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STI/SPFA Says New Financial Responsibility Mandates May Mean No New USTs in Some States

A 30-year requirement for manufacturers to carry insurance coverage on steel underground storage tanks (USTs) is an unreasonable and impractical regulatory expectation that will force some manufacturers to avoid doing business in certain states, according to STI/SPFA.

Leaders of the association, the Steel Tank Insurance Co. (STICO) and a state regulatory official met with the Office of Underground Storage Tanks of the U.S. Environmental Protection Agency (EPA) in March to discuss a financial responsibility regulation unveiled earlier this year. EPA on Jan. 22 posted financial-responsibility regulatory guidelines that will influence enforcement of the Energy Policy Act of 2005. To align with the energy law's mandates, states can create regulatory programs that are no less stringent than the federal EPA rules in requiring the use of either secondary containment for UST systems or financial responsibility for manufacturers and installers.

In the wake of the meeting, Wayne Geyer, STI/SPFA executive vice president, sent EPA a letter that spelled out the industry's position.

"Our industry strongly disagrees with the 30-year time frame established within these provisions," Geyer's letter said. "Such insurance will be difficult to obtain and possibly impossible to maintain

for a 30-year time frame. As a result, Steel Tank Institute cannot recommend that its tank fabricating members do business in states that impose the EPA-recommended financial responsibility within their state.”

The EPA’s new financial responsibility regulation may have been influenced by the 30-year warranty on USTs that has been commonly available for years from various fabricators. (See related story on the new 10-year warranty on STI-licensed technology USTs.)

Beyond warranty coverage, steel tank manufacturers carry an environmental-impairment policy that provides financial responsibility levels that mirror the EPA-imposed \$1 million per occurrence and \$2 million aggregate for releases caused by the manufacturer. This policy is renewed annually. If a manufacturer drops its policy, the company is no longer covered for leaks that occur after that date as a result of defective workmanship.

Geyer’s letter said, “This is no different, however, than the situation with the UST owner/operator who complies with EPA’s financial responsibility requirements; if the owner/operator drops coverage because the owner/operator sells the UST facility or stops selling fuel, the owner/operator is no longer covered for leaks that occur or are discovered after that date. Why would EPA require manufacturers and installers to have far more extensive coverage than the tank owner/operator who is legally liable for the clean-up?”

Releases caused by defective workmanship are covered by manufacturers for one year. Typically, workmanship defects will surface during the first few months of operation.

Other issues that Geyer included in criticism of the new regulation were:

- Companies that stop manufacturing underground tanks will no longer be able to procure insurance because insurance premiums are based upon sales generated during a policy period. The EPA policy, in essence, would force insurance carriers to develop a new product and a new mechanism to price the product. The regulation also raises challenging issues of how manufacturers that have exited the underground storage tank business would be compelled to pay premiums and maintain coverage – and how state agencies would effectively enforce such behavior.
- Financial-responsibility requirements also would likely lead to legal strategies by business owners to close their businesses and reopen under new names to avoid long-lasting coverage mandates.

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STI/SPFA Board Reduces UST Warranty Duration

The STI/SPFA Board of Directors has changed the limited warranty requirements of all STI-labeled underground storage tanks (USTs).

Effective with underground storage tanks shipped on or after Jan. 1, 2008, the length of the warranty will be 10 years. The new warranty initially was announced to take effect on July 1. A subsequent board of directors’ analysis determined that a current industry-wide backlog of orders

made it prudent to postpone the start of the new warranty and eliminate marketplace confusion, said Wayne Geyer, executive vice president of STI/SPFA.

“The need for a 30-year warranty duration on STI-labeled underground storage tanks has diminished as the storage tank market has changed,” Geyer said. “Two decades ago, single-wall underground storage tanks were the predominant choice for storing fuel in America. However, during the 1990s, demand for aboveground storage tanks (ASTs) began to grow dramatically.

“This led to two major trends in the underground storage tank market: 1) average UST capacity increased, and 2) the national inventory of buried tanks dropped significantly,” Geyer said. “Tied into those trends was elevated demand for production of secondary containment USTs and compartment tanks.”

In addition, the UST market has been shaped by recently revised storage tank regulations developed by the U.S. Environmental Protection Agency (EPA) as a result of the Energy Policy Act of 2005 and the emerging needs of the biofuels industry.

“A 10-year warranty remains a very substantial guarantee for a specific product line,” Geyer said. “Certainly, in the underground tank manufacturing industry for hazardous storage, particularly in this time of new and evolving fuels, a 10-year limited warranty is a very proactive approach in showing support for steel tank owners – and is consistent in length with other petroleum equipment warranties.”

