U.S. Department
of Transportation

**Research and
Special Programs
Administration**

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

DOT-E 9529
(SECOND REVISION)

1. Viskase Corporation, Chicago, Illinois, is hereby granted an exemption from certain provisions of this Department's Hazardous Materials Regulations to offer packages prescribed herein of a flammable liquid for transportation in commerce subject to the limitations and special requirements specified herein. This exemption authorizes the shipment of carbon disulfide in DOT Specification MC-312 cargo tanks, and provides no relief from any regulation other than as specifically stated.

2. BASIS. This exemption is based on Viskase Corporation's application dated June 23, 1987, submitted in accordance with 49 CFR 107.105 and the public proceeding thereon.

3. HAZARDOUS MATERIALS (Descriptor and class). Carbon disulfide classed as a flammable liquid.

4. PROPER SHIPPING NAME (49 CFR 172..101). Carbon disulfide or Carbon bisulfide.

5. REGULATION AFFECTED. 49 CFR 173.121.

6. MODES OF TRANSPORTATION AUTHORIZED. Motor vehicle, cargo vessel.

7. SAFETY CONTROL MEASURES.

a. Packaging prescribed is DOT Specification MC-312 cargo tank having a 4500-gallon nominal water capacity and a design pressure of 75 psig. Each cargo tank must be designed and fabricated in accordance with Fruehauf Corporation drawing B-WY 5305, Rev. A (5/16/69), and vessel calculations, dated March 7, 1969, on file with the Office of Hazardous Materials Transportation (OHMT). In a filled or empty condition, the tank's vapor space must be inerted with nitrogen gas at not over 20 psig.

b. The contents authorized consist of carbon bisulfide loaded to not over 3825 gallons.

c. Cargo tanks must be equipped with internal valves as described in § 178.337-11(c).

d. The liquid level indicator, if used as the primary fill control device must be located midway of the tank longitudinally and laterally.

e. Each tank is equipped with a pressure relief system consisting of three (3) spring loaded safety relief valves set at 75 psig. The total venting capacity is at least 11,646 SCFM.

8. SPECIAL PROVISIONS.

a. A copy of this exemption, kept current, must be carried aboard each vessel and motor vehicle used to transport packages covered by this exemption.

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

c. For shipment by water, the following additional requirements apply:

i. A securing device which is satisfactory to the local Officer-in-Charge, Marine Inspection must be used on the rear of the trailer in addition to the normal securing means provided. The stowage area must be free of all operating machinery for a distance of 50 feet from the tank.

ii. The shipper or agent shall notify the USCG Captain of the Port in the port area through which the shipment is to be made, of the name of the vessel on which shipment is to be made, and of the time, date, and place of loading and off loading. When the initial notification is given in a port area, it must be accompanied by a copy of this exemption addressed to the attention of that Captain of the Port.

iii. Roll on/roll off (RO/RO) shipments are authorized aboard the following barges:

NAME	REGISTRATION NUMBER
Ponce	566952
San Juan	577473
Fort Eleza	526147
Miami	574568
Jacksonville	524658
La Reina	591449
El Conquistador	597404
El Rey	614512
La Princesa	607364

iv. The barge must be equipped, as a minimum, with one Type B-V dry chemical semi-portable fire extinguisher and two Type B-II dry chemical fire extinguishers.

v. If the barge has an installed electrical system, all equipment and fixtures within 50 feet of the location of the carbon disulfide cargo tank must be suitable for Class I, Group A atmospheres as defined by the National Electrical Code or must be deenergized.

vi. If a refrigerated transport vehicle powered by an internal combustion engine is carried on the same barge, it must be positioned as far forward of the carbon disulfide cargo tank as reasonably practicable but at a minimum distance not less than 50 feet.

vii. The carbon disulfide cargo tank shall be kept as cool as reasonably practicable by ventilation and shade from direct sunlight.

viii. The carbon disulfide cargo tank must be stowed on the main deck of the RO/RO barges in a readily accessible location.

d. Each cargo tank must be reinspected and retested once every two years in accordance with 49 CFR 177.824 as prescribed for DOT Specification MC-312 cargo tanks.

e. Each cargo tank must be plainly marked on the right side near the front, in letters at least two inches high on a contrasting background, "DOT-E 9529".

9. REPORTING REQUIREMENTS. Any incident involving loss of contents of the package must be reported to the OHMT as soon as practicable.

10. EXPIRATION DATE. August 31, 1989.

Issued at Washington, D.C.:

NOV 2 1987

(DATE)

for Alan I. Roberts
Director
Office of Hazardous Materials
Transportation

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

Dist. USCG, FHWA.