

SPILL PREVENTION, CONTROL, AND COUNTER MEASURE PLAN

NATIONAL WEATHER SERVICE (NWS)
WEATHER FORECAST OFFICE AND RIVER FORECAST CENTER (WFO/RFC)
4 Falcon Drive
Peachtree City, Fayette County, Georgia 30269-1929

Original Date of Plan: February 2005
Date of Last Plan Review: February 2005
**Date of Last Amendment
And P.E. Certification:** February 2005

Designated Person Responsible for Spill Prevention:

Kevin Simmons, Electronic Technician
Telephone: (770) 486-0830

CERTIFICATION

I hereby certify that I, or my agent, have examined the facility, and being familiar with the provisions of Title 40 of the Code of Federal Regulations Part 112, I attest that this Spill Prevention, Control, and Countermeasure (SPCC) plan has been prepared in accordance with good engineering practices.



SAMIR NAJIM
Printed Name of Professional Registered Engineer

Samir Najim Date: 2/25/2005
Signature of Registered Professional Engineer

Registration No. 25840 State: GA

REVIEW DOCUMENTATION AND MANAGEMENT APPROVAL PAGE

REVIEW DOCUMENTATION

In accordance with Title 40 of the Code of Federal Regulations (40 CFR) Part 112.5(b), a review and evaluation of this SPCC plan will be conducted at least once every 5 years. As a result of this review and evaluation, the National Weather Service will amend the SPCC plan within 6 months of the review to include more effective prevention and control technology if the following both apply:

- Such technology will significantly reduce the likelihood of a spill event from the facility
- If such technology has been field-proven at the time of review

In accordance with 40 CFR §112.1 and §112.3 any amendment to the SPCC plan will be certified by a Professional Engineer within 6 months after a change in the facility design, construction, operation, or maintenance occurs which materially affects the facility’s potential for a discharge of oil “...in quantities that may be harmful... into or upon the navigable waters of the United States or adjoining shorelines or waters of the contiguous zone... or that may affect natural resources...”

Review Date	Signature of Designated Person	Amended (Yes or No)?

MANAGEMENT APPROVAL

The National Weather Service is committed to the prevention of discharges of oil to navigable waters and the environment. We maintain the highest standards for SPCC through regular review, updating and implementation of this SPCC plan for the National Weather Service Facility located at 4 Falcon Drive in Peachtree City, Georgia 30269.

Printed Name and Title of Meteorologist In Charge

Signature and Date

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PART I - GENERAL INFORMATION

A. GENERAL

This section of the Spill Prevention, Control, and Countermeasure (SPCC) plan provides general information about the facility and a description of the site and its operations.

NOTE: A complete copy of this SPCC plan will be maintained and kept available at the Southeast Weather Forecast Office and River Forecast Center, in Peachtree City, Georgia.

1. Name

National Weather Service (NWS) – Southeast Weather Forecast Office and River Forecast Center (WFO/RFC), Peachtree City, Georgia.

2. Type

This facility is an onshore (non-production) facility that operates as a Weather Forecast Office and River Forecast Center (WFO/RFC). The facility is staffed 24 hours per day and 365 days per year.

3. Date of Initial Operation

The facility was constructed in April 1994, including the installation of the stationary emergency generator and the associated day tank. An aboveground storage tank (AST) was installed at the time of initial facility construction in April 1994, and was removed from the facility in 2001, when the current AST was installed.

4. Location

National Weather Service	Latitude:	33° 21' 42" N
Weather Forecast Office	Longitude:	84° 34' 05" W
River Forecast Center		
4 Falcon Drive	Elevation:	820 ft.
Peachtree City, Georgia 30269		
(770) 486-1133		

5. Name and Address of Operator

National Oceanic and Atmospheric Administration
National Weather Service - Southern Region Headquarters
819 Taylor Street
Room 10A06
Fort Worth, Texas 76102
(817) 978-2367

6. Facility Contacts

<u>Name</u>	<u>Title</u>	<u>Telephone Number</u>
Main Number/WFO		(770) 486-1133 (24-hours)
Dan (Bud) Collins	Facility Technician	(678) 488-8688
Kevin Simmons	Electronic Technician	(770) 486-1133

B. SITE DESCRIPTION AND OPERATIONS

This section describes the site and its operations.

1. Facility Location, Layout, and Operations

The facility is located at the northeastern corner of the intersection of Falcon Drive and Victor Road in Peachtree City, Fayette County, Georgia, and approximately 500 feet northeast of the Falcon Field Airport (Figure 1). The facility is owned and administered by NOAA. Figure 2 depicts the layout of the facility.

The facility has one 300-kilowatt (kW) emergency backup power (electric) Onan[®] generator with two associated aboveground diesel fuel storage tanks (ASTs). The generator supplies emergency power to the WFO/RFC, and has a 2,000-gallon main AST and a 30-gallon day tank. The generator utilizes No. 2 diesel fuel. The fuel in the main AST is pumped to the 30-gallon day tank via transfer piping, which is connected to the emergency generator. The generator and day tank are located in the DDG/storage building. The AST is located adjacent to the eastern exterior of the DDG/storage building.

The estimated fuel usage is approximately 60 gallons per month. This estimate is based on extrapolation from recent fuel orders. The generator is tested once per week for 60 minutes. The generator is also activated in advance of potential power outages during severe weather conditions. Obviously, fuel consumption would increase based on the duration of any power outages.

The WFO/RFC AST is not enclosed in fenced area; however, the facility is staffed 24-hours a day, 365 days a year. The facility is also monitored via security cameras, and both the main AST and the DDG/storage building are located in a lighted area. The DDG/storage building is kept locked.

2. Facility Storage

The generator and associated day tank for the WFO/RFC are located in the interior engine room of the DDG/storage building, which is northeast of the facility building. The associated aboveground storage tank (AST), which has a capacity of 2,000 gallons, is located adjacent to the eastern exterior of the facility building. The AST is rectangular in shape and horizontally situated on a concrete pad. The 2,000-gallon main tank, an Armor Cast[®] welded steel primary tank, is integrally constructed with a pre-cast concrete vault. The AST's fill port is located on the top of the tank and is situated in an overfill well below the grade of the top of the tank. Piping from the AST leads into the engine room of the DDG/storage building and into the day tank. The day tank has a capacity of 30 gallons and feeds directly to the Onan[®] emergency generator. The day tank, mounted against the eastern side of the generator (and next to the

exterior building wall), sits in a steel, open-topped spill pan which provides secondary containment. The tank is connected to the generator via ¾ inch (outside diameter) steel pipe. All of the joints are threaded. The piping is single-walled; however, the pipe outside the building that leads from the AST to the building is sheathed in flexible PVC pipe. Flexible hosing connects the steel pipe from the floor of the space to the engine as a safeguard against rupture from vibration when the generator is running.

The AST is also equipped with an audible high-level alarm, as well as an interstitial monitoring device (between the AST and concrete vault) that is connected to the audible alarm system (Pneumercator[®] LC 1000 alarm and fill limiter valve). The alarm is mounted on the eastern exterior wall of the DDG/storage building.

Table 1 in Section 7 summarizes the diesel storage capacities at Southeast WFO/RFC.

3. Drainage Pathway and Distance to Navigable Waters

The topography at the Southeast WFO/RFC facility in Peachtree City exhibits a slight slope to the southeast across the site. The ground surface slopes more steeply along the eastern facility boundary. In the vicinity of the WFO/RFC main AST, the ground surface slopes to the south, towards the adjoining roadway to the south (Victor Road). Much of the area downgradient of the main AST is covered with grass. A gravel-lined drainage channel is located approximately 20 feet south of the main AST, running east-west from the HVAC units to the adjoining undeveloped parcel. In addition, a “ground test well” is located approximately 5 feet south of the main AST. Diesel fuel, being a light fuel, will easily penetrate the gravel and could infiltrate the subsurface at the site via the well. A fuel oil spill of sufficient volume would flow south across a grassed slope, and off-site to the adjacent paved roadway (Victor Road), which bounds the facility to the west. A spill would then discharge to storm water inlets located in the roadway, which eventually discharge to Line Creek. Line Creek is located approximately 0.5 mile southwest of the facility boundary (See Figure 2).

Two spill kits containing absorbent boom, pads and pillows, and drain seals, are located at the WFO/RFC facility. One spill kit is stationed outside and adjacent to the 2,000 gal AST, and another kit is located inside the DDG/storage building, within the engine room.

