

15th Edition

1995-2026

Serving the Industrial Community for over 30-years

Fuel Guidelines[©]

This guide summarizes the Industry Standards for the safe use, storage, handling & transportation of *flammable & combustible liquids*.

April 2026



2026 Fuel Guidelines (15th Edition)

2026 Revision

The 2026 **Fuel Guidelines** (15th Edition) was prepared by NorthWest Response Ltd., Smithers, British Columbia, Canada. The updated Appendices reflect the feedback & recommendations received from previous editions.

This Guideline is also a reference document for the *on-line Fuel Management Training* Link: www.fueltraining.ca

Although the information in this Guideline is thought to be accurate and reliable, the official Statutes, Codes, Regulations, and Standards should be consulted for all purposes of interpreting and applying the law.

Fuel Management Plans

NorthWest Response Ltd. (NWR) can provide your company with a site-specific Fuel Management Plan based on this guideline with references to all applicable Federal & Provincial Statutes, Industrial Codes of Practice, Engineering Standards and Best Management Practices.

National Fire Code of Canada vs Provincial and Territorial Fire Codes

The 2020 National Fire Code of Canada (NFC) is a model code that was designed to promote consistency across Canada. The Provincial and Territorial Governments typically adopt the NFC *without change* or with some modifications to suit local needs, including the enactment of other laws and regulations.

NWR has compared the NFC to the Fire Codes of the Western Canadian Provinces and Territories and found no substantial changes were made to the NFC as it relates to Division B - *Acceptable Solutions*, Part 3 *Indoor and Outdoor Storage* and Part 4 - *Flammable and Combustible Liquids*.

Certification Training - Legal Requirements

- **Fire Code Training** as per Provincial & National Fire Codes: All employees involved in storage and handling of *dangerous goods* shall be trained in safe handling procedures and correct responses to an emergency situation as per Division B, Part 3 - Sections 3.2.7.15 & 3.3.4.6; & Part 4 – Sections 4.5.10 & 4.6.8
- **WorkSafeBC**: OH&S Reg. S5.6 & S5.7
- **Canada OH&S Reg.** Part X-S10.1 to S10.14; Part XIV-Fueling S14.41 & Part XIX-Training S19.6.
- **Transportation of Dangerous Goods** (Part 6 - Training): **Training Certification** for TDG Class 3 *Flammable Liquids*.
- **Environmental Management Act** – Environmental Compliance and Risk Based Approach to *due diligence* as it relates to prevention.

To help meet your legal obligations, NWR provides an *on-line Fuel Management Certificate Training Course* @ www.fueltraining.ca

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SMALL CONTAINERS

■ TDG Regulation, Motor Vehicle Act & Standards
 ☑ Fire Code (FC), CCME AST Code & Industry/ Engineering Standards
 ☐ OH&S Regulation, Env. Mgmt. Act/ Regs. & Best Management Practices

