

UST TALK

A Newsletter for Underground Storage Tank Owners / Operators

Published by Waste Management & Prevention Division

Underground Storage Tank (UST) Program

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Agency of Natural Resources—Julie Moore, Secretary

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CERTIFICATIONS

2017 Self-Certification is available online NOW.

WHAT DO YOU NEED -

The webpage is: <https://anrweb.vt.gov/DEC/USTSelfCert/Login.aspx>

Your **user ID** and **password** to log in online.

If a new person is completing the self-certification, the new person must register and have available the tank owner's access code which was mailed in August to the person/company who holds the operating permit. If the existing person's email address has changed then it is necessary to re-register and change your user ID and password.

What do you do after you remove the tanks and backfill with sand? Have a "Beach Day".



A/B Operator certification - How long is it for?

Two Years!



Important to know - You cannot renew your Operating permits or complete your annual self-certification if the A/B operator's certification has expired.

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Uh-Oh, We had a Spill. Now What?

Responsible tank operators try very hard to avoid spills. Most of the time they are successful, but every once in a while, despite everyone's best efforts, a spill occurs. What should you do?

The first thing to understand is that there is no way a newsletter article can cover every spill response scenario. The quantity of fuel spilled, the layout of each facility, weather conditions, and many other variables mandate that this article be broad. Still, we can cover the basics.

The first thing to think about when a spill occurs, is BE SAFE! Do everything you can to avoid coming into contact with spilled fuel. The next thing to focus on is stopping the spill. If fuel is spilling from a dispenser, hitting the emergency shutoff switch will usually stop the flow from all dispensers. People often call a dispenser a "pump" but with pressurized systems the actual pump is inside the underground tank. Sometimes, depending on how the emergency shutoff switch is wired, and which component is leaking, the emergency shutoff will not stop the flow of fuel. In that case, it is critical to kill power to the submersible pumps. That is usually best done by turning off the circuit breaker that sends electricity to the submersible pumps. If fuel is spilling from the delivery truck, closing the emergency shutoff valve on the truck will usually stop the flow.

Once the source of the spilled fuel has been stopped, the next critical action is to report the spill to the proper authorities. Even if their help is not needed, it is usually a good idea to report the spill to the local fire department by calling 911. And it should go without saying that the fire department is usually an excellent source of assistance. Any spill of 2 gallons or more must also be reported to the state. This can be done any time of the day by calling the Vermont Hazardous Materials Hotline at 1-800-641-5005. During regular business hours (7:45 a.m.—4:30 p.m.), spills can also be reported directly to the Spills Program at 802-828-1138.

If it is possible to do so safely, and if employees have the appropriate training, it is important to prevent the spilled fuel from spreading. This is usually done by building a dike of absorbent material.

Absorbents are available under several trade names. The most common type of absorbent is clay based granular absorbent (i.e. Oil-Dri®, Sol-Speedi Dri™, kitty litter, etc.) which work well, but they absorb water as well as petroleum compounds. Some new products are available that absorb petroleum products quickly, but do not absorb water readily. In any case, it is important to surround the spilled fuel with an absorbent first. Only after the spilled fuel is surrounded with absorbent material should absorbents be put on top of the spilled fuel.



Even though absorbent material was placed on the spilled diesel fuel, the fuel flowed off the concrete pad because the employee did not surround the spill with absorbent material. Remember: first surround the spill with absorbent material, then cover it!

Once the spill source has been stopped, the spill has been reported to the appropriate authorities, and the spill has been contained, it is time for the cleanup. This involves recovering as much of the spilled fuel as possible. If it's a relatively minor spill and employees have the appropriate training, store staff can usually sweep up the spent absorbent material. All spent spill debris such as granular absorbent, used pads and booms, etc. must be managed as hazardous waste. **It is not allowable to toss spill debris in the dumpster!** If the spill involved a large amount of fuel, has gone off the property, or flowed into a storm drain, it is time to call in a professional cleanup contractor. Cleanup of large spills can be complicated with dozens of variables. Hiring a qualified professional cleanup contractor is often the best route once the spill has been stabilized.

Leak Detection Monitoring: We're Serious!