A release from the 2,000-gallon AST would spill onto the concrete pad and then onto the surrounding grassed areas. Any oil spilled in the engine room that exceeded the secondary containment would spill onto the floor of the space and out the doorway that faces north. From the exterior of the doorway, a spill of sufficient volume would then flow south, overland and off-site. The fueling vehicle parks at the northeastern portion of the facility’s asphalt-paved parking area, adjacent to the fueling port of the main AST. The trucks that supply fuel to Southeast WFO/RFC typically are constructed with 3 or 4 separate compartments. In most cases the trucks utilize automatic shutoff nozzles (similar to the types used at gas stations) to prevent overfilling.

4. Spill History

Reportable spill events from 1994 to present (date on cover of this plan):

None.

5. Spill Potential, Volumes, and Rates

The most likely causes of spills from the AST are from overfilling or a ruptured hose during refueling, a failure of one of the compartments of the fuel truck, failure of the structural integrity of the AST, or a ruptured fuel line.

If conducted according to plan and with good management practices, large spills from fueling operations are not likely.

For the main AST and the day tank, a large spill caused by loss of structural integrity or vehicle collisions are low probability events owing to alarm systems, weekly testing of the generator and daily observations by NWS personnel.

Table 2 summarizes the potential type of spills, volumes, and rates.

6. Discussion of Facility Conformance with 40 CFR 112

Every effort has been made by the NWS to ensure that this facility fully conforms to the applicable provisions of 40 CFR 112. The following is a brief summary of the applicable characteristics of the facility:

- a. The facility is staffed 24-hours a day, 365 days a year. The generator is tested weekly, and on a daily basis NWS personnel are working near and around both generator system decreasing the likelihood of a large spill incident. The facility is located approximately 500 feet northeast of the Falcon Field Airport where rapid response is available in the event of a serious fuel spill. Additionally, rapid response is available from the Peachtree City Fire and Rescue Emergency Operations Center (EOC), Leach Station (Station 81), located approximately 2 miles north of the facility.
- b. The 2,000 gallon AST has an overfill alarm as well as an interstitial alarm. The day tank for the main generator is contained in an overfill catch basin.
- c. The SPCC Plan:
 - i. Has the full approval of the appropriate NWS managers.
 - ii. Has been prepared and certified by a Professional Engineer.
 - iii. Provides for prevention efforts to ensure that fuel oil discharges will not occur.
 - iv. Provides a vehicle to ensure that personnel training is accomplished.
 - v. Provides for appropriate reporting of oil discharges.
 - vi. Provides for appropriate mitigating actions to be taken if an oil discharge should occur.

7. Type of Oil and Storage Capacity

Table 1. Descriptive Inventory of Facility Storage

Tank	Nominal Capacity (Gallons)	Product Stored	Type	Double Walled?
WFO/RFC Main AST	2,000	No. 2 Diesel Fuel	Rectangular Steel	Yes
WFO/RF Day Tank	~30	No. 2 Diesel Fuel	Rectangular Steel	No*

* These ASTs have been provided with external secondary containment.

PART II - DESIGN COMPONENTS AND OPERATIONAL PROCEDURES FOR SPILL PREVENTION AND CONTROL

This section discusses spill prevention and control measures that have been or will be implemented at the facility to prevent oil spills.

A. TANK AND SYSTEM DESIGN FOR SPILL PREVENTION

This section describes design components and operating procedures that will be implemented at the facility to prevent oil spills.

1. Aboveground Storage Tanks (AST)

WFO/RFC AST: The AST construction will be compatible with the No. 2 diesel fuel held by the tank. The AST will have secondary containment around the primary tank shell. A level gauge or dipstick will indicate the fuel level (from empty to full).

An automatic shut-off valve on the fill spout will be set to close at 90 percent of capacity (900 gallons). The AST also will have an audible high-level alarm set at 85 percent of capacity (850 gallons) and interstitial monitoring device between the primary and secondary tanks that is connected to the audible alarm system. A seven-gallon capacity spill container will surround the fill spout.

Day Tank: This tank will have an open top spill pan (rupture basin) designed to hold 110 percent of the tank volume. It will have a liquid level gauge to indicate the amount of fuel in the tank (empty to full) and a high-level float switch connected to the audible alarm to warn of overfilling. The rupture basin will have a float switch designed to detect fuel that has spilled or leaked. The float switch will be connected to an audible alarm system in the office.

Piping: An anti siphoning valve will be located between the AST and the pump to prevent unwanted fuel from being siphoned from the AST.

2. Tank Refueling and Truck Unloading Operations

All delivery drivers will have U.S. Department of Transportation hazardous material transportation training as required by Federal law.

The remainder of this section discusses the procedures that will be used during unloading of fuel from the tank truck into the AST to prevent spills. This procedure will be documented every time refueling occurs using the appropriate form (See Appendix A). Copies of these forms will be kept for 5 years.

- a. The following procedure will be used **before** fuel delivery and unloading:
(See Appendix A-2)
 - i. If applicable, place a magnetic, urethane spill cover over the storm drain catch basin inlet. At this facility, a neoprene dike will be placed downgradient of the refueling truck parking location and of the main AST to prevent a release from

- reaching the storm water drain inlets (located in the adjacent roadway). Additionally, a neoprene drain cover should be placed over the on-site well.
- ii. The Designated Person or the Designated Person's designated representative should determine the available capacity (ullage) of the AST by converting the reading on the fuel gauge to gallons (see Appendix A). This ullage is communicated to the fuel supply contractor and marked in the fueling log.
 - iii. Move spill containment equipment such as booms, spill barriers or spill kits into the unloading area.
 - iv. Block the tank truck wheels.
 - v. Place drip pans under all pump hose fittings (if applicable) before unloading.
 - vi. The Designated Person or the Designated Person's designated representative and the delivery driver will ensure the fill nozzle is placed in the appropriate AST filling port.
- b. The following procedure will be used **during** the fuel unloading period: (Appendix A-2)
- i. The Designated Person or the Designated Person's designated representative and the delivery driver will remain with or near the vehicle and the fuel tanks at all times during unloading. Gauges on the AST and the truck, as well as the fueling nozzle, will be continuously monitored to ensure the ullage is not exceeded. If the audible high-level alarm sounds, stop the unloading procedure immediately to ensure fuel ullage is not exceeded.
- c. The following procedure will be used **after** fuel unloading is completed: (Appendix A-2)
- i. Record the amount of fuel transferred to the AST in the log (Appendix A-1).
 - ii. Drain the fill hose and then ensure that all drain valves are closed (if applicable) before removal of the hose from the tank.
 - iii. Pour any uncontaminated fuel in the drip pans, tank truck containment pool, or spill pipe spill bucket container into the AST (if it has the capacity) or dispose of appropriately.
 - iv. Inspect the tank truck before removing the blocks to ensure the lines have been disconnected from the tank.
 - v. Remove the blocks from truck wheels and remove the neoprene dike and drain cover.
 - vi. Place a copy of the completed fuel-unloading checklist in the SPCC.

3. Inspections and Records

Inspection and Maintenance of Tanks: The AST and day tank will be inspected, each time a maintenance technician visits the site, as well as the regularly scheduled monthly inspections, for any fuel leaks, especially at the tank seams (including the underside of the tank). The outside of exposed piping will also be inspected. Monthly and annual inspections will follow the checklists shown in Appendix B-1 and B-2. Monthly and annual inspection forms will be completed by the staff.

Integrity Testing: Integrity testing of the ASTs is required under the new regulations put forth by the U.S Environmental Protection Agency (EPA). However manufacturers of shop-built tanks have stated that integrity testing of their tanks is not necessary and that best management practices should be employed instead. The EPA has stated, “*for certain smaller, shop-built containers in which internal corrosion poses minimal risk of failure; which are inspected at least monthly; and, for which all sides are visible (i.e., the container has no contact with the ground), visual inspection alone might suffice, subject to good engineering practice.*”

To comply with §112.8.c.6, the Southeast WFO/RFC in Peachtree City will continue to make observations during generator tests, conduct regular monthly and annual inspections, and recommend integrity testing only when it is warranted, e.g. noticeable leakage or corrosion. Testing will also be conducted if the structural integrity comes into question as a result of a fire, earthquake or other similar event.

Record Keeping: The Environmental/Safety Focal Point or Maintenance Technician, (person responsible for spill prevention at the facility) will be responsible for completing (i) the Ullage Logs and documentation of Fuel Unloading Procedures, (ii) the Records of Inspections, (iii) the Training Record, and (iv) the Spill Response Exercise Record. These records will be maintained for at least 5 years from the time of the recorded action.

4. Site Security

The WFO/RFC AST is not enclosed in fenced area; however, the facility is staffed 24-hours a day, 365 days a year. The facility building and the DDG/storage building including the engine room, are kept locked. The facility is also monitored via security cameras, and both the main AST and the DDG/storage building are located in a lighted area.

