PLAINTIFF'S EXHIBIT

UC-5253



Calidria ASBESTOS

UNION CARBIDE CORPORATION • METALS DIVISION • P. O. BOX 579 • NIAGARA FALLS, N.Y. 14302 • TEL: 716-778-3376

DRAFT June 13, 1979

To: "Calidria" Asbestos Distributors & Warehouses

New DOT regulations affecting the packaging and transportation of asbestos in tne United States become effective on August 20, 1979.

Pertinent excerpts are copied below and enclosed are the complete text of the original rules published in the Federal Register on 12/4178 and the revisions published 3/29/79. Attached is a memorandum from the AIA clarifying certain provisions of the rules.

§173.1090(d) Commercial asbestos must be offered for transportation and transported in-

(1) Rigid, airtight packagings such as metal or fiber drums, portable tanks;
(2) Bags or other non-rigid packagings in closed freight containers, motor vehicles, or rail: cars that are loaded by and for the exclusive use of the consignor and unloaded by the consignee; or
(3) Bags or other non-rigid packagings which are dust and sift proof and which are palletized and unitized by methods such as shrink wrapping in plastic film or wrapping in fiberboard secured by strapping.

Please note that bags on all LTL shipments must be palletized and unitized unless you use a closed "exclusive use" vehicle ("exclusive use" means that bags of asbestos may not be commingled with other cargo). Unitized means that the pallet of bags must be shrink-filmed or wrapped with fiberboard secured by strapping. The DOT denied our request to include [illegible]

You should take particular note of §174.840 and 177,844 which read essentially the same, as follows:

> Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of rail cars (transport vehicles) removed, in a manner *that* will *minimize* occupational exposure to airborne asbestos particles released incident to transportation.

Asbestos has been assigned to material class ORM-C and each package shipped after August 19th must be so identified on *at* least one side or end. As new bags are ordered, this designation will be imprinted; but, about four weeks *ago,* we began manually stenciling the designation on each bag. As the August 20th effective date approaches you should determine that each bag *in* your inventory is appropriately marked. Please advise by July 20th if you foresee that you will have unmarked bags on hand. We will provide stick-on labels in whatever quantity you may require to mark all bags per the regulations.

Please let me know *if* you have any questions, and please sign the enclosed copy of this letter *to* confirm that you understand your obligations in this matter.

Very truly yours,

John L. Myers
Marketing Manager

I understand the DOT regulations on asbestos as outlined in this letter and its enclosures and intend to comply with them.

COHPANY NAME
ADDRESS

By_____

Title_____

Date_____

[4910-60-M]

Title 49—Transportation

CHAPTER I—RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. HM-160; Amdt. Nos. 172-47, 173-123, 174-33, 175-7, 176-6, 177-44]

TRANSPORTATION OF ASBESTOS

Miscellaneous Amendment

AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, DOT.

ACTION: Final Rule.

SUMMARY: These amendments require shipments of commercial asbestos fibers to be packaged in rigid, airtight or dust and sift proof packagings. Except when the shipment is by private carrier, non-rigid packages, such as bags, must be palletized and unitized using shrink-wrapping or strapped fiberboard wrapping. These amendments represent minimum safety requirements and are intended to reduce the risks to the public health associated with the generation of airborne concentrations of asbestos that may result from the packaging and handling of asbestos fiber shipments in commercial transportation.

EFFECTIVE DATE: These regulations are effective April 30, 1979.

ADDRESS: All written comments received in this rulemaking action are available for examination during regular business hours in the Dockets Branch, Room 6500, Trans Point Building, 2100 Second Street SW., Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

Douglas A. Crockett, Standards Division, Materials Transportation Bureau, Research and Special Programs Administration, 2100 Second Street SW., Washington, D.C. 20590, phone 202-426-2075.

SUPPLEMENTARY INFORMATION: On March 2, 1978, a notice of proposed rulemaking (HM-160, Notice 78-3) was published in the FEDERAL REGISTER (43 FR 8562) stating that the MTB was planning to exercise regulatory control over the transportation of asbestos. Specific regulatory requirements were proposed for the control of certain forms of asbestos (e.g., milled or crude asbestos fibers). No requirements were proposed for asbestos fibers which are immersed or fixed in a natural or artificial binder material, or for manufactured products containing asbestos. Interested persons were invited to participate in the rulemaking proceeding through submission of written comments on the proposal to the MTB. All submissions, including late submissions, that were received on the proposal were fully considered by the MTB in the development of this final rule.

