

FUELING STATIONS

Applicability

This section applies to new, expanding, or existing marinas that provide fueling services.

Background

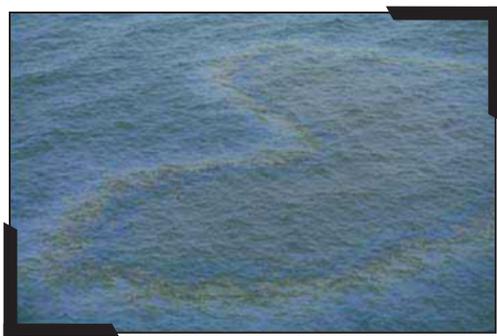
Fuel spills, even small ones, can have an impact on marina operations. Under federal law, it is illegal to discharge oil or fuel into the water in any amount, even if it only creates a sheen. It only takes one pint of fuel to pollute up to one acre of water with a sheen. It is also illegal to add any dispersal agents, emulsifiers or coagulants to spills.

Beside potential violations, oil/fuel spills can cost you money in marina repairs. Petroleum will deteriorate the white polystyrene used in floats and docks. Fuel and oil can discolor boat hulls, woodwork and paint. There is also an issue of the potential fire risk due to the flammability of gasoline.

Fuel and oil spills also are detrimental to the environment. The components of gasoline contain carcinogens. These carcinogens are toxic to aquatic life and can upset fish and aquatic wildlife reproduction. While these compounds exist as a sheen on top of the water, some of the toxic chemicals may evaporate and pollute the air. Over time, heavier toxins sink to the bottom. Bottom dwellers may ingest the toxins. The toxins that have been ingested by these bottom dwellers will be passed up the food chain, ultimately ending up in game fish.



This fueling station is at the Hammond Marina.



According to U.S. EPA (2001), most fuel dock spills result from overfilling boat fuel tanks or while transferring the fuel nozzle from the boat back to the fuel dock. These spills are usually small and can be minimized by taking some precautionary steps. Another potential source of fuel leaks comes from damaged pipes and hoses leading from the fuel storage tank(s). These leaks can result from boat collisions with the fueling dock or during severe storms. Petroleum-

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based fuels are lighter than water and float on the water's surface. This property allows for their capture if petroleum containment equipment is used in a timely manner.

Existing Federal and State Laws

Any marina that has the capacity to store greater than an aggregate of 1,320 gallons of petroleum above ground, including any container of 55 gallons or more, or more than 42,000 gallons underground that is not subject to the underground storage tank rules found in Title 40, Parts 280 and 281, of the Code of Federal Regulations (40 CFR Parts 280 and 281), is required to have a spill prevention, control, and countermeasures (SPCC) plan. This federal regulation (40 CFR Part 112) requires that the SPCC plan be certified by a professional engineer. Though not all marinas are required to have such a plan in place, having some form of response plan in place is a good idea.

Underground storage tanks must be constructed and installed according to U.S. EPA-inspired standards detailed in 329 IAC 9 by the authority of IC 13-23. Corrective action plans for cleanup of spills must be submitted to IDEM. Also, both 329 IAC 9 and 327 IAC 2-6.1 require reporting, containment of, and response to fueling station spills.

The Division of Fire and Building Safety within the Indiana Department of Homeland Security regulates marine fueling facilities under Chapter 22 of the 2003 Indiana Fire Code and more specifically Section 2209 (675 IAC-22-2.3), the Indiana Building Code (675 IAC 13) and the Indiana Mechanical Code (675 IAC 18). Such operations shall include both public accessible and private operations. They address construction of the facilities; storage and handling of associated liquids; dispensing of fuels; fire prevention and protection methods; and, venting of tanks.

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Best Management Practices

U.S. EPA recommends these best management practices for marina fueling stations.

- Use automatic shutoffs on fuel lines and at hose nozzles to reduce fuel loss.
- Remove older fuel nozzle triggers that hold the nozzle open without being held.
- Install personal watercraft floats at fuel docks to help drivers refuel without spilling.
- Require boaters to fuel all vessels at a designated fueling station or upland location away from water.



A boater and marina staff person practice spill prevention by using an absorbent cloth to prevent fuel from dripping.



Source: BoatU.S. Foundation

- Regularly inspect, maintain, and replace fuel hoses, pipes, and storage tanks.
- Train fuel dock staff in spill prevention, containment, and cleanup procedures.
- Install signs on the fuel dock that explain proper fueling, spill prevention, and spill reporting procedures and contact numbers. The BoatU.S. Foundation has developed a number of materials designed specifically for marinas and fuel docks to educate dock staff and customers about clean fueling. The information is free and available at www.boatus.com/foundation.
- Locate and design fueling stations so spills can be easily contained and cleaned up.

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Have a fire extinguisher readily available near fuel docks along with spill containment equipment.

- Write and implement a fuel spill recovery plan.
- Have spill containment equipment readily available and clearly marked. The locker or cabinet should contain:
 - Absorbent pads;
 - Absorbent booms (for small and large releases);
 - Empty sandbags;
 - Sewer pipe plugs;
 - Dry absorbent;
 - Spark-resistant square end shovels;
 - Spark-resistant pry bar;
 - Curtain boom;
 - Drain covers;
 - Fire extinguishers; and
 - A copy of the spill contingency plan.

If there is a spill, call IDEM's 24-hour emergency response hotline at (888) 233-7745 and the U.S. Coast Guard's Marina Safety Office at (502) 582-6825.

For More Information

Appendix E – (pages 111-114)
Spill Prevention, Control and Countermeasure Plans

Appendix F – (pages 115-123)
Emergency Preparedness and Spill Response (includes Emergency Response Phone Directory)