



TO Distribution

DATE

September 4, 1990

FROM Ron Williams

SUBJECT

EDC Shipping

On 8/29/90 a meeting was conducted to discuss I.H. monitoring results collected during EDC loading activities. Present at the meeting were Jim LaFleur, Gerry Jordan, Johnny Taylor, Winston Caillouet and Ron Williams.

1. Railcar and Truck Loading - Recent monitoring results indicated a need to take immediate action to reduce employee exposures during these activities. To this end, Winston has tried metered loading through bottom valves, keeping the domes closed and venting the displaced head space vapors away from the immediate work area. This has reduced worker exposure so that minimal respiratory protection (half face piece respirator) is required. Reducing the potential for employee exposure at the location where the displaced vapors are vented continues to be a problem. Winston is working on several short term solutions. (An ACT to provide a long term solution by the third quarter of 1991 is in the approval process. One of the objects of this ACT should be to eliminate the use of respirators during the loading operation.)
2. Barge and Ship Loading - Monitoring results for disconnection (barges & ships) indicated that the minimum level of respiratory protection suitable for this activity is a full face air purifying type. Results from connecting operations indicate that half face air purifying respirators are adequate.* Those attending decided that more full shift monitoring was required particularly for operations involving barges. Also, additional short term monitoring will be needed for those barges which require periodic direct observation of barge holds as loading progresses. This portion of the loading process has yet to be monitored.

Engineering controls for barge and ship operations are under consideration but implementation may not occur until the second or third quarter of 1992.

- * Although not discussed at the meeting, it is not understood why monitoring results should show significant amounts of EDC present during connection. There may be trace quantities of EDC in hoses, leakage during the start up of loading or some other undetermined cause. In any case, it should be possible to further investigate and eliminate this source of exposure.

RHW/fq

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