NEED TO REGULATE THE TRANSPORTATION OF ASBESTOS

Several commenters felt that the MTB had failed to establish a need to regulate the transportation of asbestos. One of the commenters suggested that there was no need for the proposed regulatory control of asbestos in transportation because the "methods and procedures now in use for the packaging and transport of asbestos meet the requirements of Part 173. 24(A)(sic) of the Transportation Act, that is 'under conditions normally incident to transportation there will be no significant release of the hazardous materials to the environment' and 'the effectiveness of the packaging will not be substantially reduced * * * (t)he proposal contains no documentation to justify additional regulation.' This commenter, while apparently believing that asbestos is a hazardous material, was incorrect in suggesting that asbestos is currently regulated by the MTB; or in suggesting that the purpose of Notice 78-3 was to justify the additional regulation by the MTB of asbestos in transportation. The transportation of asbestos is not now regulated by the MTB. It was precisely the purpose of Notice 78-3 that it should be. If, as the commenter suggests, the transportation of asbestos is now "in compliance with pertinent provisions of the Transportation Act," this rulemaking action will formalize and insure in a uniform and systematic manner that this is the case.

Another commenter stated that Notice 78-8 did "not establish a foundation for regulation, in that it does not document, or even allege for that matter, the actual release of fiber during the transportation of asbestos." As was pointed out in Notice 78-3, the MTB has "no detailed information on the amount of asbestos fibers released during transportation." The MTB does not now regulate asbestos, and has not therefore systematically collected accident data on the amounts of asbestos released in transportation or data on the frequency of such accidents. Most asbestos fiber, however, is currently shipped in bags, and it is undeniable that these bags can and do break, or can be and are being torn or punctured, with a consequent release of some or all of the bag contents. It can be speculated, moreover, that if all of the 750,000 tons of asbestos annually shipped in the United States were packaged in, as one commenter states, the "standard package" of a 100-pound bag; and if as little as one-tenth of one percent of these bags were damaged in transportation during the year (o out of a thousand) and if on the av age 1 percent of the contents of t bags so damaged were released, t total amount of asbestos released p year would equal about 7.5 tons. Th calculations give a general idea of t magnitude of asbestos fiber th would be released, given a 99.9 perce efficiency factor for "bag integrity" transportation, and a 99.0 percent ef ciency factor in minimizing t amount of asbestos released given tear in the bag. The rather evid fact that asbestos has been accident ly released during transportation h not been contradicted by anythi submitted to the public docket on t rulemaking action. One comment for example, in discussing the use open-bed trailers with side racks a tarpaulins to transport asbestos stat that there is no evidence that the u of such trailers "has contributed bag breakage and the release of a borne concentrations of asbest fiber." The Asbestos Information A sociation, an incorporated nonpro organization representing 51 firms the United States and Canada engag in the manufacture or processing asbestos-containing products and t mining/milling of asbestos fibe stated that with "the very lar volume of asbestos shipped, occasion container damage may occur."

Although several commenters w discussed this matter do not conte that asbestos has not been released transportation, they generally are the view that the amounts that a being released are not significant or a sufficient amount to pose an unr sonable risk to public health. T MTB does not agree; it believes th the amounts of asbestos fibers th are being released now, or would be leased in the future, in the absence these amendments, may pose an u reasonable risk to health.

Several commenters were concern with the statement appearing Notice 78-3 that "asbestos in its sev al commercial forms, poses seri health hazards to individuals subj to long term exposure to airborne bestos concentrations." One co menter stated that "not all long-te exposures to airborne concentratio pose any health hazards * * *." A other commenter suggested that t statement needed "more explicit de nition" and that "reference shou have been made to unanswered qu tions within the scientific commun concerning mineral type, fiber size a smoking in the asbestos-cancer re tionship." One commenter stated th there is a dose-response relationsh between exposure to asbestos and c case causation, and that this conc sion is supported by an OSHA sta ment from its June 7, 1972 promul

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transportation, it is by no means certain that the pace of such technological improvements is rapid enough or that the best, economically feasible technology is being considered. However, the classification of asbestos as an ORM-C will, for the first time, require the submission of incident reports to the MTB by carriers of any unintentional release of asbestos during transportation, and enable the MTB to monitor the safety performance record associated not only with the transportation alternatives available under current technology as provided for by these amendments, but also with any improvements in that technology.