Signs are posted on and around the AST warning of the presence of a combustible liquid, the combustible liquid is diesel fuel, and that smoking is prohibited near the AST. Fire extinguishers are located in the generator buildings. There is no vehicular traffic near the AST.

5. Training

As a minimum, the Environmental/Safety focal point, an alternate, and the responsible manager (MIC, HIC, or OIC) are trained in the intent of applicable oil spill regulations and how to implement the inspection and maintenance procedures outlined in the previous paragraph. Spill control and countermeasure is included in the training. An outline for the training is found in Appendix C.

Training is repeated once per year. All new personnel responsible for implementing this SPCC plan are properly trained before beginning work at the new position. A record of who is trained when, and by whom (Appendix C) is filed with this SPCC plan and kept for a period of 5 years.

B. SPILL CONTROL

This section describes control measures that have been implemented to prevent any spilled oil from entering navigable waters or adjoining shorelines.

1. Secondary Containment Designs, Construction Material, and Volume

The main AST for the WFO/RFC's generator is fitted with secondary containment, which consists of a pre-cast concrete vault surrounding the pressurized double-walled steel tank. Located within the concrete vault is a moisture sensor (interstitial alarm) which if activated triggers an audible alarm at the tank. The rust-free concrete protects the AST against fire, projectiles, and vehicle impact.

The secondary containment for the WFO/RFC generator's day tank is a steel catch basin mounted under the day tank.

2. Spill Kits Type and Location

The Pig 202 spill kits or equivalent will be located in the engine room of the DDG/storage building or in the immediate vicinity of the ASTs. The spill kits are designed to absorb up to 60-gallons each of diesel fuel and to divert a spill from navigable waters. The kits include oil absorbent socks and mats in a polyethylene container that doubles as a disposal container.

3. Drain Inlet Cover

If applicable, a neoprene dike will be placed downgradient of the refueling truck parking location and of the main AST to prevent a release from reaching the storm water drain inlets (located in the adjacent roadway), prior to any fuel transfer. Additionally, a neoprene drain cover will be placed over the on-site well.

4. Personal Protective Equipment (PPE)

If a leak or spill were to occur, it might be necessary for NWS personnel to conduct initial emergency procedures to minimize the impact of the spill, control the spill, or secure the area. To employ the SWIMS procedure (see Part III.A of this plan), it may be necessary for them to come into contact with the diesel fuel. If this were to occur, NWS personnel must use proper PPE. Proper PPE for diesel fuel is specified in the MSDS (Appendix F).

- Eye protection is accomplished by the use of **Chemical Goggles** or a **Full Face Shield**. An **Eyewash Station** should be provided in the area.
- Hand protection is accomplished by the use of **Nitril Gloves** and should be worn at all times when handling this material. If there is a likelihood of skin exposure then impervious clothing such as **Tyvek** should be worn.

Other clothing & equipment - if contaminated, must be removed and laundered before reuse. Items that cannot be laundered should be discarded.

PART III - SPILL COUNTERMEASURES AND REPORTING SPILL COUNTERMEASURES

A. SPILL COUNTERMEASURES

This section presents countermeasures to contain, clean up, and mitigate the effects of any oil spills at this site.

1. SWIMS

A spill containment and cleanup activity will never take precedence over the safety of personnel. No countermeasures will be undertaken until conditions are safe for workers. The SWIMS procedure should be implemented as countermeasures:

- S** - Stop the leak and eliminate ignition sources.
 - a. Attempt to seal or some how stop leak if it can be done safely.
 - b. Attempt to divert flow away from any drainage ditch, storm sewer or sanitary sewer with a spill barrier or the contents of spill kit. The spill kit is located in the engine room of the DDG/storage building, and one is located at the exterior of the DDG/storage building, adjacent to the main AST.
 - c. Eliminate all ignition sources in the immediate area.

- W** - Warn others.
 - a. Yell out “SPILL”. Inform the person in-charge at your facility.
 - b. Account for all personnel and ensure their safety.
 - c. Notify contacts and emergency response contractor as described in the following section for assistance in control and cleanup.

- I** - Isolate the area.
 - a. Rope off the area

- M** - Minimize your exposure to the spilled material by use of appropriate clothing and protective equipment. If possible, remain upwind of the spilled material.

- S** - Standby to assist the emergency response contractor.

B. SPILL REPORTING

This section discusses the reporting procedures for spills of diesel fuel at the facility. The people and organizations that are notified vary, based on the quantity of the spill, whether it reaches navigable waters or adjoining shorelines, the frequency and history of spills and the potential impacts which the spill may have on people, property, or the environment.

A spill report form that requests the information to be reported to all agencies in writing (to the extent known) is included in Appendix D. Copies of the completed form should be sent to the NWS Environmental Compliance Officer and the National Oceanic and Atmospheric Administration (NOAA) Southern Regional Compliance Officer (see next section).

1. General Notification Procedures for All Spills

- First, call 911 (or the local emergency agency) if there is an immediate emergency.
- Next, notify the appropriate persons within the NWS and NOAA:
 - **Terry Brisbin, Regional Env/Safety Coord.** **817-978-2644 x139**
 - **Mark George, RECO for the Southern Region** **303-497-3064**
 - **Mike Jacob, NWS Env. Compl. Officer** **301-713-1838 x165**
 - **Olga Kebis, NWS Safety Officer** **301-713-1838 x173**

2. Federal Notifications

The Federal Clean Water Act as described in 40 Part 110.6, requires notifying the EPA National Response Center or the U.S. Coast Guard (USCG) as soon as anyone has knowledge of any discharge of oil in quantities that “may be harmful,” 40 CFR 110.3 defines “may be harmful” as a discharge if either of the following applies:

Violates applicable water quality standards.

Or

Causes a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or cause sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

If either of these criteria is met, contact the following:

The National Response Center	800-424-8802
EPA Region 4	404-562-8700

Additionally, under the SPCC regulations under 40 CFR 112.4(a), if either of the two spill criteria (listed below) occurs, a report must be submitted to the EPA Regional Administrator within 60 days:

- A discharge of more than 1,000 gallons of oil into or upon navigable waters or adjoining shore lines in a single event.
- Two spill events that cause discharge of more than 42 gallons in each event, within any 12 month period.

Please refer to 40 CRR 112.4(a) for instructions on the required contents of the report and proper reporting procedures.

PART IV - RECOMMENDED IMPROVEMENTS

In accordance with 40 CFR 112.7, this section presents physical upgrades or procedural changes that are not yet fully operational but are called for in the plan.

A. PHYSICAL UPGRADES

The ASTs, piping system, alarm system, and spill response equipment satisfy all current Federal and State of Georgia requirements and are in good operating condition. However, the following changes and upgrades are recommended:

- Provide secondary containment for the refueling truck when practicable. Until that time, employ best management practices (see below). There are a number of secondary containment options available to the agency. There are several types of temporary drive-on berm systems commercially available. Another simple option might include installing asphalt berms at the fueling site with properly engineered and controllable drainage systems. Obviously, any engineered system would require the approval of a licensed engineer.
Note: Currently, industry has requested that EPA redefine the term 'loading/unloading rack' (§112.7 (h)). It is possible that a change in this definition could exempt a facility from providing secondary containment for fuel trucks during fuel delivery for on-site consumption.
- Have the float switch for the WFO/RFC main AST tested regularly. Repair if necessary.
- Install secure fencing around WFO/RFC main AST when practicable. Until such time, continue to employ good security practices such as maintain lighting and security cameras.
- The catch basin for the day tank did not have a level indicator nor an alarm. Nor was there one for the day tank. In accordance with 40CFR §112.8(c).8 installing such a system for the day tank and/or the catch basin is recommended.
- Obtain a neoprene dike to prevent potential spills from discharging overland and offsite, to the storm water inlets located in the adjacent roadway (and ultimately to Line Creek). Also obtain a neoprene drain cover to be placed over the on-site well during fueling operations.
- It is not clear as to the purpose of the flexible PVC sheathing on the steel transfer pipe leading from the WFO/RFC AST into the DDG/storage building. The PVC sheathing is problematic in that it does not allow for routine inspections, and potentially provides an environment around the steel transfer pipe that promotes corrosion. If the sheathing was meant as secondary containment, then it should be removed and a more appropriate form of secondary containment installed, such as a lined catch basin. If the sheathing was meant as a form of physical protection, then the solid PVC piping should be exchanged for a sheathing that provides physical protection and allows for visual inspection and drainage to reduce the risk of corrosion (e.g., PVC drainage piping).