Section 1

TYPE	CONDITION, DESIGN & MAINTENANCE	STORING AND SECURING	DISPENSING	TRANSPORT
Drums & Jerricans (≤230L)	<p>Condition</p> <ul style="list-style-type: none"> ■ Must be designed, constructed, filled, closed, secured & maintained so that under normal conditions of transport & handling, there will be no accidental release/ spill of the dangerous goods that could endanger public safety. ■ Jerry cans (≤60L) have a lifespan of 60-months from date of manufacture but may be used for 120-months if: <ul style="list-style-type: none"> • Jerry cans are registered as a fleet with Transport Canada; • Used only for Class 3, PGII or PGIII products; • Not damaged, cracked, deformed, or leaking. ■ Drums: ≤220L steel or plastic are designed for one-time-use & require reconditioning prior to use <i>however</i>, these drums may be reused <u>once</u> only if: <ul style="list-style-type: none"> • reused with same product; • visually inspected - no damage; • reconditioned after reuse. ☑ Designed, constructed and maintained in good condition to securely contain product. <p>Construction Standard</p> <ul style="list-style-type: none"> ■ CGSB 43.150-2025 are <i>Small Containers</i> ≤450L. ■ CSA B376 (2022) are <i>Portable Containers for Gasoline and Other Petroleum Fuels</i> ≤32L. ■ ULC/ORD – C30 (2026) are <i>Safety Containers</i> >5L and ≤25L. ■ Inspection Matrix. See Appendix B 	<p>General requirements</p> <ul style="list-style-type: none"> ☑ Secondary containment is not a design specification for <i>Small Containers</i> however spill control is required for storage as per a <i>credible spill</i>. ☑ Store all containers to prevent spillage. ☐ Storing & Securing Small Containers in <i>Riparian Management Area</i> is high-risk see recommendations in Appendix F ☐ Refilling any Small Container for re-use is a high-risk activity due to spill potential. Manage the risk by using a spill-tray to refill Small Containers. ☐ Ensure adequate ventilation when storing, refilling, & dispensing fuel. ☑ Spill Control for outdoor container storage areas must be designed to accommodate a spill volume of the <i>largest container capacity</i> when containers or drums are stored, moved or handled individually. ☑ Spill Control must be designed to accommodate a <i>credible spill</i> based on the volumetric sum of the containers when stored, moved or handled in bulk. (i.e. 4-drums/ pallet = 820L <i>maximum spill potential</i>) ■ Containers on a vehicle must be secured to prevent shifting, swaying, damage and/or escape. ■ Tie down straps must have safe <u>combined</u> working load rating <i>greater</i> than the load. ☐ Helicopter Field Guide – BMP See Appendix E 	<p>General requirements</p> <ul style="list-style-type: none"> ☑ Only transfer fuel with a pump designed for the products being handled. ☑ Do not fill containers beyond 90% of container capacity. <p>Labeling</p> <ul style="list-style-type: none"> ☐ WHMIS Labels for Class B: <i>Flammable Liquids</i> (Div.2) & <i>Combustible Liquids</i> (Div.3) <ul style="list-style-type: none"> • Product Identifier; • Hazard Pictogram; • Precautionary Statement; • Reference to SDS. ☐ Jerry cans are exempt from additional labeling if content matches the product identifier and container color: <ul style="list-style-type: