

Latest Leaks



VOL. 9 ISSUE 1

PETROLEUM STORAGE TANK INSURANCE FUND

FEBRUARY 2006

Training for UST Owners

We all know that “an ounce of prevention is worth a pound of cure,” but it’s hard to find the time and money for “prevention.” Help has arrived!

The PSTIF Board of Trustees, in partnership with the Petroleum Equipment Institute, is offering five “on-line” training courses to insured UST owners and operators. Best of all, for a limited time, they’re free!

The courses use real people and real work situations you can relate to. They are composed of short video segments, followed by a quiz, and can be accessed from any computer with high-speed Internet access and speakers. Insured tank owners and operators can access the courses via the PSTIF web site at www.pstif.org.

Well-trained personnel who operate tank systems properly means fewer leaks. Fewer leaks means fewer people paying a \$10,000 deductible and fewer claims for the Trust Fund, lowering everyone’s cost for fuel. All insured UST owners/operators are encouraged to take advantage of this excellent opportunity!

Save the Parts!

Sometimes leaks are a result of faulty manufacturing, installation, or repair work. When this occurs, the PSTIF – like any good insurer – pays the cleanup costs for its insured tank owner/operator, then demands reimbursement from the party responsible for the leak or his insurer. PSTIF-insured tank owners and operators are required to cooperate with PSTIF in these subrogation efforts.

If you find and repair minor leaks by replacing connectors, sections of piping, valves, switches, circuit

boards, or other parts, it is prudent to save the old part for a few weeks. Occasionally, something that seems like a minor repair turns out to be a more significant event. If you later discover that a release has occurred, and you file a claim with the PSTIF, our claims adjusters will ask for these parts during their claim investigation.

Contaminated Soil Reuse

The Department of Natural Resources has published a new technical bulletin that explains when and how petroleum-contaminated soil can be reused. Called “Beneficial Use of Petroleum Contaminated Soil,” the bulletin is available under “RBCA Technical Bulletins” on the PSTIF web site, or at www.dnr.mo.gov/pubs/pub2177.pdf.

E-Business

Don’t forget! The PSTIF offers you the option of renewing your insurance policies “on-line,” so if you grow weary of all that paperwork... Check out the electronic option! Go to www.pstif.org and look under “Insuring Tanks” for “On-line Policy Management.”

SPCC Plans

The U.S. EPA has postponed the deadline by which AST owners must have a revised Spill Prevention, Control, and Countermeasure (SPCC) Plan. The deadline is now October 31, 2007, the same date by which facilities must implement their new SPCC Plan.

EPA also proposed changes to its SPCC rules that would allow owners of AST facilities with less than a 10,000-gallon capacity who have had no reportable discharge in the past ten years to “self-certify” their SPCC

Plan. The agency also issued guidance for its regional office inspectors to improve consistency in how the SPCC rules are administered across the country.

Meanwhile, the U.S. Supreme Court has agreed to hear two cases that could have an impact on who is required to have a SPCC Plan. Both cases challenge the federal government’s interpretation of a “navigable waterway.” The landowners claim their properties are too far from navigable waters to be connected to them, while the federal government argues that water from their properties could theoretically reach a navigable waterway, so they are subject to federal rules.

AST Inspector Training

Triggered in part by EPA’s changes to its SPCC Rules, the Steel Tank Institute, (STI), issued a revised “Standard for the Inspection of Aboveground Storage Tanks” (See *Latest Leaks, Vol. 8, Issue 3*). Companies who wish to use this standard to inspect their own tanks, and consultants or contractors who plan to offer inspection services to their clients, must assure their inspectors are properly certified.

STI is offering a training course for AST inspectors in St. Louis in March. The course includes Level 1 training on March 20-22 and Level 2 training on March 22-24. For more information, see www.steeltank.com and click on “Education.”

DNR Ombudsmen Named

The Department of Natural Resources has named seven new “ombudsmen” to serve as the DNR Director’s “eyes and ears” in local communities and improve customer

service to Missouri citizens. Director Childers has asked the ombudsmen to “learn about minor frustrations folks have with the department,” then to “work with our technical staff in addressing these frustrations before they turn into major problems.”

A list of the ombudsmen and their phone numbers, along with a map showing their territories, can be found at www.dnr.mo.gov/ombudsman-map.pdf.

Legislative Report

The Missouri General Assembly is in session until May 12. Annual appropriations bills must be reviewed and passed, which will formulate the state budget for July 1, 2006 through June 30, 2007. In addition, here are some other bills which have been introduced that may be of interest:

HB1027, HB1270, HB1416, and SB569 – Would require, by January 1, 2007, all motor fuel sold in Missouri for use in gasoline-powered vehicles to contain 90% gasoline and 10% ethanol.

HB1369, HB1445, and SB732 – Would require that, by a certain future date, all diesel fuel sold for use in Missouri contain at least 2% bio-diesel.

SB917 (Gross) – Would require the balance of all special state funds, including the PSTIF, to be transferred to the state General Revenue Fund.

SB862 (Engler) – Would create an “environmental covenant” as a means of recording activity and use limitations on properties.

HB1073, HB1410, and SB742 – Would exempt fuel used in school buses from motor fuel tax.

HB1540 (St. Onge) – Would exempt fuel used for certain public transportation purposes from motor fuel tax.

SB739 and SB744 – Would exempt the entire purchase price of diesel fuel used for agricultural purposes from sales tax.

HB1297 (Wildberger) – Would allow cities to enact fire protection codes and/or fuel storage standards that are more restrictive than the state’s standards.

SB1020 (Vogel) – Would require all persons who manufacture, install, or repair fuel storage tanks or piping to have a financial responsibility mechanism to pay for costs of cleanup if a leak results from improper manufacture, installation, or repair.

Information on these and all other bills can be accessed at www.moga.state.mo.us.

Latest Leaks is a newsletter of the Missouri Petroleum Storage Tank Insurance Fund.

www.pstif.org

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PO Box 836

Jefferson City, MO 65102

573-522-2352

Third Party Administrator

Williams & Company Consulting, Inc.

1-800-765-2765

Send address changes to:

PSTIF

PO Box 104116

Jefferson City, MO 65110

Jefferson City, MO 65110
PO Box 104116
Insurance Fund
Petroleum Storage Tank