B. PROCEDURAL CHANGES

The following procedures and/or procedural changes are recommended:

- Owing to the lack of secondary containment for the fuel truck, it is strongly recommended that proper procedures be diligently followed during refueling operations as prescribed in Part II, A.2 and Appendix A of this plan.
- Perform all inspections as outlined in Part II, A.3 and Appendix B of this plan.
- Maintain a training program for all relevant personnel on an annual basis and when new personnel report to the facility as prescribed in Part II, A.5 and Appendix C of this plan.
- Continue to conduct spill exercises annually as prescribed in Part II, A.5 and Appendix D of this plan.

1. Inspections and Preventative Maintenance

The inspection checklists found in Appendix B should be followed. The interstitial monitoring device in the AST is designed to monitor the integrity of the primary tank. Visual inspections of the outside of the secondary wall of the AST and the primary wall of the day tank will serve to signal a potential problem with the tank integrity.

Table 2. Potential Spill Sources and Volumes

Source	Event	Potential Spill Volume (gallons)	Estimated Rate (gallons per minute)	Direction of Spill Flow	Remarks
WFO/RFC main AST and Day Tank NOTE: The concrete-encased Steel AST and the Steel Day Tank are separated by approximately 5' and are interconnected via a fuel transfer pump.	Overfilling or a ruptured hose during fueling.	0 to 40 ^a	80 ^b	To the southwest	Spills of this nature would largely be contained on the paved area or in the soil around the tank area.
	Failure of fuel supply line to pump	*0 to 2,000 ** 0 to 30	Variable depending on the size of the hole	To the southwest	Can be minimized through routine inspections.
	Structural Failure	*0 to 2,000 ** 0 to 30	Variable depending on size of hole	Same as above.	Low probability event that both primary and secondary tank shells would fail.
	Vehicle Collision	*0 to 2,000 ** 0 to 30	Variable depending on size of hole	Same as above.	Low probability event. Vehicle traffic is limited and traffic flow is not directly towards tank.
	Overturn or puncture in an earthquake	*0 to 2,000 ** 0 to 30	Variable depending on size of hole	Same as above.	Low to moderate probability event. Concrete vault-construction tank gives extra protection from rupture, but a large earthquake could cause a spill. The single walled steel day tank has secondary containment within the shelter. However, the shelter could be damaged in a earthquake.
	Failure of the pump to shut down after filling the day-tank or failure of the line from pump to day tank.	*0 to 2,000 ** 0 to 30	Variable depending on the nature of the failure.	Same as above.	Can be minimized through routine inspections and maintenance. A fuel return line is installed to allow fuel to return to the AST in the event that the transfer pump does not shut down.
	Structural Failure or Vandalism	*0 to 2,000 ** 0 to 30	Variable, depending on the extent of damage.	Same as above.	Can be minimized through routine inspections, maintenance and by the adherence to good security practices.

Notes: a Based on a maximum pumping rate of 80 gallons per minute from the fill truck and a maximum of 30 seconds to turn off the pump.
 b Approximate maximum pumping rate of fill truck.
 * Steel, 2,000-gallon tank mounted outside on a concrete pad.
 ** One rectangular steel day tank mounted in a catch basin next to the generator.

APPENDIX A

A-1 TANK ULLAGE AND FUELING LOG

A-2 FUEL UNLOADING PROCEDURE CHECKLIST

APPENDIX A-2

FUEL UNLOADING PROCEDURE CHECKLIST

Station Name: _____

Date: _____ Tank: _____

NWS Rep: _____ Supplier: _____

X	Item	Description	Comments
The following six items must be completed BEFORE fuel unloading.			
	1	Ensure the audible high-level alarm system and automatic shutoff valve are functioning properly.	
	2	Determine the available capacity (ullage) of the above ground storage tanks (AST) by converting the reading on the fuel gauge to gallons (See Appendix A, Page A-1). This ullage should then be marked in the fueling log and communicated to the tank truck unloading contractor.	
	3	Move spill containment equipment such as booms or spill barriers into the unloading area.	
	4	Block the wheels of the tank truck.	
	5	Place drip pans under all pump hose fittings (if applicable) after the hose is hooked up to the AST and before unloading.	
	6	Ensure the fill nozzle is in place in the appropriate AST appurtenance. In this case, the fill nozzle is placed in the fill pipe connected to the round spill container.	
The following two items must be completed DURING fuel unloading.			
	7	Ensure that the NWS representative and the tank truck operator remain with the vehicle at all times during unloading.	
	8	Monitor the gauges on the AST and the truck continuously to ensure the ullage is not exceeded. If the audible high-level alarm sounds, stop the unloading of fuel immediately.	
The following six items must be completed AFTER fuel unloading.			
	9	Record the amount of fuel unloaded in the log (Appendix 1, page A-1).	
	10	Before removing the fill hose from the AST, ensure that it is drained and that all drain valves are closed (if applicable).	
	11	Pour any fuel in the drip pans, tank truck containment pool, or spill container on the fill pipe into the AST (if it has the capacity) or dispose of appropriately (describe how it was disposed of, if applicable).	
	12	Inspect the tank truck before removing the blocks to ensure the lines have been disconnected from the AST.	
	13	Remove the blocks from the tank truck wheels.	
	14	Place a copy of this fuel-unloading checklist in the SPCC Plan folder.	

Additional Comments Below:

APPENDIX B

B-1 MONTHLY INSPECTION CHECKLIST

B-2 ANNUAL INSPECTION CHECKLIST

APPENDIX B-1

MONTHLY INSPECTION CHECKLIST

Site Name:		Tank Name or Number:	
Date of Inspection:		Inspected by:	
Date of Last Inspection:		Signature:	
A. TANKS	YES	NO	NOTES
Are there any oil stains on the outside of the tank, including the underside?			
Is there any oil on the ground, concrete, or asphalt around the tank?			
Are there any visible cracks or indications of corrosion on the tank, at fittings, joints, or seals? (Such as paint peeling or rust spots)			
Are there any raised spots, dents, or cracks on the tank?			
Does it appear that the foundation has shifted or settled?			
Is the fuel gauge working properly?			
Are all vents clear so they may operate properly?			
If rainwater is present in secondary containment area, does sufficient volume remain for spill control? (if applicable)			
B. PIPING	YES	NO	NOTES
Is there any oil on the outside of or under any aboveground piping, hoses, fittings, or valves?			
Are aboveground piping, hoses, fittings, or valves in good working condition?			
C. SECURITY/SAFETY/SPILL COUNTERMEASURES	YES	NO	NOTES
Are lights working properly to detect a spill at night?			
Are all locks in the "lock" position?			
Are all warning signs properly posted and readable?			
Are vehicle guard posts in place and properly secured? (if applicable)			
Are spill kits easily accessible, protected from the weather, and complete?			

CORRECTIVE ACTIONS REQUIRED (explain below):

APPENDIX B-2

ANNUAL INSPECTION CHECKLIST

Site Name:		Tank Name or Number:	
Date of Inspection:		Inspected by:	
Date of Last Inspection:		Signature:	
A. MONTHLY CHECKLIST	YES	NO	NOTES
Have Monthly Inspection checklists been completed?			
B. TANKS			
Are all alarms and automatic shutoff devices working properly?			
Is interstitial monitor functioning properly? (if applicable)			
C. OTHER			

CORRECTIVE ACTIONS REQUIRED (explain below):

APPENDIX C

C-1 TRAINING OUTLINE

C-2 TRAINING RECORD

APPENDIX C-1

TRAINING OUTLINE: SPILL PREVENTION, CONTROL AND COUNTERMEASURES

Training will be provided for facility personnel at the following times:

1. System startup or whenever new equipment is installed
2. Within the first week of employment for new personnel
3. Annually

The training will include complete instruction in the elements of the facility's Spill Prevention, Control, and Countermeasure Plan and will include the following:

1. Pollution control laws, rules, and regulations including a summary of Title 40 of the Code of Federal Regulations Part 112 "Oil Pollution Prevention" (see Attachment)
2. Fuel Storage System
 - A. Purpose and application of the following system elements:
 - Tanks
 - Piping
 - Pumps
 - Accessory equipment
 - Electronic monitors
 - B. Operation, maintenance, and inspection of system elements
3. Spill Prevention
 - A. Potential spill sources
 - B. Spill flow direction and impact on navigable waters
 - C. Procedures to prevent spills, especially during fuel unloading
4. Spill Control
 - A. Secondary containment
 - B. Safety valves
 - C. Pump and equipment shutoff switches
 - D. Use of catch basin inlet covers or other diversionary devices
5. Spill Countermeasures
 - A. Location and use of emergency phone numbers
 - B. Location and use of fire extinguishers
 - C. Location and use of spill cleanup kit
 - D. Implementing SWIMS procedure

APPENDIX D

D-1 SPILL RESPONSE EXERCISE RECORD

D-2 SPILL REPORTING FORM

APPENDIX D-2

SPILL REPORTING FORM (Form Dated 12/04)

1. GENERAL		
Name of Facility:	Address:	
Completed by:	Organization: National Weather Service	
Position:	Phone:	
2. SPILL INFORMATION		
Date:	Time:	
Location at Facility:	Quantity:	
Substance Spilled:	Other:	
3. OUTSIDE NOTIFICATIONS		
Agencies	Recorder at Outside Agency	Date and Time
Call 911 (or the local emergency agency), if there is an immediate emergency.		
NWS/NOAA: Mike Jacob, (301) 713-1838 ext. 165 Olga Kebis, (301) 713-1838 ext. 173 Terry Brisbin, (817) 978-2644 x139 Mark George, (303) 497-3064		
EPA National Response Center, or U.S. Coast Guard: (800) 424-8802 US EPA Region 4: 404-562-8700 GEPD: 404-656-4300 or 800-241-4113		
List Additional State and Local Agencies below:		
4. INFORMATION ON SOURCE AND CAUSE:		
5. DESCRIPTION OF ENVIRONMENTAL DAMAGE:		
6. CLEANUP ACTION(S) TAKEN:		
7. CORRECTIVE ACTION(S) TO PREVENT FUTURE SPILLS:		

Note: - All information must be filled in. If something is unknown, write "unknown."
 - Copies must be sent to the NWS/NOAA personnel listed above.