none"> • Red – Gasoline; • Yellow – Diesel; • Blue – Kerosene. <p>Industry Standard Procedures/ Recommended Practices</p> <ul style="list-style-type: none"> ☐ Store the hose above the pump to avoid siphoning. ☐ Dispense all <i>flammable</i> and <i>combustible liquids</i> from drums in an upright position. ☐ Replace <i>open-spouts</i> with manually operated <i>spring-closed-spouts</i> on jerricans. ☐ Avoid unattended gravity dispensing systems. ☐ Replace <i>horizontal drums</i> with double walled 230L IBC tanks ☐ Use the <i>Risk Assessment Matrix</i> in high-risk areas. ☐ Use <i>poly-overpack drums</i> when slinging full drums of fuel from a helicopter. 	<p>Transport</p> <ul style="list-style-type: none"> ■ Under TDG, all <i>small containers</i> may be transported without secondary containment or spill control. <i>Note:</i> Some company policies require small containers to be transported in a spill box. ■ When transporting <i>used motor oil</i> and/or <i>used glycol antifreeze</i>: <ul style="list-style-type: none"> • If <450L or sample results confirm no metals & flash point is >60°C, then the <i>waste oil</i> and/or <i>waste antifreeze</i> is not regulated as a <u>Hazardous Material</u> under TDG & therefore, <i>no</i> TDG requirements; • If no sample results are available for heavy metals or flash point, treat both <i>used oil</i> and/or <i>used antifreeze</i> as a Class 9, PG III; UN3082 – Env. Haz. Substance, Liquid, N.O.S. ☐ Provincially, a <u>Waste Manifest</u> is not required if shipping less than (≤) 210L (i.e. one standard drum) of <i>used oil</i> and/or <i>used antifreeze</i>, however if >210L, then a <u>Waste Manifest</u> is required, regardless of whether samples were taken. ■ If the <u>combined capacity</u> of one or multiple containers with <i>diesel fuel</i> and/or <i>gasoline fuel</i> is less than or equal to (≤) 2000L, then: <ul style="list-style-type: none"> • No <i>Documentation</i> (Shipping Document) is required; • No <i>UN Number</i> on the Placard is required; (<i>note:</i> Safety Marks – Placards or labels & Shipping Name are still required); • No TDG training Certificate is required; Note: Despite this TDG Exemption, <i>Transport Canada</i> still requires workers hauling fuel to be adequately trained, by their employer, in safety & awareness of the TDG products and the Regulations. ■ Drums must be properly arranged by: <ul style="list-style-type: none"> • Stacking in a vertical (upright) position; • Stack with dunnage protection between drums; • Installing sideboard frames on flat-decks. ■ Empty drums are exempt from TDG Regs Parts: 2-Classification, 3-Documentation, 4-D.G. Safety Marks; & 7-E.R.A.P. provided: <ul style="list-style-type: none"> • Drum contains <10% residue; • Transported for filling or reconditioning; • If more than 10 drums, then DANGER Placard is required on all four sides of vehicle and include a Shipping Document outlining: <ul style="list-style-type: none"> a)Primary Class; b)Number of Drums; c)"Residue" last contained. ■ Remove all Small Containers & Drums from Riparian Areas at the end of operation, or field season. ■ Containers over 30 liters must have a visible TDG Safety Marks: <ul style="list-style-type: none"> • 1.Label or Placard; 2.Shipping Name; 3.UN Number