For these reasons, the substance of proposed §173.1090(c)(1) is being retained but modified to reflect an even broader range of permissible rigid, airtight packaging alternatives. This section now is identified in this amendment as §173.1090(d)(1) because of the addition of new paragraph (b).

Section 173.1090(c)(2)

Proposed paragraph (c)(2) of Notice 78-3 covered the transportation alternative of shipping commercial asbestos in bags when in closed freight containers, motor vehicles, or rail cars that were loaded by the consignor and unloaded by the consignee. Several commenters noted that, unless reliance was placed on using the rigid, airtight packaging alternative provided in the proposal, this alternative would preclude the shipment of asbestos fibers by open-bed trailers. One commenter noted that there is "no evidence to indicate that the use of open-bed trailers with side racks and tarpaulins has contributed to bag breakage and the release of airborne concentrations of asbestos fiber." Another commenter noted that the type of bag permitted by proposed paragraph (c)(2) was not specified, and that the shipper could package asbestos in burlap bags, or very thin paper or polyethylene bags which could permit asbestos fibers to be easily released into the air during transit. Another commenter was concerned with "small volume users of asbestos and customers who, from time to time, require sample shipments for trial production runs of a few hundred pounds," and who under §173.1090(c)(2) would be forced to acquire the exclusive use of a railcar or highway trailer, or rely on the alternative provided by §173.1090(c)(1).

Given the lack of detailed data on the amount of asbestos fibers released in transportation and the circumstances and causes for such release, the MTB is in general agreement with the thrust of these comments; accordingly, a new paragraph (d)(2) recognizes less restrictive handling of bagged asbestos than was proposed.

Sections 174.840, 175.640, 176.905, 177.844

In these Sections, Notice 78-3 had proposed that, incident to its transportation, asbestos must be loaded, handled, and any asbestos contamination removed, in a manner that will *prevent* occupational exposure to airborne asbestos particles (emphasis added).

Some commenters objected to the word "prevent," believing that this word was intended to mean completely precluding the possibility of an accident occurring in which asbestos fibers would be released; or completely isolating people involved in the transportation, loading and unloading of asbestos from exposure to asbestos fibers from whatever source such fibers were generated. One commenter pointed out that with "the very large volume of asbestos shipped, occasional container damage *may* occur." Another commenter pointed out, although in a somewhat contradictory fashion, that since "asbestos is ubiquitous," therefore "airborne levels of asbestos fibers *can* be present in any place of employment, regardless of whether or not asbestos or products containing known quantities of asbestos are handled" (emphasis added). The Asbestos Information Association in its comments stated that "asbestos is ubiquitous, and there are *no workplaces where there is zero occupational exposure to asbestos*" (original emphasis). If Notice 78-3 was not as clear as it might have been on this point, it is only necessary to say that the basic purpose of these amendments is to minimize the exposure to airborne asbestos particles accidentally released during or incident to transportation; and appropriate changes to Parts 174, 175, 176, and 177 have been made to reflect this purpose.

ORM-C Classification

Notice 78-3 proposed that the classification for "asbestos" would be as an ORM-C, (Other Regulated Material, Group C). Several commenters were uncertain and concerned about the marking requirements associated with ORM-C classifications. One commenter noted that the designation ORM-C would "carry no meaningful warning to the person handling or opening the package." Another noted that the present regulations of the Occupational Safety and Health Administration (OSHA) on labeling requirements for asbestos convey much more information than an ORM-C marking requirement. These commenters were apparently not completely familiar with the marking requirements associated with ORM-C designated materials. The ORM-C marking not only warns when a package contains hazardous material, but it is also a certification by the person offering the package for transportation that the material is properly described, classed, packaged, marked, and labeled (when appropriate) and in proper condition for transportation according to applicable regulations of the Department. Neither function precludes or preempts OSHA labeling requirements or creates "contradictory regulatory requirements for labeling" as one commenter suggested. For these reasons, no changes have been made with respect to any marking requirements for asbestos packages.