APPENDIX E

**CROSS REFERENCE OF THE REQUIREMENTS OF TITLE 40 OF THE CODE
OF FEDERAL REGULATIONS, SECTION 112 WITH THIS PLAN**

APPENDIX E

CROSS REFERENCE OF THE REQUIREMENTS OF 40 CFR 112 AND THIS PLAN

CFR Citation	Item	Plan Location
112.1(d)(2)(ii)	Criteria for need of an SPCC Plan	Table 1
112.4(a)	Reporting of Spills – Federal Notifications	Part III, B
112.4(c)	Reporting of Spills – State Notifications	Part III, B
112.5(b)	SPCC Plan review and amendment requirements – 5 year max.	Page ii
112.5(c)	PE Certification of Technical Amendments	Page i
112.7	SPCC Plan – full approval by management	Page i; Appendix E
112.7(a)(1)	Discussion of Facility Conformance	Part I, B.6
112.7 (a) (3)	Facility Description and Diagrams	Part I, A and B; Appendix K
112.7 (a) (3) (i)	Type of Oil and Storage Capacity	Part I, B.7; Table 1
112.7 (a) (3)(ii)	Discharge Prevention Measures	Part II
112.7(a)(3)(iii)	Discharge and Drainage Controls	Parts II and III
112.7 (a)(3)(iv)	Countermeasures for Discovery, Response and Cleanup	Part III
112.7 (a)(3) (v)	Methods of Disposal	Part III, B.5
112.7 (a) (3)(vi)	Contact List and Phone Numbers	Part III, B; Appendix D-2
112.7 (a)(4)	Spill Reporting Form	Appendix D-2
112.7 (a)(5)	Procedures In Event of Discharge	Part III, A; Appendix D-2
112.7 (b)	Flow Prediction Information	Table 2 and Appendix K
112.7 (c)	Secondary Containment	Part II, A.1 & and A.2
112.7(c)(1)(vii)	Sorbent Materials	Part III, B.2; Appendix G
112.7(d)	Commitment of Manpower and Equipment	Part III, B
112.7 (e)	Inspections, Tests and Records	Part II, A.2; Appendix B
112.7(f)	Training	Part II, A.5; Appendix C
112.7 (g)(5)	Lighting	Part III, A.4
112.7(j)	State Rules, Regulations and Guidelines	Part III, B
112.8(c)(6)	Container Testing	Part II, A; Appendix B

APPENDIX F
MATERIAL SAFETY DATA SHEET (MSDS)

MATERIAL SAFETY DATA SHEET



===== CHEMICAL PRODUCT AND COMPANY IDENTIFICATION =====

TRADE NAME: #2 DIESEL FUEL
CAS NUMBER: 68476-34-6
SYNONYM(S): PROCESS STREAM; NO. 2 DIESEL FUEL; FUEL OIL;
MIDDLE DISTILLATE; AB0/AA9-1; AG7; AG8
MSDS NUMBER: 1354
PRODUCT CODE: NA
HIERARCHY: NA
MANUFACTURER/SUPPLIER: BP Oil Company
ADDRESS: 200 Public Square, Cleveland, OH 44114-2375
TELEPHONE NUMBERS - 24 HOUR EMERGENCY ASSISTANCE:
BP America: 800-321-8642
CHEMTREC Assistance (In U.S.): 800-424-9300
CHEMTREC Assistance (Elsewhere): 703-527-3887
TELEPHONE NUMBERS - GENERAL ASSISTANCE: (Normal Office Hours):
(8:00-4:30 M-F, EST):
Technical: 216-586-6184
MSDS Contact: 216-586-8023

===== COMPOSITION/INFORMATION ON INGREDIENTS =====

COMPONENT: Diesel Fuel No. 2, A distillate having a minimum viscosity of 32.6
SUS at 100 degrees F to a maximum of 40.1 SUS at 100 degrees F
CAS NO.: 68476-34-6
% BY WT.: 99.9 - 100
EXPOSURE LIMITS: None Established

===== HAZARDS IDENTIFICATION =====

EMERGENCY OVERVIEW:

Clear Liquid With Hydrocarbon Odor. May Be Dyed For Identification.
Danger! Harmful or Fatal If Swallowed. Aspiration Hazard If
Swallowed--Can Enter Lungs and Cause Damage. May Be Irritating To the
Eyes and Respiratory Tract. Causes Skin Irritation. Vapors May Be
Harmful. Possible Cancer Hazard - Contains Material Which May Cause
Cancer Based On Animal Data. Combustible Liquid & Vapor.

POTENTIAL HEALTH EFFECTS:

SKIN:

Repeated or prolonged contact may result in defatting, redness, itching, inflammation, cracking and possible secondary infection. May cause allergic reactions in some individuals. Absorption from prolonged or massive skin contact may cause poisoning. High pressure skin injections are Serious Medical Emergencies. Injury may not appear serious at first; within a few hours, tissue will become swollen, discolored and extremely painful (see Notes to Physician section).

EYE:

Exposure to vapors, fumes or mists may cause irritation.

INHALATION:

May cause respiratory tract irritation. Exposure may cause central nervous system symptoms similar to those listed under "Ingestion" (see Ingestion section). Degenerative changes in the liver, kidneys and bone marrow may occur with prolonged, high concentrations. Repeated or prolonged exposures may cause behavioral changes.

INGESTION:

Aspiration into lungs may cause pneumonitis. May cause gastrointestinal disturbances. Symptoms may include irritation, nausea, vomiting and diarrhea. May cause harmful central nervous system effects. Effects may include excitation, euphoria, headache, dizziness, drowsiness, blurred vision, fatigue, tremors, convulsions, loss of consciousness, coma, respiratory arrest and death.

SPECIAL TOXIC EFFECTS:

Based on animal studies, repeated overexposure may produce skin tumors upon repeated and prolonged skin contact in the absence of good personal hygiene. However, long-term dermal application studies of similar materials, i.e. middle distillates, in animals have shown that skin tumors are produced only when marked and prolonged skin irritation takes place during the study. Therefore, this product should not present a significant hazard of skin tumor formation when the "Skin Protection" recommendations are followed. IARC has determined that diesel engine exhaust is probably carcinogenic to humans. (IARC Class- 2A). Lifetime exposure to whole diesel exhaust has been shown to cause cancer in laboratory animals. NIOSH recommends that whole diesel exhaust be regarded as a potential occupational carcinogen. Warning: The use of any hydrocarbon fuel in an area without adequate ventilation may result in hazardous levels of combustion products and inadequate oxygen levels. IARC has determined that occupational exposures in petroleum refining are probably carcinogenic to humans.

===== FIRST AID MEASURES =====

SKIN:

Remove contaminated clothing immediately. Wash area of contact

thoroughly with soap and water. Get medical attention if irritation persists. High pressure skin injections are serious medical emergencies. Thermal burns require immediate medical attention. Get immediate medical attention.

EYE:

Flush immediately with large amounts of water for at least 15 minutes. Eyelids should be held away from the eyeball to ensure thorough rinsing. Get medical attention if irritation persists. Thermal burns require immediate medical attention.

INHALATION:

Remove affected person from source of exposure. If not breathing, ensure clear airway and institute cardiopulmonary resuscitation (CPR). If breathing is difficult, administer oxygen if available. After administration of oxygen, continue to monitor closely. Get medical attention.

INGESTION:

Do not induce vomiting because of danger of aspirating liquid into lungs. Get immediate medical attention. If spontaneous vomiting occurs, monitor for breathing difficulty.

