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S419 BMPs for Mobile Fueling of Vehicles and Heavy Equipment

Description of Pollutant Sources: Mobile fueling, also known as fleet fueling, wet fueling, or wet hosing, is the practice of filling fuel tanks of vehicles by tank trucks that are driven to the yards or sites where the vehicles to be fueled are located. Diesel fuel is categorized as a Class II Combustible Liquid, whereas gasoline is categorized as a Flammable Liquid.

Note that some local fire departments may have restrictions on mobile fueling practices.

Historically organizations conducted mobile fueling for off-road vehicles operated for extended periods in remote areas. This includes construction sites, logging operations, and farms. Some organizations conduct mobile fueling of on-road vehicles commercially in the State of Washington.

Pollutant Control Approach: Fueling operators need proper training of fueling operations, the use of spill/drip control, and fuel transfer procedures.

Applicable Operational BMPs:

Organizations and individuals conducting mobile fueling operations must implement the BMPs in the following list. The operating procedures for the driver/operator should be simple, clear, effective, and their implementation verified by the organization liable for environmental and third party damage.

- Ensure that the local fire department approves all mobile fueling operations. Comply with local and Washington State fire codes.
- In fueling locations that are in close proximity to sensitive aquifers, designated wetlands, wetland buffers, or other waters of the State, approval by local jurisdictions is necessary to ensure compliance with additional local requirements.
- Ensure compliance with all 49 CFR 178 requirements for all fuel delivery vehicles or containers. Documentation from a Department of Transportation (DOT) Registered Inspector provides proof of compliance.
- Ensure the presence and the constant observation/monitoring of the driver/operator at the fuel transfer location at all times during fuel transfer and ensure implementation of the following procedures at the fuel transfer locations:
 - Locate the point of fueling at least 25 feet from the nearest storm sewer or inside an impervious containment with a volumetric holding capacity equal to or greater than 110 percent of the fueling tank volume, or covering the storm sewer to ensure no inflow of spilled or leaked fuel. Covers are not required for storm sewers that convey the inflow to a spill control separator approved by the local jurisdiction and the fire department. Potential spill/leak conveyance surfaces must be impervious and

in good repair. Do not remove the drain cover if sheen is present. Properly collect and dispose of any contaminated material.

- Place a drip pan, or an absorbent pad under each fueling location prior to and during all dispensing operations. The pan (must be liquid tight) and the absorbent pad must have a capacity of at least 5 gallons. There is no need to report spills retained in the drip pan or the pad.
- Manage the handling and operation of fuel transfer hoses and nozzle, drip pan(s), and absorbent pads as needed to prevent spills/leaks of fuel from reaching the ground, storm sewer, and receiving waters.
- Avoid extending the fueling hoses across a traffic lane without fluorescent traffic cones, or equivalent devices, conspicuously placed to block all traffic from crossing the fuel hose.
- Remove the fill nozzle and cease filling the tank when the automatic shut-off valve engages. Do not lock automatic shutoff fueling nozzles in the open position.
- Do not “top off” the fuel receiving equipment.
- Provide the driver/operator of the fueling vehicle with:
 - Adequate flashlights or other mobile lighting to view fuel fill openings with poor accessibility. Consult with local fire department for additional lighting requirements.
 - Two-way communication with his/her home base.
- Train the driver/operator annually in spill prevention and cleanup measures and emergency procedures. Make all employees aware of the significant liability associated with fuel spills.
- The responsible manager shall properly sign and date the fueling operating procedures. Distribute procedures to the operators, retain them in the organization files, and make them available in the event an authorized government agency requests a review.
- Immediately notify the local fire department (911), the appropriate regional office of the Department of Ecology, and the local jurisdiction in the event of any spill entering surface or ground waters. Establish a “call down list” to ensure the rapid and proper notification of management and government officials should any significant amount of product be lost off-site. Keep the list in a protected but readily accessible location in the mobile fueling truck. The “call down list” should also identify spill response contractors available in the area to ensure the rapid removal of significant product spillage into the environment.
- In all fueling vehicles, maintain a minimum of the following spill cleanup materials and have them readily available for use:
 - Non-water absorbents capable of absorbing at least 15 gallons of fuel.
 - A storm drain plug or cover kit.
 - A non-water absorbent containment boom of a minimum 10 feet in length with a 12-gallon minimum absorbent capacity.

- A non-spark generating shovel (a steel shovel could generate a spark and cause an explosion in the right environment around a spill).
- Two, five-gallon buckets with lids.
- Use automatic shutoff nozzles for dispensing the fuel. Replace automatic shut-off nozzles as recommended by the manufacturer.
- Maintain and replace equipment on fueling vehicles, particularly hoses and nozzles, at established intervals to prevent failures.
- Immediately remove and properly dispose of soils with visible surface contamination to prevent the spread of chemicals to groundwater or receiving water via stormwater runoff.
- Do not use dispersants to clean up spills or sheens unless properly removed for disposal following application. Dispersants are prohibited from use for spills on water or where the dispersant may enter storm drains, surface waters, treatment systems, or sanitary sewers.

Applicable Structural Source Control BMPs:

Include the following fuel transfer site components:

- Automatic fuel transfer shut-off nozzles.
- An adequate lighting system at the filling point.

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