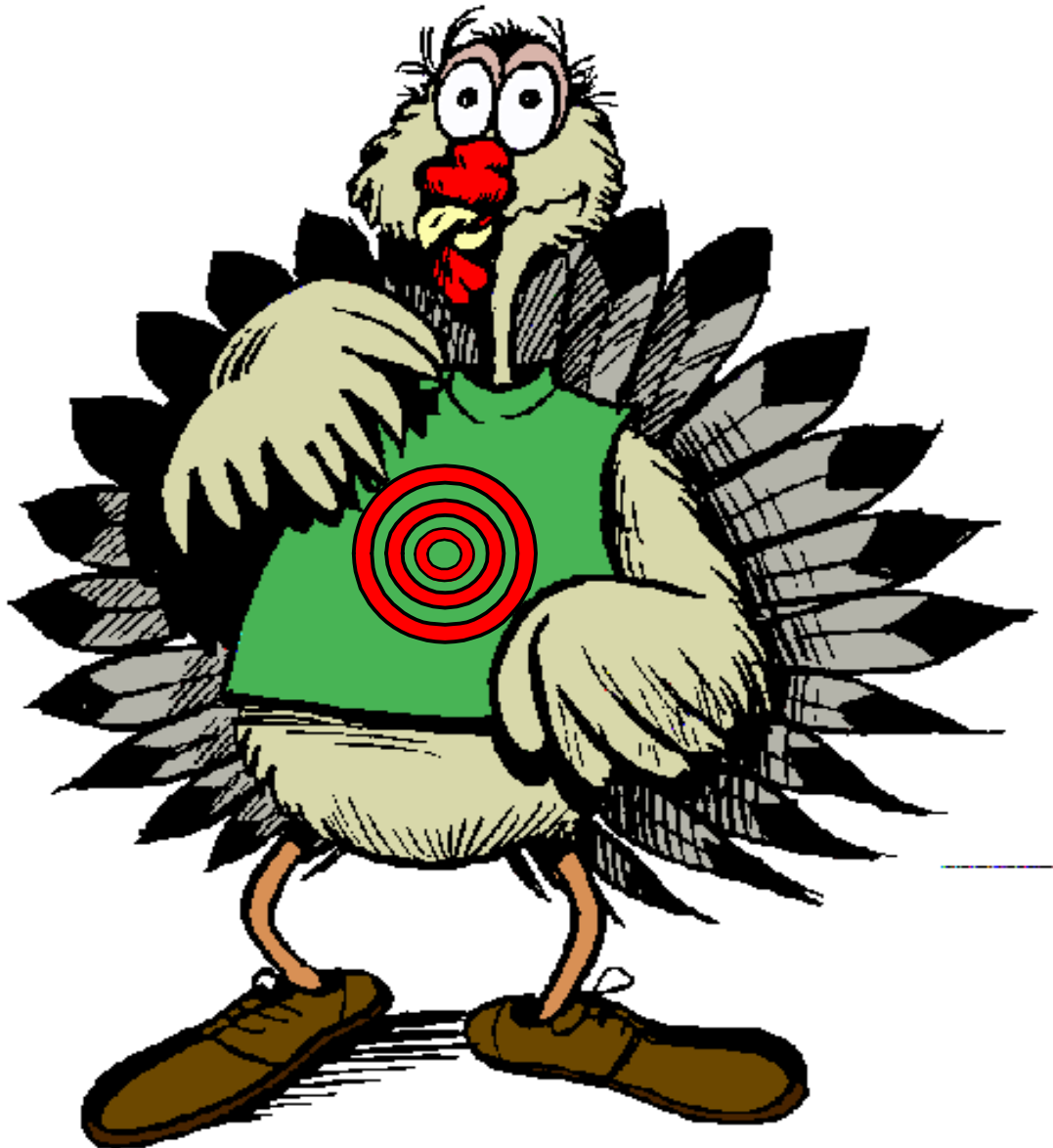


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Hey, I'm just the messenger. Lastly, methanol is classed in ICAO, IATA, and DOT for international shipments as a Class 3 with a subsidiary of 6.1. Under ICAO and IATA, the toxic subsidiary risk label is not required to be displayed on the

package. However, the subsidiary risk of 6.1 must be identified on the Shipper's Declaration...no options. Remember, for DOT domestic, methanol is only a Class 3 without a subsidiary hazard.



Happy Thanksgiving