NOTES TO PHYSICIAN:

In case of ingestion, gastric lavage with activated charcoal can be used promptly to prevent absorption. Consideration should be given to the use of an endotracheal tube, to prevent aspiration. Individuals intoxicated by Diesel Fuel No. 2 should be hospitalized immediately, with acute and continuing attention to neurologic and cardiopulmonary function. Positive pressure ventilation may be necessary. After the initial episode, individuals should be followed for changes in blood variables and the delayed appearance of pulmonary edema and chemical pneumonitis. Such patients should be followed for several days or weeks for delayed effects, including bone marrow toxicity, hepatic and renal impairment. Individuals with chronic pulmonary disease will be more seriously impaired, and recovery from inhalation exposure may be complicated. In case of skin injection, prompt debridement of the wound is necessary to minimize necrosis and tissue loss.

===== FIREFIGHTING MEASURES =====

FLASH POINT: 51.7 C (125.06 F)
AUTOIGNITION TEMPERATURE: ND
FLAMMABILITY LIMITS IN AIR (% BY VOL.) LOWER: > 0.7
FLAMMABILITY LIMITS IN AIR (% BY VOL.) UPPER: < 5

HAZARDOUS COMBUSTION PRODUCTS:

Combustion may produce CO, CO2 and reactive hydrocarbons.

BASIC FIRE FIGHTING PROCEDURES:

Use water spray, dry chemical, foam or carbon dioxide to extinguish

fire. Use water spray to cool fire-exposed containers, structures and to protect personnel. If leak or spill has not ignited, ventilate area and use water spray to disperse gas or vapor and to protect personnel attempting to stop leak. Use water to flush spills away from sources of ignition. Do not flush down public sewers or other drainage systems. Exposed firefighters must wear MSHA/NIOSH approved positive pressure self-contained breathing apparatus with full face mask and full protective clothing.

UNUSUAL FIRE & EXPLOSION HAZARDS:

Irritating and/or toxic substances may be emitted upon thermal decomposition. Dangerous when exposed to heat or flame. Runoff to sewer may cause fire or explosion hazard. Containers may explode in heat of fire.

===== ACCIDENTAL RELEASE MEASURES =====

If your facility or operation has an "Oil or Hazardous Substance Contingency Plan", activate its procedures. Take immediate steps to stop and contain the spill. Caution should be exercised regarding personnel safety and exposure to the spilled material. For technical advice and assistance related to chemicals, contact CHEMTREC (800/424-9300) and your local fire department. Notify the National Response Center, if required. Also notify appropriate state and local regulatory agencies, the LEPC and the SERC. Contact the local Coast Guard if the release is into a waterway. Keep unnecessary people away; isolate hazard area and deny entry. Stay upwind; keep out of low areas. (Also see Personal Protection Information section.) Shut off ignition sources; no flares, smoking or flames in hazard area. Stop leak if you can do it without risk. Water spray may reduce vapor; but it may not prevent ignition in closed spaces. Small Spills: Take up with sand or other noncombustible absorbent material and place into containers for later disposal. Large Spills: Dike far ahead of liquid spill for later disposal.

When reporting a spill to the National Response Center or the Coast Guard, you may need to supply the Coast Guard Chemical Hazard Response Information System (CHRIS) code:

Group Number: 33
CHRIS Code: OTD

Additional spill related information may be found in the U.S. Coast Guard Chemical Hazard Response Information System (CHRIS) Manual.

During an accidental release, personal protection equipment may be required (see Section EXPOSURE CONTROLS/PERSONAL PROTECTION). Additional regulatory requirements may apply (see Section REGULATORY INFORMATION).

===== HANDLING AND STORAGE =====

HANDLING:

Use non-sparking tools. Ground lines and equipment used during transfer to reduce the possibility of static spark-initiated fire or

explosion.

Empty containers may contain toxic, flammable/combustible or explosive residue or vapors. Do not cut, grind, drill, weld, reuse or dispose containers unless adequate precautions are taken against these hazards.

STORAGE:

Store in tightly closed containers in cool, dry, isolated, well-ventilated area away from heat, sources of ignition and incompatibles.

===== EXPOSURE CONTROLS / PERSONAL PROTECTION =====

ENGINEERING CONTROLS:

Ventilation may be used to control or reduce airborne concentrations.

PERSONAL PROTECTION EQUIPMENT (PPE):

EYE PROTECTION:

Wear safety glasses or chemical goggles to prevent eye contact. Do not wear contact lenses when working with this substance. Have eye washing facilities readily available where eye contact can occur.

SKIN PROTECTION:

Wear impervious gloves and protective clothing to prevent skin contact.

RESPIRATORY PROTECTION:

NIOSH/MSHA approved breathing equipment may be required for non-routine and emergency use.

See Section COMPOSITION/INFORMATION ON INGREDIENTS For Exposure Guidelines.

===== PHYSICAL AND CHEMICAL PROPERTIES =====

BOILING POINT:	160 C (320 F)
SP. GRAVITY (Water=1):	0.84 - 0.88 @ 15.56 C (60.008 F)
MELTING POINT:	NA
% VOLATILE:	Negligible
VAPOR PRESSURE:	0.4 MM HG @ 20 C (68 F)
EVAPORATION RATE:	Slower
VAPOR DENSITY (Air=1):	4.7
VISCOSITY:	1.2 - 4.6 CST @ 37.8 C (100.04 F)
% SOLUBILITY IN WATER:	Negligible
POUR POINT:	-12.22 C (10.004 F)
pH:	NEUTRAL
MOLECULAR WEIGHT:	NA
MOLECULAR FORMULA:	Mixture
ODOR/APPEARANCE:	

Clear Liquid With Hydrocarbon Odor. May Be Dyed For Identification.

===== STABILITY AND REACTIVITY =====

STABILITY/INCOMPATIBILITY:

Stable. Avoid contact with strong oxidizers.

HAZARDOUS REACTIONS/DECOMPOSITION PRODUCTS:

Thermal decomposition or combustion may produce CO, CO2 and reactive hydrocarbons.

===== TOXICOLOGICAL INFORMATION =====

OTHER:

An extensive profile which characterizes adverse health effects information for this material has been prepared by the Agency for Toxic Substances Disease Registry (ATSDR). Individuals interested in a summary of the toxicology of this material should reference this document. This profile can be obtained from the National Technical Information Services (NTIS).

===== DISPOSAL CONSIDERATIONS =====

WASTE DISPOSAL (Resource Conservation & Recovery Act - RCRA):

This material, when discarded or disposed of, is a characteristic hazardous waste according to Federal regulations (40 CFR 261). This material exhibits the characteristic of ignitability and is assigned the EPA Hazardous Waste Number of D001. The discarding or disposal of this material must be done at a properly permitted facility in accordance with the regulations of 40 CFR 262, 263, 264, and 268. Additionally, the discarding or disposal of this material may be further regulated by state, regional, or local regulations. Chemical additions, processing or otherwise altering this material may make the waste management information presented in this MSDS incomplete, inaccurate, or otherwise inappropriate. The transportation, storage, treatment and disposal of this waste material must be conducted in compliance with all applicable Federal, state, and local regulations.

There may be specific current regulations at the local, regional, or state level that pertain to this information. Chemical additions, processing, or otherwise altering this material may make the waste management information presented in this MSDS, incomplete, inaccurate, or otherwise inappropriate.

===== TRANSPORT INFORMATION =====

U.S. DEPARTMENT OF TRANSPORTATION (D.O.T.):

Proper Shipping Name (49 CFR 172.101):	Fuel Oil (No. 2)
Hazard Class (49 CFR 172.101):	3
UN/NA Code (49 CFR 172.101):	NA 1993
Packing Group (49 CFR 179.101):	PG III
Bill Of Lading Desc. (49 CFR 172.101):	Fuel Oil (No. 2), 3, NA 1993, PG III

Labels Required (49 CFR 172.101): Not Regulated
Placards Required (49 CFR 172.101): Combustible

INTERNATIONAL AND DOMESTIC AIR TRANSPORTATION:

IATA Proper Shipping Name: Diesel Fuel
Hazard Class: 3
Subsidiary Risk: NA
UN Code: UN 1202
Package Specification: 309, 310
Labels Required: Flammable Liquid, Orientation
Arrows

INTERNATIONAL WATER TRANSPORTATION:

IMDG Proper Shipping Name: Diesel Fuel
Hazard Class: 3.3
UN Code: UN 1202
IMDG Page Number: 3375
Labels Required: Flammable Liquid
Placards Required: Flammable

CANADIAN TRANSPORTATION OF DANGEROUS GOODS (T.D.G.):

Shipping Name: Fuel Oil, No. 2
PIN (UN/NA): UN 1202
Regulated Class: 3
Division: NA
Packaging Group: PG III
Labels Required: Flammable Liquid
Placards Required: Flammable

===== REGULATORY INFORMATION =====

NOTIFICATION:

Any spill or release, or substantial threat of release, of this material to navigable water (virtually any surface water) sufficient to cause a visible sheen upon the water must be reported immediately to the National Response Center (800/424-8802), as required by U.S. Federal Law. Failure to report may result in substantial civil and criminal penalties. Also contact the Coast Guard and appropriate state and local regulatory agencies.