“The warranty is limited in that it only covers either the replacement of the warranted tank with a new tank of the same size and design, the repair of the tank, or a refund of the original purchase price. Nearly every tank manufacturer’s warranty is the same, except the difference with STI-labeled tanks is that the manufacturer purchases a warranty policy from a third-party insurance company. The tank is not self-warranted by an individual manufacturer. Third-party coverage is significant since many tank manufacturers have come and gone since 1988, including substantial companies like Owens Corning Fiberglas and Buffalo Tank.”

“Of even greater importance to the tank buyer than the limited warranty,” said Sonny Underwood of Mid-South Steel Products and STI/SPFA’s chairman of the board, “is that the tank manufacturer carry a third-party environmental-impairment liability insurance policy, or EIL. The EIL provides additional insurance to the tank fabricator against the costs of tank removal and replacement, and other expenses, in the increasingly rare situation when a tank has been found to be a cause of the release.” Required of all STI underground storage tank fabricator licensees, third-party EIL coverage lasts one year, and is renewable.

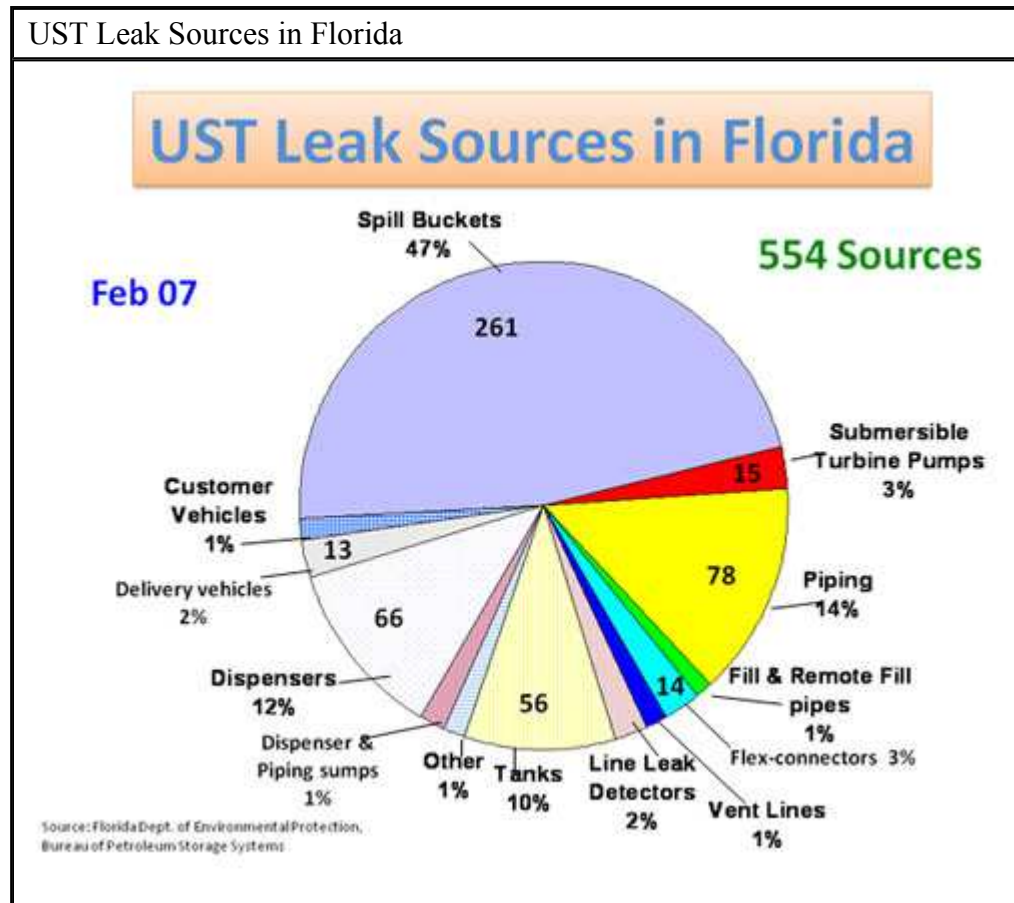
Recent data on a four-year inventory of petroleum leak incidents in Florida shows that the previously perceived risks of USTs have virtually vanished – largely because of new technology solutions. Nine out of 10 underground storage system releases tracked by Florida regulators from January 2003 through February 2007 have been linked to components other than the USTs, according to the Leak Autopsy Report by the Florida Department of Environmental Protection’s Bureau of Petroleum Storage Systems.

Nationally available STI-labeled steel underground storage tank technologies include ACT-100®, ACT-100U®, Permatank® and sti-P3®. Warranty claim data show that STI-labeled underground storage tanks have an unrivaled record of performance. Primary reasons have been the industry’s

emphasis on quality, the strength of steel and its non-permeable nature. The STI/SPFA quality assurance program remains a cornerstone of the commitment to quality embraced by STI manufacturing members.