- TDG Regulation, Motor Vehicle Act & Engineering Standards
- ☑ Fire Code (FC), CCME AST Code & Industry/ Engineering Standards
- ☑ OH&S Regulation, Env. Mgmt. Act/ Regs. & Best Management Practices

Section 2

IBCs & Portable Tanks

TYPE	CONDITION, DESIGN, & MAINTENANCE	STORING AND SECURING	DISPENSING	TRANSPORT
<p>Intermediate Bulk Containers & Portable Tanks Means of Containment: Small (≤450L) & Large (>450L)</p>	<p>General Requirements</p> <ul style="list-style-type: none"> ■ Must be designed, constructed, filled, closed, secured and maintained so that under normal conditions of transport, including handling, there will be no accidental release of the dangerous goods that could endanger public safety. <p>Construction Standard – SMALL MEANS OF CONTAINMENT (≤ 450L),</p> <ul style="list-style-type: none"> ■ Diesel: A spec or non-spec tank may be used. Tanks used for <i>diesel</i> are exempt from being built to an engineering standard but must not pose a danger to public safety. ■ Gasoline: An IBC Portable Tank CAN/CGSB 43.146 <u>spec tank is required</u> and must bear a visible & legible Spec Plate. <p>Construction Standard – LARGE MEANS OF CONTAINMENT (>450L) with Spec Plates</p> <ul style="list-style-type: none"> ■ UN 31A/B IBC Portable Tanks as per CAN/CGSB 43.146 (2022) <3000L max for TDG Class 3, PGII (<i>Gasoline</i>); and up to <5000L max for TDG Class 3 PGIII (<i>Diesel</i>). Can only be used for: UN1202; UN1203; UN1863; UN1223; & UN1268 products. ■ TC57 Portable Tanks as per CAN/CGSB 43.146 (2022). ■ UN Portable Tanks as per CSA B625 (2025) >450L. ■ TC44 Portable Tanks as per CSA B626 (2020) >3000L for <i>diesel fuel only</i> (UN1202). ■ ULC/ORD 142.13. ☑ Inspection Matrix. See Appendix B. <p>Construction Standard for TDG Fuel Bladders suspended from Helicopters (>450L):</p> <ul style="list-style-type: none"> ■ MIL-D-23119G (collapsible <i>drums</i>). ■ MIL-T-52983G (collapsible <i>tanks</i>). 	<p>General Requirements: Storage</p> <ul style="list-style-type: none"> ■ Portable Tanks must be compatible with the <i>dangerous goods</i> & in good condition: not damaged or leaking. ■ All IBCs & Portable Tanks require pressure relief device in the vapor space. ☑ A mobile IBC (>230L), removed from a trailer or vehicle, requires secondary containment. ☑ Storing fuel tanks (>230L) in a <i>Riparian Management Area</i> is high-risk, use additional due diligent control measures. see Appendix F ☑ Ensure mobile fuel units are secure, level, protected, contained, & locked when storing or operating temporarily in remote areas. <p>Securing</p> <ul style="list-style-type: none"> ■ Use a pressure relief cap that meets manufacturers design specifications. ☑ Upgrade 2psi to 9-psi pressure relief cap for additional control. ■ Owners of IBCs & Portable Tanks must implement measures to prevent damage & accidental release of product. ■ IBCs & Portable must be appropriately tied down to prevent shifting, swaying, damage or escape from the vehicle. ■ Tie down straps must have safe <u>combined</u> working load ratings <i>greater</i> than the secured load & points of attachment need to be integral with the transport unit. ☑ Lock valves to prevent unauthorized access to fuel tank, nozzle & pump. 	<p>General Requirements</p> <ul style="list-style-type: none"> ☑ Use fuel dispensing pumps designed for the products being handled & <i>container type</i> being filled. ☑ Use only ULC S612 and ULC S620 approved fuel hose and nozzle for dispensing fuel. ☑ Prevent static charge: Ensure continual bonding: tank-to-nozzle. ☑ Use 4.5m hose or 6m with <i>retractor</i>. ☑ Use a spill containment tray when dispensing with a low pressure, low volume pump ☑ Replace worn, leaking or damaged fuel hose or nozzle. ☑ Operators must stay with the nozzle <u>at all times</u> while dispensing fuel. ☑ Do not overfill mobile IBCs beyond 90% capacity to allow product expansion. ☑ Close valves when not dispensing. ☑ Secure nozzle to prevent leaks & spills (<i>or</i> container for nozzle) ☑ Secure fuel hose on a retractor, hose reel, coiled on a bracket, or equivalent. 	<p>Transport</p> <ul style="list-style-type: none"> ■ TDG does not require IBCs & Portable Tanks (full or empty) to have secondary containment or spill control while in transit. Note: <i>Company policies</i> may require spill control/ containment. ■ Multiple <i>diesel</i> &/or <i>gasoline</i> portable tanks with a combined capacity that <i>exceeds</i> (>) 2000L, the operator is required to: <ul style="list-style-type: none"> • Complete and carry a Shipping Document; • Placard on all visible sides of the vehicle; • Possess a valid TDG Training Certificate. ■ Small Portable Tanks (≤) 450L are exempt from TDG Regs provided: <ul style="list-style-type: none"> • Container contains Class 3 <i>Flammable Liquids</i> with no subsidiary class; • Includes Packing Group III and a <i>flash point</i> greater than 37.8°C (i.e. <i>diesel</i>); • All the dangerous goods are in one or more small means of containment (≤450L). ■ <i>Large</i> Mobile IBCs & Portable Tanks must follow the Inspection Matrix Schedule - based on the specific Construction Standard. Note: Transport Canada has recently <i>denied</i> an <i>Equivalent Level of Safety Permit</i> to move an empty <i>non-spec</i> Portable Tank (IBC). The operator was required to retain a TC Registered Inspector to inspect & leak test the mobile tank prior to moving it. ■ Helicopter Field Guide - BMP See Appendix E <p>Labeling</p> <ul style="list-style-type: none"> ☑ All IBCs and Portable Tanks must have appropriate TDG safety marks including: <ul style="list-style-type: none"> • Label or placard; • UN Number; • Shipping Name. ■ Spec plates must identify the following: <ul style="list-style-type: none"> • Container Type & Standard; • Manufacturer & Date; • Re-certification Date & TC Register Facility