US EPA TOXIC SUBSTANCE CONTROL ACT (TSCA):

All components of this product are listed on the TSCA inventory.

US EPA SUPERFUND AMENDMENTS & REAUTHORIZATION ACT (SARA) TITLE III INFORMATION:

Listed below are the hazard categories for SARA Section 311/312 (40 CFR 370):

Immediate Hazard: X

Delayed Hazard:	X
Fire Hazard:	X
Pressure Hazard:	-
Reactivity Hazard:	-

CANADIAN ENVIRONMENTAL PROTECTION ACT (CEPA):

 All components of this product are listed on the Canadian DSL or NDSL inventories.

CANADIAN WORKPLACE HAZARDOUS MATERIALS INFORMATION SYSTEM (WHMIS) CATEGORIES:

The following WHMIS categories apply to this product:

Compressed Gas:	-	Other Toxic Effects:	X
Flammable/Combustible:	X	Bio Hazardous:	-
Oxidizer:	-	Corrosive:	-
Acutely Toxic:	X	Dangerously Reactive:	-

===== OTHER INFORMATION =====

NFPA RATINGS:

Health:	0
Flammability:	2
Reactivity:	0
Special Hazards:	-

HMIS RATINGS:

Health:	0
Flammability:	2
Reactivity:	0
Personal Protective Equipment:	H

REVISION DATE:

27-sep-1996

REPLACES SHEET DATED:

17-feb-1995

COMPLETED BY:

BP OIL HSEQ DEPARTMENT

REVISION SUMMARY: The following section(s) have been revised since the previous issue of this MSDS:

- HAZARDS IDENTIFICATION
- FIRST AID MEASURES
- EXPOSURE CONTROLS / PERSONAL PROTECTION
- STABILITY AND REACTIVITY
- TOXICOLOGICAL INFORMATION
- DISPOSAL CONSIDERATIONS
- TRANSPORT INFORMATION
- REGULATORY INFORMATION
- OTHER INFORMATION

NOTICE: The information presented herein is based on data considered to be accurate as of the date of preparation of this Material Safety Data Sheet. However, no warranty or representation, express or implied, is made as to the accuracy or completeness of the foregoing data and safety information, nor is any authorization given or implied to practice any patented invention without a license. In addition, no responsibility can be assumed by vendor for any damage or injury resulting from abnormal use, from any failure to adhere to recommended practices, or from any hazards inherent in the nature of the product.

ND: No Data NA: Not Applicable *See specific note or section

APPENDIX G
SPILL CLEANUP KIT INFORMATION

Product Data Sheet

Item Number: KITR202

Item Name: PIG® Spill Kit in a 95-gallon Overpak Salvage Drum - MRO refill

Absorbency

•61 gal./each (230.9 L/each)

Options Available											
Item #	Size	Color	Misc. Features	Amount	Length	Width	Height	Depth	Int. Dia.	Ext. Dia.	Weight
KITR202	—	—	—	1 each	—	—	—	—	—	—	89lbs. (40.4kg)

Description

Replacement contents for a container with a variety of absorbents for responding to spills of oils, coolants, solvents, and water.

Application

To be used to replace components used in KIT202 and KIT224

Features and Benefits

- Prepackaged/Easy to replace the contents of the original 95 gallon (360 L) spill kit (KIT202)
- Variety of absorbents/An assortment of absorbent products to handle non-aggressive spills up to 61 gallons (231 L)

Composition

- PIG® BLUE Socks: polypropylene and magnesium aluminosilicate
- PIG® Pillows: polypropylene and cellulose fibers
- PIG® Mats: polypropylene

This product helps you comply with:

Regulatory Citation	Summary
----------------------------	----------------

Kit Components

Qty.	Description	Component Refill Item Number
16	48" PIG® BLUE Socks	4048
10	10' PIG® BLUE Socks	PIG202
60	PIG® Universal Mat Pads	MAT203
8	PIG® Pillows	PIL201
50	PIG® Wipers	WIP310
10	Temporary Disposal Bags and Ties	BAG201-L
1	Emergency Response Guidebook	N/A
1	Instructions	N/A
6	Tamperproof Seals	N/A

40 CFR 112.7(c)(1)(vii)	Spill Prevention Control and Countermeasures (SPCC) plans require facilities that have the potential to pollute waterways to have, "appropriate containment and / or diversionary structures or equipment to prevent discharge oil from reaching a navigable water course."
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APPENDIX H
PERMITS

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APPENDIX I
PHOTOGRAPH LOG AND PHOTOGRAPHS

Client Name:
NOAA

Site Location:
Southeast WFO/RFC, 4 Falcon Drive, Peachtree
City, Fayette County, Georgia 30269

Project No.
19227327

Photo No.
1

Date:
8/31/04

Direction Photo Taken:

Facing northwest

Description:

View of the 2,000-gallon aboveground storage tank (AST). The spill kit and a light are visible in this photo.



Photo No.
2

Date:
8/31/04

Direction Photo Taken:

Facing north

Description:

Close-up view of the overfill alarm and interstitial alarm, mounted on the exterior facility wall.



Client Name: NOAA		Site Location: Southeast WFO/RFC, 4 Falcon Drive, Peachtree City, Fayette County, Georgia 30269	Project No.: 19227327
Photo No.: 3	Date: 8/31/04		
Direction Photo Taken: Facing southeast			
Description: View of the refueling truck parking location. The engine room is visible in the right background.			

Photo No.: 4	Date: 8/31/04	
Direction Photo Taken: Facing southwest		
Description: Exterior view of the engine room, which houses the generator and day tank. The AST and transfer piping are visible to the left, and a light is visible above the engine room door.		

Client Name:

NOAA

Site Location:

Southeast WFO/RFC, 4 Falcon Drive, Peachtree City, Fayette County, Georgia 30269

Project No.

19227327

Photo No.**5****Date:**

8/31/04

Direction Photo Taken:

Interior of the engine room of the facility building

Description:

View of the 300-kiloWatt (kW) emergency generator. The day tank is located behind the generator.

**Photo No.****6****Date:**

8/31/04

Direction Photo Taken:

Interior of the engine room of the facility building

Description:

View of the 30-gallon day tank (blue), mounted against the emergency generator, and next to the facility's exterior wall.



Client Name: NOAA		Site Location: Southeast WFO/RFC, 4 Falcon Drive, Peachtree City, Fayette County, Georgia 30269	Project No. 19227327
Photo No. 7	Date: 6/22/04		
Direction Photo Taken: Interior of the engine room of the facility building			
Description: View of the transfer piping, from the AST to the generator. A spill kit is also visible in the background.			

Photo No. 8	Date: 6/22/04	
Direction Photo Taken: Interior of the facility building		
Description: View of the generator and day tank control panel, located in the office area of the building.		

Client Name: NOAA		Site Location: Southeast WFO/RFC, 4 Falcon Drive, Peachtree City, Fayette County, Georgia 30269	Project No.: 19227327
Photo No.: 9	Date: 6/22/04		
Direction Photo Taken: Southern perimeter of the facility, facing south			
Description: View of the anticipated flow from the AST and refueling truck parking location, down the grassed slope and off-site.			