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Florida Chart - UST Failures

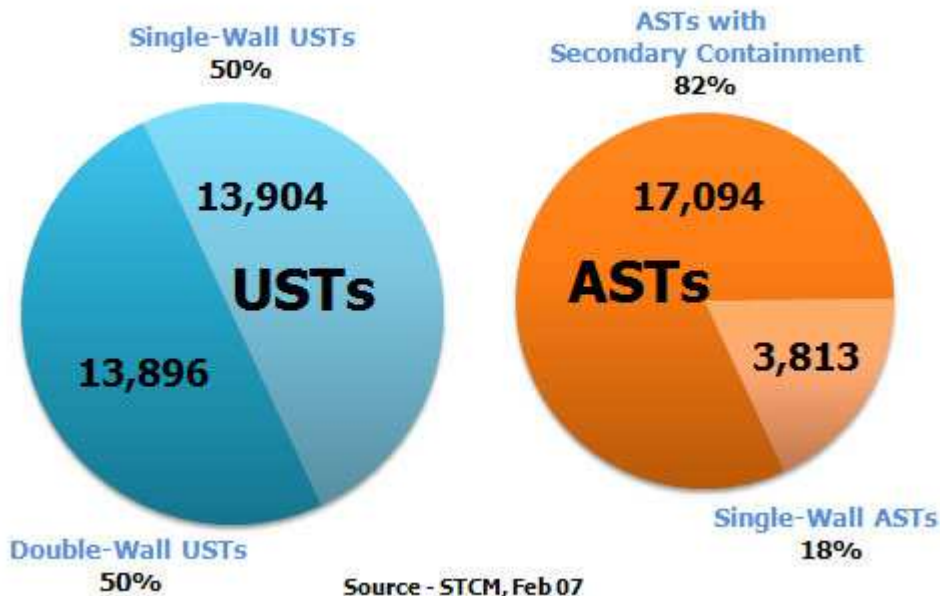


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Florida Chart Secondary Containment AST

Florida Tank Inventory 2007

Florida Tank Inventory 2007



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Q&A on Compatibility with the Illinois State Fire Marshal's Office

Q. How is the Illinois Office of the State Fire Marshal (OSFM) addressing conversion of existing motor vehicle fuel storage tank systems to handle new biofuels, such as E85 and biodiesel?

A. Both state and federal rules have required all regulated underground storage tank systems to be compatible with the product being stored in them. Since the late 1980s, the tank owner and/or operator has been responsible for this. In December of 2006, the OSFM developed policy number 06-PCS-005 to deal with compatibility issues when switching to new biofuels. This policy can be found at www.state.il.us/osfm/PetroChemSaf/005_Alternative_Fuels.pdf. The tank owner/operator is required to notify the OSFM within 30 days of storing new biofuels in any UST system. The OSFM's Technical Services Division will review the facility file to determine if any compatibility issues are apparent.

Q. Besides a lack of UL-listed dispensers for E85 fuel blends, what other types of compatibility issues are the agency concerned with?

A. The whole UST system must be compatible with the product being stored. This includes the tank, all product piping, and all ancillary equipment. Ancillary equipment includes safety devices, both tank and piping leak detection equipment, ATG probes, interstitial tank sensors and piping sump sensors, auto-overfill protection devices, and submersible product pumps.

Q. During the 10-year period from 1988 until 1998, many older tanks were made compliant with regulatory requirements for corrosion by lining the inside of the tank. How does your

office determine if such linings are compatible with new fuels?

A. A blended fuel may not be stored in a lined tank unless the lining material was certified by the manufacturer, a registered professional engineer or nationally recognized testing laboratory, as compatible with the blended fuel. It is the owner/operator's responsibility to obtain such certification papers.

Q. What must a tank owner, or his contractor, do to prove the system is or will be made compatible?

A. Steel tanks, single- and double-wall fiberglass tanks, and steel or fiberglass piping manufactured after 1991 need not prove compatibility. However, the date of manufacture must be documented. Any tanks or piping manufactured prior to 1992 must be certified compatible by the manufacturer, a registered professional engineer or a nationally recognized testing laboratory. Once proven compatible, no further compatibility testing or inspections are required.

Q. Will Illinois mandate that an existing tank be replaced, or can an alternate lining be applied that can be proven as compatible?

A. On existing steel tanks where the tank lining is found not to be compatible with blended fuels, the interior coating can be removed and replaced with one that is compatible with that particular product. Tanks with existing interior linings that are not compliant with blended fuels may be returned to the storage of compatible petroleum products again.

