

49 CFR Part 179

Hazardous materials transportation, Railroad safety, Reporting and recordkeeping requirements.

In consideration of the foregoing, 49 CFR Chapter I would be amended as follows:

PART 171—GENERAL INFORMATION, REGULATIONS, AND DEFINITIONS

1. The authority citation for Part 171 would continue to read as follows:

Authority: 49 U.S.C. 5101–5127; 49 CFR 1.53.

§ 171.7 [Amended]

2. In § 171.7, in the table in paragraph (a)(3), the following changes are made:

a. The following entries would be removed: ASTM A 53–69a, ASTM A 178–70, ASTM A 192–69, ASTM A 269–69, ASTM A 312–70a, ASTM B 161–70, ASTM B 210–70, ASTM B 221–76, ASTM B 241–76.

b. For the entry “ASTM A 20–81”, the reference “20–81” would be revised to read “A 20–94”.

c. For the entry “ASTM A 240–82”, the reference “240–82” would be revised to read “240–94”, and the wording “Fusion-Welded Unfired” would be removed.

d. For the entry “ASTM A 262–68”, the reference “262–68” would be revised to read “262–93”, the word “Recommended” would be removed and the word “Standard”, added in its place and the word “Austenitic” would be added immediately before “Stainless Steels”.

e. For the entry “ASTM A 302–78”, the reference “302–78” would be revised to read “302–93”.

f. For the entry “ASTM A 370–77”, the reference “370–77” would be revised to read “370–94”, the word “Test” would be added immediately following the word “Standard” and the word “Definition” would be revised to read “Definitions”.

g. For the entry “ASTM A 515–69”, the reference “515–69” would be revised to read “515–92”, and the wording “Carbon Steel Plates for Pressure Vessels” would be removed and the wording “Standard Specification for Pressure Vessel Plates, Carbon Steel” would be added in its place.

h. For the entry “ASTM A 516–79b”, the reference “516–79b” would be revised to read “516–90”.

i. For the entry “ASTM A 537–80”, the reference “537–80” would be revised to read “537–91”.

j. For the entry “ASTM B 162–69”, the reference “162–69” would be revised to read “162–93”.

k. For the entry “ASTM B 209–69”, the reference “209–69” would be revised to read “209–93” and the wording “Aluminum Alloy” would be revised to read “Aluminum and Aluminum-Alloy”.

PART 172—HAZARDOUS MATERIALS TABLE, SPECIAL PROVISIONS, HAZARDOUS MATERIALS COMMUNICATIONS, EMERGENCY RESPONSE INFORMATION, AND TRAINING REQUIREMENTS

3. The authority citation for Part 172 would continue to read as follows:

Authority: 49 U.S.C. 5101–5127; 49 CFR 1.53.

§ 172.101 [Amended]

4. In § 172.101, in the Hazardous Materials Table, the following changes would be made:

a. For the following entries, in Column (7), Special Provision “B12,” would be removed:

- Acrolein, inhibited;
- Bromine *or* Bromine solutions;
- Bromine chloride;
- Dinitrogen tetroxide, liquefied;
- Formic acid;
- Hydrocyanic acid, aqueous solutions *or* Hydrogen cyanide, aqueous solutions *with not more than 20 percent hydrogen cyanide*;
- Hydrocyanic acid, aqueous solutions *with less than 5 percent hydrogen cyanide*;
- Hydrofluoric acid, solution, *with more than 60 percent strength*;
- Hydrofluoric acid, solution, *with not more than 60 percent strength*;
- Hydrogen cyanide, stabilized *with less than 3 percent water*;
- Hydrogen fluoride, anhydrous;
- Hydrogen peroxide and peroxyacetic acid mixtures, stabilized *with acids, water and not more than 5 percent peroxyacetic acid*;
- Hydrogen peroxide, aqueous solutions *with more than 40 percent but not more than 60 percent hydrogen peroxide (stabilized as necessary)*;
- Hydrogen peroxide, aqueous solutions *with not less than 20 percent but not more than 40 percent hydrogen peroxide (stabilized as necessary)*;
- Hydrogen peroxide, stabilized *or* Hydrogen peroxide aqueous solutions, stabilized *with more than 60 percent hydrogen peroxide*;
- Motor fuel anti-knock mixtures;
- Nitric acid *other than red fuming, with more than 70 percent nitric acid*;
- Nitric acid *other than red fuming, with not more than 70 percent nitric acid*;
- Nitric oxide;
- Nitric oxide and dinitrogen tetroxide mixtures *or* Nitric oxide and nitrogen dioxide mixtures;

Perchloryl fluoride;

Phosphorus, amorphous;

Phosphorus, white dry *or* Phosphorus, white, under water *or* Phosphorus, white, in solution *or* Phosphorus, yellow dry *or* Phosphorus, yellow, under water *or* Phosphorus, yellow, in solution;

Phosphorous white, molten;

Potassium nitrate and sodium nitrite mixtures;

Sulfur trioxide, inhibited; and

Sulfur trioxide, uninhibited.

b. For the entries “Carbon dioxide, solid *or* Dry ice” and “Potassium permanganate”, in Column (7), Special Provision “B12” would be removed.

c. For the entry “Dimethylhydrazine, unsymmetrical”, in Column (7), Special Provision “B79,” would be removed.

5. In § 172.102, in paragraph (c)(3), Special Provisions B12 and B79 would be removed and Special Provisions B42, B65, B71, B72, B74, B76 and the first sentence of B78 would be revised to read as follows:

§ 172.102 Special provisions.

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(c) * * *

(3) * * *

Code/Special Provisions

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B42 Tank cars must have a test pressure of 34.47 Bar (500 psig) or greater and conform to Class 105J. Each tank car must have a safety relief device having a start-to-discharge pressure of 10.34 Bar (150 psig). The tank car specification may be marked to indicate a test pressure of 13.79 Bar (200 psig).

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B65 Tank cars must have a test pressure of 34.47 Bar (500 psig) or greater and conform to Class 105J. Each tank car must have a safety relief device having a start-to-discharge pressure of 15.51 Bar (225 psig). The tank car specification may be marked to indicate a test pressure of 20.68 Bar (300 psig).

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B71 Tank cars must have a test pressure of 20.68 Bar (300 psig) or greater and conform to Class 105, 112, or 114.

B72 Tank cars must have a test pressure of 34.47 Bar (500 psig) or greater and conform to Class 105J, 106, or 110.

B74 Tank cars must have a test pressure of 20.68 Bar (300 psig) or greater and conform to Class 105S, 106, 110, 112J, or 114J.

B76 Tank cars must have a test pressure of 20.68 Bar (300 psig) or greater and conform to Class 105S, 112J, or 114J. Each tank car must have a safety relief device having a start-to-discharge pressure of 10.34 Bar (150 psig). The tank car specification may be marked to indicate a test pressure of 13.79 Bar (200 psig).

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B78 Tank cars must have a test pressure of 4.14 Bar (60 psig) or greater and conform to Class 103, 104, 105, 109, 111, 112, or 114.

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