Economic/Inflationary Impact

In reviewing the potential economic and inflationary impacts associated with the final rule, the MTB has determined that such impacts will be minimal. Based on the comments received, and the consequent modification of Notice 78-3, the only economic costs associated with final amendment pertain to the reporting requirements to be submitted to MTB on the accidental releases of commercial asbestos fibers during or incident to transportation. The absolute annual magnitude of these costs will be, of course, a function of the total number of incident reports that are submitted on accidental releases of asbestos fibers; but in view of the undisputed grave consequences from exposure to asbestos fibers, these reporting requirements will not impose an unnecessary burden on the economy, on individuals, or on public and private organizations.

In consideration of the foregoing, Title 49, Code of Federal Regulations, Parts 172, 173, 174, 175, 176, and 177 are amended as follows:

PART 172—HAZARDOUS MATERIALS TABLE AND HAZARDOUS MATERIALS COMMUNICATIONS REGULATIONS

1. In §172.101 the Hazardous Materials Table is amended by adding a new entry, immediately following "Arsine," to read as follows:

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Revisions

[4910-60-M]

Title 49—Transportation

CHAPTER I—RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION, MATERIALS TRANSPORTATION BUREAU, DEPARTMENT OF TRANSPORTATION

[Docket No. HM-160; Amdt. No. 172-47, 173-123, 171-33, 175-7, 176-6, 177-44]

PART 173—SHIPPERS—GENERAL REQUIREMENTS FOR SHIPMENTS AND PACKAGINGS

Transportation of Asbestos; Revision of Amendment No. 173-123; Effective Date Extension

AGENCY: Materials Transportation Bureau (MTB), Research and Special Programs Administration, DOT.

ACTION: Revision of previous Amendment No. 173-123 and extension of the effective date for all amendments.

SUMMARY: This revision of Amendment No. 173-123 regarding the transportation of asbestos as published on December 4, 1978, in the FEDERAL REGISTER (43 FR 56664) will allow shipments of asbestos when packaged in bags or other non-rigid packagings to be transported in closed freight containers, motor vehicles, or rail cars when loaded by the consignor and unloaded by the consignee; or in bags and other non-rigid packagings that are dust and sift proof which are palletized and unitized. Unitized loads in slings need not be palletized during transportation by vessel. The effective date of the entire Docket HM-160 is revised from April 30, 1979 to August 20, 1979.

EFFECTIVE DATE: August 20, 1979.

ADDRESS: All written comments received in this rulemaking action are available for examination during regular business hours in the Docket Branch, Room 6500, TransPoint Building, 2100 Second Street, S.W., Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

Delmer F. Billings, Standards Division, Materials Transportation Bureau, Research and Special Programs Administration, 2100 Second Street, S.W., Washington, D.C. 20590, phone 202-755-4902.

SUPPLEMENTARY INFORMATION: On December 4, 1978, the MTB published a final rule under Docket HM-160 in the FEDERAL REGISTER (43 FR 56664). Since this publication, the MTB has received several petitions for reconsideration in accordance with the provisions of 49 CFR 106.35. The petitions requested reconsideration of the provisions and/or extension of the effective date of the final rule. This document will incorporate methods of shipment which were identified in the notice of proposed rulemaking (43 FR 8562, March 2, 1978) and also those which were included in the final rule. These amendments represent minimum safety requirements and are intended to reduce the risks to public health associated with the generation of unacceptable airborne concentrations of asbestos that my result from packaging and handling of asbestos shipments in commercial transportation.

Two petitioners based their petitions on the fact that the final rule contained a provision requiring bags and other non-rigid containers of asbestos to be palletized and unitized by some method such as shrink-wrapping in plastic film or wrapping in fiberboard secured by strapping. It was noted that this requirement was not included in the notice of proposed rulemaking (43 FR 8562), thus making comments on this requirement impossible during the normal comment period for the proposed rulemaking. Petitioners also posed the question of whether or not freight containers, rail cars, etc., constituted rigid, airtight packagings as required in § 173.1090(d)(1). It was stated that if such containers were not included in this provision, all shipments of bags or non-rigid containers would be required to be palletized and unitized according to the provisions of § 173.1090(d)(2), and that this requirement would impose great hardship on the asbestos industry and on shippers

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PART 173—SHIPPERS—GENERAL REQUIREMENTS FOR SHIPMENTS AND PACKAGINGS

2. Section 173.1050 is added preceding Subpart N to read as follows:

§ 173.1050 Asbestos.