Non-compatible fiberglass tanks can be interior lined with a compatible lining material if needed. All associated piping and ancillary equipment must also be compatible.

Q. Will there be additional testing to assure compliance with compatibility requirements after a tank is placed in operation?

A. No, not for compatibility. Normal testing for leaks, equipment functionality, and lining durability will be required as on all regular petroleum USTs.

Q. With conversion to higher ethanol blends, what type of requirements is your office imposing or considering imposing on owners of fiberglass-reinforced plastic tanks that do not have records to indicate the tank is listed for higher ethanol fuel blends?

A. The burden of proof is on the tank system owner or operator to verify compatibility with the product stored. If the owner or operator doesn't know the date of manufacture, or who the manufacturer was, they could have the tank and piping certified compatible by a registered professional engineer.

Q. What types of indicators or tests exist to determine if an FRP tank is capable of continued performance?

A. Unfortunately, compatibility is not determined by trial and error. Compatibility must be determined prior to putting product in USTs. Compatibility can be tested for by a nationally recognized testing laboratory. However, this process can be very expensive and time-consuming.

Some indicators of fiberglass tank failure due to non-compatible products are resin and fiberglass strands building up in the bottom of the tank, peeling or distortion of the sidewalls, discoloration of the resins, and buildup of fiberglass strands in the submersible pump intake. All of these signs can be seen with a remote control video camera or by actually entering the tank. If the tank is entered, hardness testing equipment can be used to check for effects of alternative fuels on fiberglass.

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Winners Noted from STI/SPFA Quality Control Session

During the STI/SPFA Quality Control Meeting in April, quality leaders from steel tank fabricators gathered to learn about best practices to ensure the assembly of reliable underground and aboveground storage tanks.

To test their knowledge, participants also were subjected to some examinations. Paul Hunter of BMT Southwest received a perfect score on the welding test. And in the Stump the Experts competition, Jason Greer, project manager of Greer Tank & Welding, Inc., and Alan Reitz, president of George I. Reitz & Sons, Inc., respectively were honored with first and second place.

B & H Tank of Marion, Iowa hosted this year's event.

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On Safety Matters, Rhudy Emphasizes Involvement at all Levels

For Jim Rhudy, the success of safety efforts boils down to involvement – at all levels of an organization.

Recently retired as vice president, corporate health, safety and environment, CB&I, Rhudy earlier this year was one of four new inductees to the STI/SPFA Hall of Fame. CB&I is one of the world's leading engineering, procurement, fabrication and construction companies.

“It is important to put the emphasis on education and training for all employees and supervisors up through and including the president of the company,” Rhudy said. “The key is involvement. You must have managers showing commitment and involvement, particularly by having top management involved in the accident-prevention program.”

Now a consultant, Rhudy served as a long-time member and chairman of the Safety and Health Committee for the Steel Plate Fabricators Association (SPFA), and, more recently, STI/SPFA.

Rhudy's experience with safety matters predates the 1970 action by the U.S Congress that led to creation of the Occupational Safety and Health Administration (OSHA) under the U.S. Department of Labor. OSHA opened for business in 1971.

OSHA created minimum standards, and helped industry in some ways by providing common guide posts for on-the-job safety. OSHA mandates principally address physical facts of safety, but not behaviors.

Rhudy's career included what he calls "long and quite rewarding service" within SPFA where the Safety and Health Committee met regularly to share best practices and new insights about protecting employees from on-the-job accidents. Over the years, the committee dealt with issues such as reducing exposure to hexavalent chromium during welding, safe practices when working in confined spaces, protection against fall-related injuries, and many other risk situations.

Rhudy and his colleagues on the committee worked on the development and periodic refinements of the SPFA safety and health rulebook. The publication has been important to help all member companies – and individual employees – to understand best practices that minimize risks to workers. The shared knowledge enabled smaller firms to take advantage of the collective experience of larger companies.

STI/SPFA members that do business in markets beyond North America have found that local standards in some overseas locales may be less stringent than federal, state or provincial requirements in the United States and Canada. "It is my belief that multinational corporations doing business around the world must promote company standards, regardless of the location," Rhudy said, "and it is imperative to demand compliance around the world from supervisors and employees."

During the 1980s and early 1990s, a significant change occurred within the realm of corporate safety leaders as successful efforts were redefined by "behavior-based safety," Rhudy said. The methodology aimed for individuals to take personal responsibility for safe practices – a more involved approach than simply relying on a solution provided by a physical apparatus, device or piece of equipment.

