

CHEMICALS



INDUSTRIES

INTEROFFICE / LAKE CHARLES

TO *W.* Calliouet

DATE October 8, 1980

FROM R. McCrary *RMM*

SUBJECT P-191: Review VCM Tank Car Loading System

I have completed the study of the VCM tank car loading system; however, final recommendations for piping modifications cannot be made until the fate of P-746, VDCM Emission Control, is known.

The VCM tank car loading rack has eight loading stations. Six of these stations are equipped for loading only vinyl chloride. At one station VCM or VDCM can be loaded and at the other VCM or EC can be loaded. Since the blowdown from VCM loading must go to the incinerator the lines connecting the VCM loading stations to stack 33 should be blinded. At the VCM-EC station, the best solution would be to remove the VC product line from the station making this station for loading only EC. The VDCM-VCM station should also have the VCM product line removed unless a decision is made to incinerate VDCM. If this decision is made by the approval of P-746, the blowdown line to stack 33 should be disconnected and the VCM product line to this station could be reconnected. The removal of VCM loading capability from two of the stations will reduce the number of VCM loading stations to six. If this is not enough capacity two solutions are available. Two additional VCM loading stations could be built to bring the number of VCM stations back to eight, or VDCM and/or EC emissions could be incinerated. This would allow the VCM product lines to remain and the blowdown line to the stack could be disconnected.

A problem exists regarding flow to the incinerator. The flow is restricted by a flow control valve that is controlled in the VCM control room. This flow can severely limit loading operations and is an even greater problem in clearing a tank car; however, the valve is necessary. The incinerator line from the loading rack ties into the vinyl process incinerator line. The valve gives the process area needed priority over the loading rack. The flow from the entire area is restricted by the incinerator, where high temperature problems can occur due to high vinyl concentrations in the vent. The severity of this problem could be lessened if operations were more aware of the effects of the valve on shipping, but the major problem is still with the incinerator and cannot be corrected easily.

If you have any questions or comments please feel free to contact me.

/ds

cc: I. Perez
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Harry

*Please return this original or a
copy. Thanks.*

FWC

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