One of the most fundamental requirements of the Underground Storage Tank program is that all regulated tank systems (i.e. tank and piping) must be checked every week to make sure they are not leaking. Leak detection monitoring is one of the original requirements of the UST Program – it has been required for more than 25 years. Vermont's UST Rules require that tanks be checked every week, and that the results of these weekly checks be recorded. Some people record their weekly checks on paper; others keep their records on a computer. Either method is fine, but the records must be maintained and must be made available within 24 hours of the time an inspector asks to see them.

Single-wall tanks must be tested at least once per week using an electronic in-tank monitor. Double wall tanks must be monitored by checking the interstitial space: the small gap between the two walls. Interstitial monitoring may be done electronically or by manually lowering a gauge stick into the interstitial space once per week. Double-wall piping is usually monitored by electronic sensors in the tank-top sumps. Intrinsically safe suction piping does not have to be monitored because a leak would cause the product to flow back into the tank. We have already mentioned this, but we will repeat, **the results of the weekly monitoring must be recorded!**



We have recently found several tank permittees who were not doing the required leak detection monitoring, and we have pursued legal cases against those tank

owners. The amount of the financial penalty varies depending on the specific circumstances of each case, but it's always more than the tank owner wants to pay. Does this mean you will be fined if you miss an occasional week of monitoring? Of course not. We do not like to see incomplete records, but we understand if someone misses a week due to illness, employee turnover, or another reason.

Please remember -- we don't want to fine any Vermont tank owner, but if we find a facility that is not doing this required monitoring, or is not keeping records of the monitoring, we will pursue enforcement.

Environmental Checklist?

Have you wondered why we mail these out to you each March? The simple answer is to let you know when a test, permit renewal, A/B operator certificate is expiring or a payment of a fee is due. The Checklist has been a great reminder tool and the tank staff thank you all who do act upon receipt. If you get a second checklist it means you are overdue a test and the second checklist is a friendly reminder. The next reminder may come in the form of a Notice of Alleged Violation and no one enjoys receiving one of them.



Please play your part and stay in compliance by scheduling tests that are due timely and paying the permit fee and assessment invoices when received.

No Stage II in Vermont but YES to Stage I

Gasoline tanks receiving deliveries from tanker trucks must be equipped with Stage I equipment that is subject to monthly inspections. See checklist below to assist you in doing your monthly check. In addition if you are receiving an average of 100,000 gallons or more per month then each year the pressure decay and P/V valve are required to be tested.

**QUESTIONS ON STAGE I CONTACT DAVE SHEPARD AT 802 272 4088
OR EMAIL DAVE.SHEPARD@VERMONT.GOV**

Stage I Vapor Recovery Monthly Inspection Checklist

Vermont Air Quality & Climate Division

Facility:

Year:

Monthly inspections of Stage I vapor recovery systems is required by §5-253.5 of the Air Pollution Control Regulations. These inspections need to include the following items:

- (a) Check each gasoline tank vent pipe to ensure that a pressure/vacuum (P/V) valve is installed and is intact;
- (b)+(c) Check each gasoline tank fill adaptor cap to ensure the gasket is in place and that the cap seals tightly;
- (d) Check each gasoline tank vapor adaptor (also known as dry break or poppet valve) to ensure the poppet valve depresses when pushed downward and reseats to make a tight seal;
- (e)+(f) Check each vapor adaptor cap to ensure the gasket is in place and the cap seals tightly.

	Jan	Feb	March	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Comments
(a) P/V valve in place and intact													
(b) Fill adaptor cap gasket in place													
(c) Fill adaptor cap seals tightly													
(d) Dry break poppet depresses and reseats tightly													
(e) Dry break cap gasket in place													
(f) Dry break cap seals tightly													

REMINDER!!

CRITICAL SPILL CLEANUP STEPS:

- ◆ Stop the flow of fuel
- ◆ Contain the spilled fuel
 - ◆ Report the spill
- ◆ Clean up the spilled fuel

SPILL HOTLINE: 800-641-5005

OR DURING OFFICE HOURS OF

7:30 A.M.-4:30 P.M. MONDAY—FRIDAY

CALL 802-828-1138