U.S. Department of Transportation
Research and Special Programs Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

JAN 23 1991

DOT-E 10532

1. Monsanto Chemical Company, St. Louis, MO, is hereby granted an emergency exemption from certain provisions of this Department's Hazardous Materials Regulations to offer the package prescribed herein for transportation in commerce along a designated route subject to the limitations and special requirements specified herein. This exemption authorizes a one-time shipment of the hazardous material described in paragraph 3 below in a non-DOT specification in-process tank (pressure vessel), and provides no relief from any regulation other than as specifically stated.

2. BASIS. This exemption is based on Monsanto Chemical Company's application dated December 28, 1990 submitted in accordance with 49 CFR 107.113 based on a determination that it is necessary for the protection of life and property.

3. HAZARDOUS MATERIALS (Descriptor and class). An organo-metallic complex of anhydrous aluminum chloride containing hydrochloric acid, benzene, and various aliphatic and aromatic hydrocarbons, classed as a flammable liquid.

4. PROPER SHIPPING NAME (49 CFR 172.101). Flammable liquid, corrosive, n.o.s.

5. REGULATION(S) AFFECTED. 49 CFR 173.119.

6. MODES OF TRANSPORTATION AUTHORIZED. Motor vehicle.

7. SAFETY CONTROL MEASURES. Packaging prescribed is a non-DOT specification in-process tank (pressure vessel) constructed as specified in the Monsanto Corporation Whitfield Division drawing numbered CA2024-4-M-100 revision A dated July 30, 1986 on file with the Office of Hazardous Materials Exemptions and Approvals (OHMEA) and the following:

a. The tank shall be strapped by five steel bands to a nine axle flatbed trailer and shall be blocked and braced as specified in the above mentioned drawing.

b. The tank shall be constructed of 3/8 inch carbon steel (SA516 Grade 70) with an additional 1/8 inch furan lining. The tank is 8.5 feet in diameter and 45 feet in length. The tank bears an ASME Code "U" Stamp and is designed for a MAWP of 35 psig. The tank is equipped with pressure and vacuum relief valves.

c. Tank capacity is 16,000 gallons; Tare weight is 22,700 pounds; Weight of the tank and hazardous material is approximately 110,000 pounds.

d. The tank must be pressurized to not greater than 5 psig via a nitrogen blanket maintained during transport through positive and negative pressure relief as follows:

(1) Positive pressure relief shall vent into "carbon canisters" and not directly into the atmosphere,

(2) Negative pressure relief shall be provided from nitrogen cylinders attached to the trailer.

e. Nitrogen cylinders used for negative pressure relief must be DOT specification cylinders required by 49 CFR Part 173, Subpart G.

f. The tank described in paragraph 7 is authorized for a one-time shipment between Carson, CA, and Grassy Mountain, UT, only along highway routes designated in Appendix A to this exemption.

g. An emergency response team capable of reacting to incidents specific to the contents of the tank shall be present at all times along the designated route.

h. Escort vehicles shall precede and follow the motor vehicle used to transport the portable tank authorized by this exemption.

i. Transport shall occur only during daylight hours.

8. SPECIAL PROVISIONS.

a. The motor carrier operating under the terms of this exemption must have a "Satisfactory" safety rating as prescribed in 49 CFR Part 385.

b. A copy of this exemption must be carried aboard the motor vehicle used to transport the package covered by this exemption.

c. Drivers must have been instructed as to necessary safeguards and proper procedure in the event of unusual delay, fire, or accident.

d. The tank must be plainly and durably marked on both sides in letters and numbers at least 4 inches high on a contrasting background "DOT-E 10532".

9. REPORTING REQUIREMENTS. Any incident involving loss of packaging contents or packaging failure must be reported to the Associate Administrator for Hazardous Materials Safety as soon as practicable.

10. EXPIRATION DATE. March 1, 1991, or upon completion of one shipment, whichever occurs first.

Issued at Washington, D.C.:

JAN 23 1991

Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

(DATE)

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C., 20590. Attention: Exemptions Branch.

Dist: FHWA.

APPENDIX A

The tank will be transported via heavy truck transport. Savage Brothers will be the hauler and provide the heavy-duty lowboy trailer. The tractor trailer will have nine axles and have a load capacity of 140,000 pounds.

It is estimated that transport of the tank will take from 2 to 3 days. The tank will be transported during daylight hours only. Overnight stopping points along the route will be determined at the time of transport based on the distance traveled. Travel time may be affected by traffic load on Los Angeles freeways.

The tank will be transported via truck from the site in Carson, CA to I-405. The route will follow I-405 (San Diego Freeway) north to I-110 (Harbor Freeway) then follow I-110 North to I-10 (San Bernardino Freeway) East. The route will Follow I-10 east to the junction of I-15 in Ontario, CA. The route will follow I-15 north to the junction of I-80 in Salt Lake City, UT. The route then follows I-80 west Exit 41 (Knolls).

Following is a list of populated areas which the tank will be transported through:

I-110 North and I-10 East	I-15
Los Angeles, CA	Rancho Cucamonga
E. Los Angeles	San Bernardino County
Monterey Park	Victorville
Alahambra	Barstow
Rosemead	Las Vegas, NV
San Gabriel	St. George, UT
El Monte	Cedar City
Baldwin Park	Nephi
West Covina	Provo
Covina	Salt Lake City
Pomona	
Montclair	
Ontario	

The tank/trailer will remain on the interstate and will not follow any business loops through the cities. The interstate mentioned above are designated transportation routes and do not have any special restrictions.

An emergency response team will escort the tank during transportation at all times. An oversized vehicle car will precede the trailer and the technical escort will follow. The team will be prepared to react to any incident specific to the contents of the tank.