"Prior to the advent of behavior-based safety, a lot of safety leaders thought we were all doing a pretty good job," Rhudy said. "However, there was a growing awareness of the need to keep health and safety on the minds of employees. We wanted to achieve zero incidents. The thinking behind behavior-based safety is to fully involve employees with their safety and health. Depending on what resource you check, statistics show that between 80 and 90 percent of accidents are caused by people. By having employees observe other employees, tabulating the results, immediately publishing those results and celebrating the good results, experience shows that safety and health improves. Measurement is a key factor because what gets measured gets done. Remember, the focus must be on behavior and consequences. Immediately correct any unsafe acts and reward safe behavior."

Advancements related to behavior-based safety have enabled CB&I and other steel plate fabricators to compile safety-incident rates that surpass other firms in the specialty trades.

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STI/SPFA Recognizes Products of the Year for 2006

STI/SPFA has announced its annual awards for exceptional achievements in product design and fabrication. [Click Here](#) to View Photos of the Tank of the Year Award Winners. [Click Here](#) to View Photos of the Fabricated Product of the Year Award Winners.

New Product of the Year

This is a new category and the inaugural winner was Morrison Bros. Co. of Dubuque, Iowa for a test mechanism for aboveground storage tank (AST) overfill prevention valves. The test mechanism enables ground-level verification that a valve is functioning as designed – thereby improving safety by eliminating the need for a worker to climb on top of a tank.

Fabricated Product of the Year

Wyatt Field Service Co. of Houston, Texas, a subsidiary of Nooter Corp. of St. Louis, Mo., was recognized for an autoclave pressure vessel built for ASC Process Systems at Vought Aircraft's facility in Charleston, S.C. The largest autoclave in the United States is used for heat curing carbon-fiber-fabricated sections of the fuselage for the Boeing 787 Dreamliner.

Fabricated Product of the Year, Special Fabrication

Kennedy Tank & Manufacturing Company, Inc. of Indianapolis, Ind. was honored for a pyridine reactor vessel at Vertellus Agriculture & Nutrition Specialties, LLC. The special project -- an ASME Section VIII Division 1 code-stamped pressure vessel – is the largest shop-fabricated reactor for this process ever built.

Fabricated Product of the Year, Atmospheric Tanks

BMT-Northwest, LLC in Olympia, Wash. received honors for an installation of 17 tanks – 23,000-gallon (87,039 liter) each – holding aviation gas, diesel and gasoline in Kwethluk, Alaska. The tanks required special handling and assembly to allow for 100-percent shop painting, testing and finishing.

Steel Tank of the Year, Reservoir

BMT-Northwest, LLC also was honored for a 6 million gallon (22.7 million liter) water tank in Lynden, Wash. The large low-profile tank was designed, fabricated, erected and painted to blend into the landscape and featured a mural displaying cows in a meadow.

Steel Tank of the Year Award, Elevated

CBI Services, Inc. of Plainfield, Ill. earned accolades for the second-largest fluted-column water tank in the United States, a 3.4 million gallon (12.86 million liter) structure in Monroe Township, N.J. The weight of the stored water is so great that a special center support column was required. The support column runs the entire height of the tank and utilized 2.2 million pounds (997.9 metric tons) of steel plate.

Steel Tank of the Year Award, Standpipe

T Bailey, Inc. of Anacortes, Wash. was recognized for a 2.5 million gallon (9.46 million liter) tank in Gig Harbor, Wash. The site was extremely tight and restricted access to the backside of the tank, and was subjected to extreme wind and rain throughout construction.

Steel Tank of the Year, Special Storage Systems

CB&I Constructors, Inc. of The Woodlands, Texas earned honors for a thermal energy storage system at Dell Children's Medical Center in Austin, Texas. In a separate evaluation, the tank was awarded the Leadership in Energy and Environmental Design (LEED) Platinum certification – qualifying it as the only hospital in the world to have received this elite green designation.

More details about the award-winning products are available at <http://www.steeltank.com/Portals/0/PressReleases/06%20Product%20of%20the%20Year%20Awards.pdf>

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U.S. Chemical Safety Panel Issues Report on Fatal Methanol AST Fire in Florida

The U.S. Chemical Safety and Hazard Investigation Board (CSB) has issued an investigatory report on the circumstances that led to two fatalities and serious burns to another worker last year at a wastewater-treatment plant in Daytona Beach, Fla.

The report includes more than three pages of recommendations for state and local officials, fire codes and contractors involved with the Bethune Point Wastewater Treatment Plant. The Bethune Point facility processes wastewater through an approach that uses methanol, a highly flammable liquid stored at the plant in an aboveground storage tank (AST).

An explosion and fire occurred on Jan. 11, 2006 as workers were performing maintenance work on the AST.

The CSB investigation concluded that maintenance workers used a cutting torch on a roof above the methanol storage tank and accidentally ignited vapors in a tank vent. "The flame flashed back into the storage tank, causing an explosion inside the tank that precipitated multiple methanol piping failures and a large fire that engulfed the tank and workers," the CSB report said.