(a) Asbestos includes any of the following - hydrated mineral silicates: chrysotile, crocidolite, amosite, anthophyllite asbestos, tremolite asbestos, actinolite asbestos, and every product containing any of these minerals.

(b) Commercial asbestos is any material or product containing asbestos that has commercial value because of its asbestos content.

(c) Asbestos which is immersed or fixed in a natural or artificial binder material (such as cement, plastic, asphalt, resins or mineral ore) and manufactured products containing asbestos or any materials or products whose commercial value is not dependent on their asbestos content, are not subject to the requirements of this subchapter.

(d) Commercial asbestos must be offered for transportation and transported in—

(1) Rigid, airtight packagings such as metal or fiber drums, portable tanks, or

(2) Bags and other non-rigid packagings that are dust and silt proof. When transported by other than a private carrier by highway, bags and other non-rigid packagings containing asbestos must be palletized and unitized by methods such as shrink-wrapping in plastic film or wrapping in fiberboard secured by strapping.

PART 174—CARRIAGE BY RAIL

3. A Subpart M Heading is added immediately following § 174.812 to read as follows:

Subpart M—Detailed Requirements for Other Regulated Materials

4. Section 174.840 is added to read as follows:

§ 174.840 Special loading and handling requirements for asbestos.

Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of rail cars removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

PART 175—CARRIAGE BY AIRCRAFT

5. Section 175.640 is added to read as follows:

§ 175.640 Special requirements for other regulated materials.

Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of aircraft removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

PART 176—CARRIAGE BY VESSEL

6. Section 176.905 is added to read as follows:

§ 176.905 Stowage and handling of asbestos.

Asbestos must be stowed, handled, and unloaded, and any asbestos contamination of vessels removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

PART 177—CARRIAGE BY PUBLIC HIGHWAY

7. Section 177.844 is added to read as follows:

§ 177.811 Other regulated materials.

Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of transport vehicles removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

(49 U.S.C. 1803, 1804, 1805; 49 CFR 1.53(e).)

NOTE—The Materials Transportation Bureau has determined that these amendments do not require a regulatory analysis under the items of Executive Order 12044 and DOT implementing procedures (43 FR 9582). A regulatory evaluation is available for review in the docket.

§ 172.316 Packagings containing material classed as ORM.

(a) Except as provided in § 173.505 of this subchapter, each package containing a material classed as ORM-A, B, C, or D must be plainly and durably marked on at least one side or end with the appropriate ORM designation immediately following or below the proper shipping name of the material. The appropriate ORM designation must be placed within a rectangle that is approximately ¼ inch (6.3 mm.) larger on each side than the designation. The appropriate designation for each ORM must be:

(1) ORM-A for and ORM-A.

(2) ORM-B-KEEP DRY for an ORM-B that is a solid and is corrosive only to aluminum when wet

(3) ORM-B for an ORM-B other than that described in paragraph (a)(2) of this section.

(4) ORM-C for an ORM-C.

(5) ORM-D-AIR for an ORM-D that is prepared for air shipment and packaged in accordance with the provisions of § 173.6 of this subchapter

(6) ORM-D for an ORM-D other than that described in paragraph (a)(5) of this section.

(b) When the ORM-D marking, including the proper shipping name, can not be affixed on the package surface, it may be on an attached tag.

(c) The marking ORM-A, B, C or D is the certification by the person offering the package for transportation that the material is properly classed, packaged, marked, and labeled (when appropriate) and in proper condition for transportation according to the applicable regula-

of large volumes of asbestos who normally ship using exclusive use vehicles and rail cars. It was also indicated that neither the equipment nor facilities exist at the present time to achieve compliance with the palletizing and unitizing requirement of the final rule by the published effective date. The MTB has determined that freight containers and, probably, motor vehicles and rail cars would not satisfy the requirements of § 173.1090(d)(1).

By allowing the use of unitized pallet loads as identified in the final rule, the MTB intended to recognized less restrictive handling requirements for bagged asbestos than those that would have been required by the "loading by consignor/unloading by consignee" approach. However, it was not the intent of the MTB to eliminate the more restrictive consignor/consignee approach. Therefore, § 173.1090(d) is being revised to allow the option of either the consignor/consignee approach as identified in the original proposed rulemaking with inclusion of an exclusive use provision or the unitized pallet approach using bags or other non-rigid packagings as required by the final rule.

