

UTAH TANK NEWS

Summer 2012

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SUCCESSSES – Bullfrog Marina

If you have a chance to visit beautiful Lake Powell via Bullfrog Marina take a close look at all the engineering that has gone into their fuel facility. Their USTs and ¾ of a mile of underground piping have been replaced by 3 double-walled ASTs located on a floating tertiary containment structure. All piping and tanks are double-walled; leak detection consists of sump monitoring (for dispensers) and interstitial monitoring for tanks and piping. Overfill protection is by way of Overfill Protection Device (OPD), Veeder Root high level alarm plus an electric solenoid valve which closes if the overfill alarm sounds. All piping is accessible from the topsides of the dock through FRP fibergrate panels covering the chases.



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This small diesel tank sits between the 2 larger gasoline tanks. Each tank has its own independent enclosure within the floating tertiary containment structure. The ASTs are filled from a shore-side tanker through a loading manifold on the beach which is equipped with spill containment and double-walled piping to the ASTs.



Nicely Done by Bruce Hagans

On January 1, 2012, the UST Owner/Operator monthly inspection program officially began and its benefits are already apparent. The program requires UST fueling facilities to be inspected every 30 days. In January, Todd King, a State of Utah Fuel Network employee was performing his monthly UST operator inspection at the Kanab UDOT site. Mr. King discovered fuel in the containment sump located at the gasoline UST. Further inspection indicated that the inner product piping of the double-walled pipe had failed.



As designed by the manufacturer, gasoline flowed to the containment sump through the small interstitial space between the inner and outer pipes. The monthly inspection program and Mr. King's hard working attitude saved the State of Utah Fuel Network a significant amount of money by identifying a defective UST part that routinely carries product, before the product escaped from the UST system. Thanks to Mr. King.

✚ If you have diesel fuel at your facility, be sure to replace your butyl gaskets with those made of Viton or another low-sulphur diesel compatible material. Several spills have been reported recently as a result of incompatible materials on diesel systems.

CONGRATS – We're Almost There!

Congratulations, if you're one of the 98% of the facilities that have a Certificate of Compliance and have met the requirements for A/B operator training. For that 2% that still needs to meet the A/B Operator Training requirements you can find the information you'll need to get into compliance at: <http://www.undergroundtanks.utah.gov/optraining.htm>.

739 Trained Class A Operators

857 Trained Class B Operators

1,338 Facilities with Class A & B Operators



THE SHORT LIST ~ A/B Operators' Responsibilities in a Nutshell

by Bruce Hagans

The basics of the UST Operator Inspection-Utah form are:

1. Pumping fuel after the store has closed requires a sign visible from the fueling area that provides an emergency contact name and phone number.
2. Class B operators must create and maintain a list of the trained Class C operators for each facility. This list should include the date they were trained and who performed the training.
3. The Class C operators must be trained before they start performing those responsibilities.
4. Class C operators must:
 - a. be present at the facility at all times during normal operating hours;
 - b. oversee product fuel transfer to the underground storage tanks;
 - c. properly respond to alarms, spills and overflow; and
 - d. notify Class A and/or B operators and emergency responders when necessary.
5. A Class A or B operator can be the Class C if properly trained.
6. The Class B operator or a knowledgeable representative should be on-site for the State compliance inspection.
7. If a Class A or B operator assumes responsibility for another site the DERR must be notified within 30 days.
8. Every 7 days check your tank leak detector for alarms or unusual operating conditions.
9. Every 30 days conduct a physical inspection of the facility as detailed in the UST Operator Inspection-Utah form.
10. If you have an alarm or unusual operating condition, notify the DERR.

Details on how to fill out the UST Operator Inspection can be found at:

<http://www.undergroundtanks.utah.gov/docs/Operator%20Inspection%20Instructions.pdf>.

UST Operator Inspection - Utah

Facility ID	Facility Name & Address	Class B Operator(s)
Inspections Conducted By:		
Category	Description	Year: J F M A M J J A S O N D
Tank Leak Detection	ATG <input type="checkbox"/> IM <input type="checkbox"/> SIR <input type="checkbox"/> IC <input type="checkbox"/> MTG <input type="checkbox"/> Other <input type="checkbox"/>	Answer Yes, No, or Not Applicable (NA)
Monthly Leak Detection	Valid leak tests have been performed and filed for all USTs	
Weekly Check	The status of the UST system is monitored every seven days for alarms and unusual operating conditions that may indicate a release	
Piping Leak Detection	ALD <input type="checkbox"/> LTT <input type="checkbox"/> 2 GPH <input type="checkbox"/> IM <input type="checkbox"/> SIR <input type="checkbox"/>	
Annual Automatic Line Leak Detector (ALD)	Passing tests within the last 12 months Mechanical ALD: <input type="checkbox"/> Simulated Leak (SL)	Date:
Functionality Test	Electronic ALD: <input type="checkbox"/> 3gph <input type="checkbox"/> 2gph <input type="checkbox"/> 1gph <input type="checkbox"/> SL	Tester:
Line Tightness Testing (LTT)	Passing tests within the last 12 months	Date:
Monthly Line Monitoring	Valid piping test results passed and available for inspection	Tester:
Corrosion Protection	All portions of the UST system in contact with the ground are non-metallic or cathodically protected	
Impressed Current and Galvanic Systems	Cathodic Protection test has been performed within the last 3 years and has passed and is available for inspection	Date:
Impressed Current only	Rectifier has been checked and logged within last 60 days	Tester:
Physical Inspection	All tank top covers present, in good condition and seated firmly All tank top entry ports are properly capped and sealed	
Spill Containment	All are free from debris, water and product All are free from cracks, holes and deformation All fills are un-obstructed	