The investigation identified root causes such as a lack of adequate controls for hot work at Bethune Point, and a hazard communication program that did not effectively communicate methanol-related risks at the facility.

The investigation also identified several contributing causes:

- The City of Daytona Beach had no program to evaluate the safety of non-routine tasks.
- Piping and valves in the methanol system were constructed of polyvinyl chloride in lieu of steel. "Failure of the plastic pipe greatly increased consequences of the incident," the report said. "Had the methanol piping and valves been constructed of steel, the system would most likely have remained intact."

- An aluminum flame arrester was installed on the methanol tank vent even though methanol corrodes aluminum. "Lack of inspection and maintenance since its 1993 installation allowed the flame arrester to corrode to the point that it no longer functioned," the report said.

The complete CSB document can be viewed at:

http://www.csb.gov/completed_investigations/docs/CSBBethuneFinalReport.pdf

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Follow-Up: Marco Island Replaces Broken Tank with New Stainless Steel Compartment AST

The parks department of Collier County, Florida opted this year to install a compartmentalized, stainless steel aboveground storage tank to replace an underground tank that, as Tank Talk previously reported, was ruptured in 2005 by Hurricane Rita.

The new tank – containing 5,000 gallons (18,921 liters) of diesel and 5,000 gallons of regular unleaded – was placed in service on Memorial Day weekend to serve boaters at a launch ramp in Caxambas Park on Marco Island. The tank replacement enabled the county to add diesel storage at the site.

The web site of the Naples Daily News newspaper reported in March that a fiberglass-reinforced plastic tank at the park was damaged in September 2005 following a storm surge related to the hurricane. During a cleanup, 9,150 gallons (34,626 liters) of fuel were recovered. A large portion of the contents leaked into Caxambas Pass, a waterway adjoining the park.

To avoid another occurrence of a spill reaching water, the new aboveground storage tank will be in a new, more secure location.

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SPCC Compliance Date Moves to July 1, 2009

Aboveground storage tank owners and operators have until July 1, 2009, to establish, amend or implement plans that enable compliance with the Spill Prevention Control and Countermeasure (SPCC) mandates of the U.S. Environmental Protection Agency (EPA).

Effective May 16, EPA released a final rule that can be accessed from:

<http://www.epa.gov/oilspill/extension.htm>.

The agency is extending the deadline to provide time for the regulated community to make changes to facilities and develop SPCC plans that will enable compliance.

A variety of stakeholders had communicated with EPA on the need for more time before the SPCC requirements took effect. The SPCC regulation affects aboveground storage systems for oil products that potentially could pollute navigable waterways.

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Facts of Steel

Modern-day Los Angeles owes its size and success to the efforts a century ago to bring faraway fresh water to the city. Steel pipe played a critical role in traversing more than 200 miles of mountains, canyons and other rugged terrain in Central and Southern California to enable the completion of water aqueducts that serve the Los Angeles metropolitan area. According to the Los Angeles Department of Water and Power, “The construction of 12 miles (19.3 kilometers) of steel siphon in the aqueduct provided some of the greatest challenges. In a canyon 120 miles (193.1 kilometers) north of Los Angeles, the aqueduct’s engineers designed their most imposing work, an 8,095-foot (2.47 kilometer) steel pressure siphon across desolate Jawbone Canyon. The siphon varies from 7.5 feet to 10 feet (2.3 meters to 3.05 meters) in diameter and drops the water 850 feet (259.1 meters) to the canyon floor before its journey up the southern canyon wall. The heaviest steel plate of the siphon pipe is more than an inch thick and the entire siphon weighs more than 3,216 tons (2,917.5 metric tons).” <http://www.ladwp.com/ladwp/cms/ladwp000563.jsp>

If you plan on building the world’s largest road tunnel, steel will undoubtedly be part of the effort. The 15.3-mile (24.5-kilometer) Laerdal tunnel in Norway used 200,000 steel bolts of up to 16 feet (5 meters) in length to support and strengthen the ceiling and the walls. After removal of 3.27 million cubic yards (2.5 million cubic meters) of rock and the construction of roadway and many safety features, the Laerdal tunnel opened in 2000 at a cost of \$125 million. <http://www.bergen-guide.com/538.htm>

In the mid-1990s, the U.S. Navy decided it was time for aircraft carriers to lose some weight. At roughly 80,000 tons (72,576 metric tons) per vessel, this was not a job for a diet guru. So, research began in earnest about developing an enhanced grade of high-strength, low-alloy (HSLA) steel usable in a carrier hull. This led to stronger and tougher HSLA-65 steel plate, which already had been used for commercial bridges, pipelines and some non-hull structures on carriers. According to the Wavelengths Online newsletter, “The higher strength HSLA-65 plate allows the use of thinner plates and structural weight reduction estimated to be 1,500 long tons (1,524 metric tons) per carrier, the largest weight reduction measure available to the design. Thus, the HSLA-65 system can be a cost-effective weight saver.” <http://www.dt.navy.mil/wavelengths/archives/000083.html>

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Meetings and Conferences

June 24 to 28, 2007

ACE 07, American Water Works Association, Toronto, Ont., Canada

<http://www.awwa.org/ace07>

June 25 to 27, 2007

Safety 2007, American Society of Safety Engineers, Orlando, Fla.