One petitioner noted that a method of shipment of asbestos via water was the use of slings which are shrink-wrapped or stretch-wrapped and transported in the hold of a vessel without the use of pallets. It was the petitioner's contention that the use of pallets would increase the incidents of unintentional release of asbestos due to the interaction of the pallets against the bags which are unitized by the slings. It was noted that pallets were used in all instances except when placed in the hold of the transport vessel. Given the lack of detailed data on the amount of asbestos fibers released in transportation and the circumstances and cause for such release, the MTB is in general agreement that increased unintentional releases may be likely if pallets were used under the method identified in the petition. Therefore, § 173.1090(d) is being revised to allow slings in loads that are shrink-wrapped or stretch-wrapped to be transported by water without the use of pallets. Future monitoring of hazardous materials incident reports will assist the MTB in determining the safety and efficiency of this and other methods for shipment of asbestos.

One petitioner suggested that the terms "pallet" and "palletized" be defined in the rulemaking. The MTB does not intend to publish a definition of pallet or palletized. It is the MTB's opinion that any rigid platform of board upon which goods may be placed for transportation would meet the requirements when unitizing a load of bags or other non-rigid packagings.

Several petitioners cited a need for the MTB to define the term "dust and sift proof". For the purposes of this amendment, the MTB considers dust and sift proof to mean packagings which are constructed so as to prevent the release of their contents either through materials of construction, seams, or closures during conditions normally incident to transportation.

One petitioner requested that the use of gluing of bags into a unit be allowed as an alternative to the unitizing methods identified in the final rule. It is the MTB's opinion that the use of shrink-wrapping or other similar methods of enclosure assist not only in unitizing a pallet load of bags or other non-rigid packagings, but also assist in the prevention of airborne asbestos contamination of individuals involved in the transportation of asbestos. Simply gluing these packagings together to form a unit would not provide this added measure of safety to which the final rule addresses itself. Therefore, gluing of bags into a unit is not being included as an alternative unitizing method.

One petitioner requested that quantities of less than 2,000 pounds, net weight, per vehicle be excepted from the palletizing and unitizing requirement. It is MTB's opinion that the palletizing and unitizing requirement does not unreasonably restrict the shipment of asbestos in any quantity. This requirement is necessary to provide a minimum level of safety.

Several petitioners requested an extension of the effective date of the final rule. The effective date has been extended to allow five months for compliance as originally intended by the December 4, 1978 publication.

Primary drafters of this document are Delmer F. Billings, Standards Division, Office of Hazardous Materials Regulation, and Douglas A. Crockett, Standards Division, Office of Hazardous Materials Regulations.

In consideration of the foregoing, the effective date and paragraph (d) of § 173.1090 as they appeared in the FEDERAL REGISTER published on December 4, 1978 (43 FR 56664) are revised to read as follows:

1. The effective date of the final rule as it appeared in HM-160 on December 4, 1978, is revised to read as follows:

EFFECTIVE DATE: August 20, 1979.

2. In § 173.1090 paragraph (d) as it appeared at 43 FR 56569 is revised to read as follows:

§ 173.1090 Asbestos.

* * * * *

(d) Commercial asbestos must be offered for transportation and transported in—

(1) Rigid, airtight packagings, such as metal or fiber drums, portable tanks;

(2) Bags or other non-rigid packagings in closed freight containers, motor vehicles, or rail cars that are loaded by and for the exclusive use of the consignor and unloaded by the consignee; or

(3) Bags or other non-rigid packagings which are dust and sift proof and which are palletized and unitized by methods such as shrink wrapping in plastic film or wrapping in fiberboard secured by strapping. Pallets need not be used during transportation by vessel for loads with slings that are unitized by methods such as shrink wrapping, if the slings adequately and evenly support the loads and the unitizing method prevents shifting of the bags or other non-rigid packagings during conditions normally incident to transportation.

(49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53).

NOTE—The Materials Transportation Bureau has determined that these amendments do not require a regulatory analysis under the items of Executive Order 12044 and DOT implementing procedures (43 FR 9582). A regulatory evaluation is available for review in the Docket.

Issued in Washington, D.C. on March 22, 1979.

L.D. SANTMAN,
Director,
Materials Transportation Bureau.