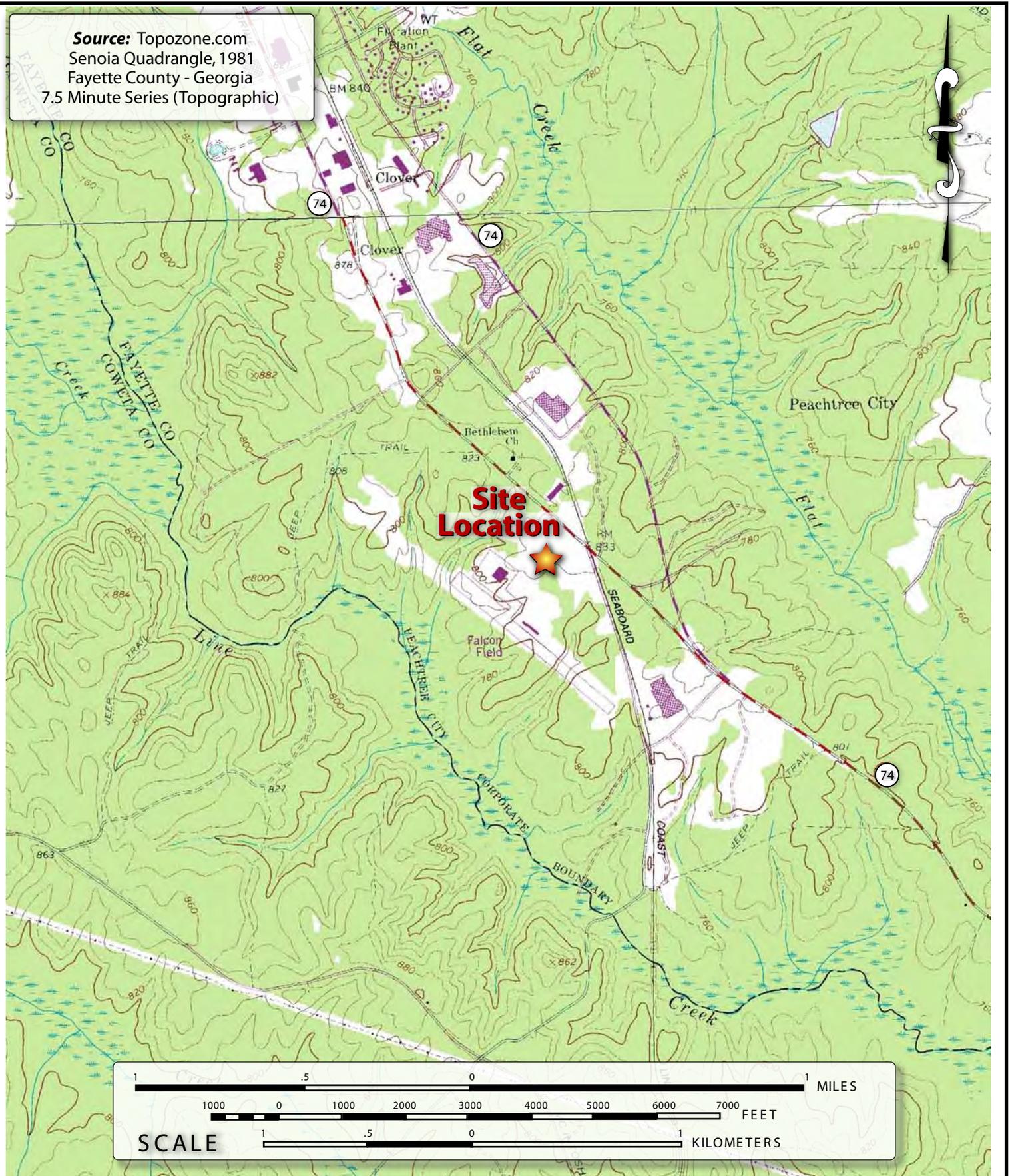
Photo No.: 10	Date: 6/22/04	
Direction Photo Taken: Facing southeast		
Description: View of the anticipated discharge point of flow from the facility, to storm water inlets located in the roadway (Victor Road). The NOAA facility is located to the right background in the photo.		

APPENDIX J

FIGURE 1 SITE LOCATION MAP

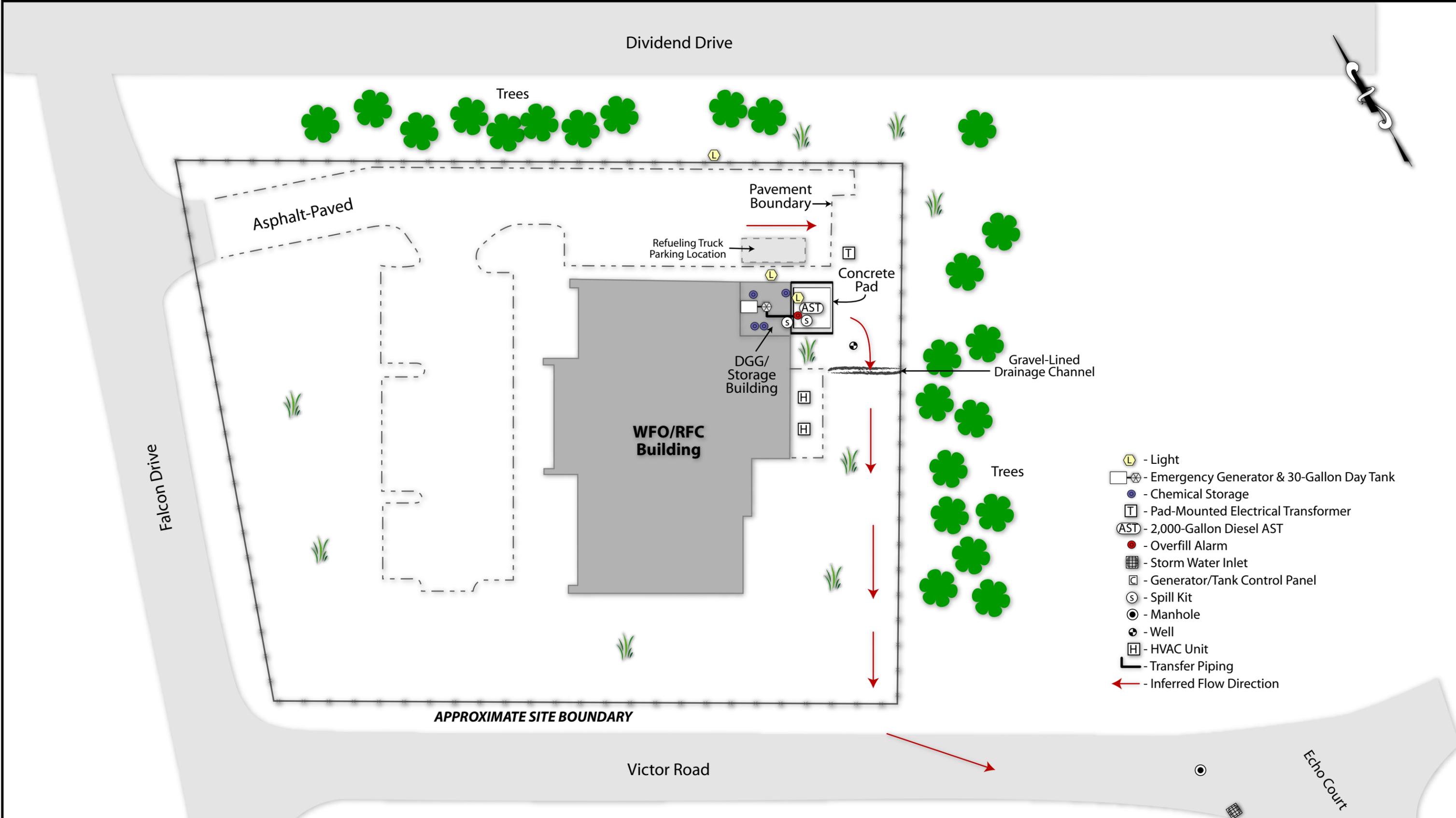
FIGURE 2 SITE PLAN

Source: Topozone.com
 Senoia Quadrangle, 1981
 Fayette County - Georgia
 7.5 Minute Series (Topographic)



CLIENT: NOAA	
PROJECT: National Weather Service, 4 Falcon Drive, Peachtree City, Georgia	
DATE: 08/25/2004	DESIGNED BY:
SCALE: 1:24,000	DRAWN BY: J. Anderson
FILE: R:\jamie\proj\NOAA\PchtreeCityGA\Figure 1.ai	CHECKED BY: S. Ens-McKinney

TITLE: Site Location Map	
	PROJ NO.: 15284814
	TASK: 05050
	FIGURE: 1



- Light
- Emergency Generator & 30-Gallon Day Tank
- Chemical Storage
- Pad-Mounted Electrical Transformer
- 2,000-Gallon Diesel AST
- Overfill Alarm
- Storm Water Inlet
- Generator/Tank Control Panel
- Spill Kit
- Manhole
- Well
- HVAC Unit
- Transfer Piping
- Inferred Flow Direction

CLIENT: NOAA		TITLE: Site Plan	
PROJECT: National Weather Service, 4 Falcon Drive, Peachtree City, Georgia			
DATE: 02/16/2005	DESIGNED BY:		
SCALE: Not to Scale	DRAWN BY: J. Anderson		
FILE: R:\jamie\proj\NOAA\PchtreeCityGA\Figure 2.ai	CHECKED BY: S. McKinney		
		PROJ NO.: 19227327	
		TASK: 00004	
		FIGURE: 2	

ATTACHMENTS

ATTACHMENT 1 40 CFR § 112