<http://www.asse.org/education/pdc/regfees.php>

June 25 to 29, 2007

2007 U.S. Army Corps of Engineers Infrastructure Systems Conference, Detroit, Mich.

<http://www.usaceiscconf.org/>

June 26 to 29, 2007

International Fuel Ethanol Workshop and Expo, St. Louis, Mo.

www.fuelethanolworkshop.com

July 16 to 20, 2007

STI SP001 Aboveground Tank System Inspector Training, Las Vegas, Nev.

<http://www.steeltank.com/EducationEvents/SeminarsEvents/tabid/106/Default.aspx>

July 18 to 19, 2007

Safe Tank Entry Seminar, National Fire Protection Association, Webster, Texas

July 22 to 26, 2007

ASME Pressure Vessels and Piping Conference, San Antonio, Texas

<http://divisions.asme.org/pvp/call/>

Aug. 20 to 23, 2007

StormCon, Phoenix, Ariz.

<http://www.StormCon.com>

Sept. 9 to 12, 2007

2007 APWA Congress, American Public Works Association, San Antonio, Texas

<http://www.apwa.net/Events/eventdetail.asp?ID=88>

Sept. 17 to 20, 2007

Pacific Oil Conference, Reno, Nev.

<http://www.petroshow.com>

Sept. 23 to 26, 2007

AWWA Conference & Exposition for Distribution, Engineering, and Operations Professionals, Cleveland, Ohio

<http://www.awwa.org/conferences/dss/>

October 12 to 14, 2007

SIGMA Annual Meeting, Boston, Mass.

<http://www.sigma.org/meetings/index.html>

Oct. 13 to 17, 2007

WEFTEC, San Diego, Calif.

<http://www.weftec.org/home.htm>

Nov. 6 to 8, 2007

Stainless Steel World 2007, Maastricht, the Netherlands

<http://www.stainless-steel-world.net/ssw2007main/ShowPage.aspx?pageID=662>

Nov. 7 to 9, 2007

2007 PEI Convention at the NACS Show, Atlanta, Ga.

<http://www.peinet.org/show/>

Dec. 11 to 13, 2007

2007 Power-Gen International Conference, New Orleans, La.

<http://pgi06.events.pennnet.com/fl/content.cfm?NavId=4681&Language=Engl>

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Online Sources of UST & AST News and Information

Online Publications

2006 Biodiesel Handling and Use Guidelines <http://www.nrel.gov/docs/fy06osti/39451.pdf>

Buncefield Fire <http://www.buncefieldinvestigation.gov.uk/>

Energy Tomorrow, American Petroleum Institute www.energytomorrow.org

California Air Resources Board, Enhanced Vapor Recovery Phase II Advisory:
<http://www.arb.ca.gov/vapor/advisories/adv359.pdf>

California State Water Resources Control Board, Marina Fueling Facility Project Report
http://www.waterboards.ca.gov/ust/leak_prevention/marina/docs/mff_projectreport.pdf

California State Water Resources Control Board, Results of Secondary Containment Survey
http://www.waterboards.ca.gov/ust/leak_prevention/secondary_containment/survey.html

Fuel Oil News <http://www.fueloilnews.com/>

International Code Council <http://www.ecodes.biz/>

National Biodiesel Board Fuel Quality Policy
http://www.biodiesel.org/pdf_files/fuelfactsheets/20060621_TAB_11_Fuel_Quality_Policy.pdf

National Ethanol Vehicle Coalition E85 Compatible Products and Manufacturers List
http://www.e85fuel.com/pdf/E85_Equipment_and_manufacturers.xls

National Petroleum News <http://www.npnweb.com/>

NEW The PEI Journal Online <http://www.thepeijournal.org/content/1q07/index.php>

NEW Recommended Practices for Overfill Prevention for Shop-Fabricated Aboveground Tanks (PEI RP 600) www.pei.org/RP600

NEW Renewable Fuels Association Industry Statistics <http://www.ethanolrfa.org/industry/statistics/>