[FR Doc. 79-9325 Filed 3-28-79; 8:45 am]

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FEDERAL REGISTER SUPPLEMENT No. 6 REVISED

THE FOLLOWING REVISIONS ARE EXTRACTIONS FROM THE FEDERAL REGISTER AND * TO BE USED AS INTERIM SUPPLEMENTS TO R. M. GRAZIANO'S TARIFF NO. 32 (LOOSE LEAF EDITION) UNTIL SUCH TIME AS THE APPROPRIATE TARIFF PAGE(S) IS AMENDED, THE APPRUPRIATE TARIFF PAGE(S) CONTAINS REFERENCE TO THIS SUPPLEMENT.

DOCKET HM-160,AMDT. NOS. 172-47,173-123,174-33,175-7,176-6,177-44

EFFECTIVE DATE: AUGUST 20,1979

ISSUED: FR,V. 43, 12-4-78

OTHERWISE REGULATED MATERIALS CLASS C

(1) In § 172.101 the Hazardous Materials Table is amended by adding a new entry, immediately following "Arsine," to read as follows:

§ 172.101 Hazardous materials table.

(1)	(2)	(3)	(4)	(5) Packaging		Maximum net quantity in one package		(7) Water shipments		
*/ W/ A	Hazardous materials descriptions and proper shipping names	Hazard class	Label(s) required (if not excepted)	(a) Exceptions	(b) Specific requirements	(a) Passenger carrying aircraft or railcar	(b) Cargo only aircraft	(a) Cargo vessel	(b) Passenger vessel	(c) Other requirements
*	(Add) Asbestos	ORM-C	None	173.1090 (c)	173.1090 (d)	No Limit	No Limit	2, 3	2, 2	Stow and handle to avoid airborne particles.

PART 173—SHIPPERS—GENERAL REQUIREMENTS FOR SHIPMENTS AND PACKAGINGS.

(2) Section 173.1090 is added preceding Subpart N to read as follows:

§ 173.1090 Asbestos.

(a) Asbestos includes any of the following hydrated mineral silicates: chrysotile, crocidolite, amosite, anthrophyllite asbestos, tremolite asbestos, actinolite asbestos, and every product containing any of these minerals.

(b) Commercial asbestos is any material or product containing asbestos that has commercial value because of its asbestos content.

(c) Asbestos which is immersed or fixed in a natural or artificial binder material (such as cement, plastic, asphalt, resins or mineral ore) and manufactured products containing asbestos or any materials or products whose commercial value is not dependent on their asbestos content, are not subject to the requirements of this subchapter.

(d) Commercial asbestos must be offered for transportation and transported in—

(1) Rigid, airtight packagings such as metal or fiber drums, portable tanks; —Now Silt Proof—

(2) Bags or other non-rigid packagings in closed freight containers, motor vehicles, or rail cars that are loaded by and for the exclusive use of the consignor and unloaded by the consignee; or

(3) Bags or other non-rigid packagings which are dust and sift proof and which are palletized and unitized by methods such as shrink wrapping in plastic film or wrapping in fiberboard secured by strapping. Pallets need not be used during transportation by vessel for loads with slings that are unitized by methods such as shrink wrapping, if the slings adequately and evenly support the loads and the unitizing method prevents shifting of the bags or other non-rigid packagings during conditions normally incident to transportation.

PART 174—CARRIAGE BY RAIL

(3) A Subpart M Heading is added immediately following § 174.812 to read as follows:

Subpart M—Detailed Requirements for Other Regulated Materials

CONTINUED ON BACK

(4) Section 174.840 is added to read as follows:

§ 174.840 Special loading and handling requirements for asbestos.

Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of rail cars removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

PART 175—CARRIAGE BY AIRCRAFT

(5) Section 175.640 is added to read as follows:

§ 175.640 Special requirements for other regulated materials.

Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of aircraft removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

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PART 176—CARRIAGE BY VESSEL

(6) Section 176.906 is added to read as follows:

§ 176.906 Stowage and handling of asbestos.

Asbestos must be stowed, handled, and unloaded, and any asbestos contamination of vessels removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

PART 177—CARRIAGE BY PUBLIC HIGHWAY

(7) Section 177.844 is added to read as follows:

§ 177.844 Other regulated materials.

Asbestos must be loaded, handled, and unloaded, and any asbestos contamination of transport vehicles removed, in a manner that will minimize occupational exposure to airborne asbestos particles released incident to transportation. (See § 173.1090 of this subchapter.)

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