Steel Tank Institute Water in Fuel Tanks Research
http://www.steeltank.com/Portals/0/pubs/KeepingWaterOutOfYourStorageSystem_updated_2_.pdf
TulsaLetter <http://www.pei.org/TulsaLetter>

Wisconsin Department of Commerce Ethanol Storage and Dispensing Conversion Policy
http://commerce.wi.gov/ERpdf/bst/ProgramLetters_PL/ER-BST-PL-EthanolConversionPolicyMemo.pdf

Associations

American Iron & Steel Institute <http://www.steel.org>

American Petroleum Institute <http://api-ep.api.org/>

American Water Works Association <http://66.45.110.61>

Clean Diesel Fuel Alliance <http://www.clean-diesel.org/index.htm>

National Association of Convenience Stores <http://www.nacsonline.com/NACS/News/>

National Biodiesel Board <http://www.biodiesel.org>

National Ethanol Vehicle Coalition <http://www.e85fuel.com>

National Leak Prevention Association <http://www.nlpa-online.org/standards.html>

National Oilheat Research Alliance <http://www.nora-oilheat.org>

Petroleum Equipment Institute Learning Center <http://learn.pei.org/home.php>

Petroleum Marketers Association of America <http://www.pmaa.org/>

Safe Tank Alliance http://www.osha.gov/dcspace/alliances/api_nfpa/api_nfpa.html#api

Society of Independent Gasoline Marketers of America <http://www.sigma.org/>

Steel Plate Fabricators Association <http://www.spfa.org/>

Steel Tank Institute <http://www.steeltank.com>

Federal Regulatory Agencies (United States)

NEW U.S. Chemical Safety and Hazard Investigation Board, Methanol Fire Report
http://www.csb.gov/completed_investigations/docs/CSBBethuneFinalReport.pdf

U.S. Department of Energy Alternative Fuels Data Center Related Industry Links
<http://www.eere.energy.gov/afdc/progs/related2.cgi?afdc||0>

U.S. Department of Energy E85 Fleet Toolkit Equipment Requirements and Specifications
<http://www.eere.energy.gov/afdc/e85toolkit/>

U.S. Department of Energy Equipment Conversions
<http://www.eere.energy.gov/afdc/e85toolkit/conversions.html>

U.S. Environmental Protection Agency, Laws and Regulations
<http://www.epa.gov/epahome/laws.htm>

U.S. Environmental Protection Agency, Office of Underground Storage Tanks
<http://www.epa.gov/swerust1/>

U. S. Environmental Protection Agency, Office of Underground Storage Tanks, Energy Act Guidelines for Secondary Containment and Financial Responsibility
http://www.epa.gov/oust/fedlaws/epact_05.htm#Final

NEW U.S. Environmental Protection Agency, Office of Underground Storage Tanks, Draft Operator Training Grant Guidelines
http://www.epa.gov/oust/fedlaws/draft_ot.htm

U.S. Environmental Protection Agency, Office of Underground Storage Tanks, MTBE and Underground Storage Tanks <http://www.epa.gov/swerust1/mtbe/index.htm>

U.S. Environmental Protection Agency, Oil Program, Spill Prevention Control and Countermeasure
<http://www.epa.gov/oilspill/spcc.htm>

U. S. Environmental Protection Agency, Region III, UST Inspectors Workshop
http://www.epa.gov/reg3wcmd/inspector_workshop/Compatibility.pdf

State Regulatory Agencies (United States)
California Air Resources Board <http://www.arb.ca.gov/homepage.htm>

California Air Resources Board, Vapor Recovery Information
<http://www.arb.ca.gov/vapor/vapor.htm>

NEW Florida Department of Environmental Protection, Leak Autopsy and Program Data Presentation <http://www.dep.state.fl.us/waste/categories/tanks/default.htm>

U.S. Environmental Protection Agency database of state UST program websites
<http://www.epa.gov/swerust1/states/stateurl.htm>

Regulatory Agencies (Australia)
Department of Environment and Conservation, New South Wales (new UST secondary containment requirements) <http://www.environment.nsw.gov.au/resources/upssris067.pdf>

Model Codes and Testing Organizations
American National Standards Institute <http://www.ansi.org>

ASTM International <http://www.astm.org/>

International Code Council <http://www.iccsafe.org/>

International Code Council jurisdictions
<http://www.iccsafe.org/government/jurisdictionadoptions.xls>

International Fire Code Institute <http://www.ifci.org/>

National Fire Protection Association <http://www.nfpa.org/>

Southwest Research Institute <http://www.swri.edu/>

Underwriters Laboratories <http://www.ul.com/>

Underwriters Laboratories Canada <http://www.ulc.ca>

Underwriters Laboratories Collaborative Standards Development System
<http://csds.ul.com/Home/Default.aspx>

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