STATIONARY TANKS

- TDG Regulation, Motor Vehicle Act & Standards
- ☑ Fire Code, CCME AST Code & Industry/ Engineering Standards
- ☑ OH&S Regulation, Env. Mgmt. Act/ Regs. & Best Management Practices

Section 3

TYPE	CONDITION, DESIGN & MAINTENANCE	STORING & SECURING ASTs	DISPENSING	TRANSPORT
<p>STATIONARY TANKS (>230L) Aboveground Storage Tanks (ASTs)</p>	<p>General Requirements & Due Diligence ☑ This section outlines the Industry Standards for Fire Safety, Worker Safety & Env. Safety that should be implement at non-public fuel storage, & dispensing stations - including card-locks & key-locks.</p> <p>Construction Standard ☑ All Tanks: stored & used at fuel facilities must bear a visible & legible Spec Plate.</p> <ul style="list-style-type: none"> • Individual capacity ≤ 80,000L* with an aggregate capacity ≤ 200,000L. <p>☑ Spec Bladder Tanks:</p> <ul style="list-style-type: none"> • CAN/CSA B837-24; • Max capacity 125,000L. <p>☑ Spec Steel Tanks: for the storage of <i>flammable liquids</i> and <i>combustible liquids</i> with one of the following Canadian Specifications: (<i>partial list</i>)</p> <ul style="list-style-type: none"> • ULC-S601 Shop Fabricated AST for <i>Flammable & Combustible Liquids</i>; • ULC-S602 AST for Fuel & Lube Oil; • ULC-S630 AST Vertical Tank; • ULC-S643 AST Shop Fab. Utility Tank; • ULC-S653 AST Steel Tank Assembly; • *ULC-S655 AST Protected Tank Assembly & <i>may exceed 80,000L</i>; • ULC-S677 Fire Tested AST with a resistance rating of 2hrs. <p>☑ Inspection Schedules Matrix: Appendix B</p> <p>☑ Ensure secondary containment conforms to a ULC engineered specification for ASTs.</p> <p>☑ ASTs atmospheric vent pipes shall be:</p> <ul style="list-style-type: none"> • 3.5m above ground for <i>gasoline</i> (Class I) • 2.0m above ground for <i>diesel</i> (Class II) <p><i>Note:</i> When a double-walled <i>mobile</i> tank is used as stationary tank, replace the pressure relief cap with an atmospheric vent pipe using the appropriate height above ground.</p>	<p>Site Preparation ☑ Secondary contained <i>Spec Tanks</i> ≤80,000L meets the intent of Spill Control for the AST. ☑ Spill Control is still required for the high-volume, high-pressure <i>bulk transfer</i> area & low-volume, low-pressure <i>dispensing</i> areas around the AST. ☑ Physical collision protection is required for ASTs. ☑ Measures must be taken to prevent unauthorized access. Lock valves, nozzles, & truck access. ☑ Use non-combustible materials for support tank cribbing. If used for secondary containment &/or spill control berms, cover with fire resistant liner.</p> <p>General Requirements ☑ All ASTs (>230L) must have (110%) secondary containment & include weekly inspections:</p> <ul style="list-style-type: none"> • Tank-in-tank (vacuum monitored); • Tank-in-tank (visible access port); • Tank-in-box (visible access hatch); • Tank-in-berm with enviro-liner (or <i>equivalent</i>). <p>☑ When transferring fuel into an AST, the owner of the AST shall ensure that Overfill Protection is implemented. (see <i>Dispensing – Gen. Req.</i>)</p> <p>☑ Storing ASTs in a Riparian Management Area is high-risk, and additional <i>due diligent</i> spill control measures are recommended. See Appendix F</p> <p>☑ Atmospheric venting is required for all ASTs. ☑ Ensure all stationary tanks and piping systems are bonded & grounded. ☑ Visual inspection shall be made at <i>least once during each day of operation</i> of all aboveground piping systems, pumps, and other ancillary equipment, to detect leakage. ☑ Any leakage shall be repaired as quickly as practicable. Documentation is recommended. ☑ Maintenance and Operating Procedures shall be established to prevent the escape of <i>flammable and combustible liquids</i>. ☑ AST Winter Storage – No Access or Inspections:</p> <ul style="list-style-type: none"> • Remove external fittings, pumps and hoses • Keep max volume at 75% & install a low-profile dual valve cap for pressure relief/ vacuum relief -or equivalent. 	<p>Site Preparation – Spill Control ☑ Low-volume, low-pressure <i>dispensing</i> areas shall use drip-trays to control small spills. ☑ High-volume, high-pressure <i>bulk transfer</i> areas shall be designed to control a minimum 1,000L spill (a spill tray ≥1,000L is acceptable) ☑ Overfill Protection may consist of:</p> <ul style="list-style-type: none"> • Visually supervise bulk fuel delivery operation by trained & qualified personnel; <i>and/or</i> • Equip tank with a ULC S661 overfill protection devise. <p>General Requirements ☑ Fuel Dispensing & Transfer Pumps including hoses & nozzles must be designed for the product being handled. ☑ Install Emergency “break-away” valves - UCL-S651 Standard into dispensing hose ☑ Equip facility with accessible <i>emergency shut-off device</i> to stop both power & flow of product. ☑ To prevent unauthorized access, close & lock valves when the facility is left unattended. ☑ Use 4.5m hose or up to 6m with a <i>retractor</i>.</p> <ul style="list-style-type: none"> • The hose length may exceed 6m at card-lock or key-activated dispensers. <p>☑ Assess & replace worn, leaking or damaged fuel hose, nozzle or valves. ☑ Always install flexible hoses with metallic braided protection (ULC/CAN-C536) when connecting ASTs together in-series.</p> <p>Standard Operating Procedures: ☑ Post all written SOPs. ☑ All operators of must be trained & qualified. ☑ Operators must stay with the nozzle <u>at all times</u> while dispensing fuel. ☑ Maintain record of inventory. ☑ Store hose (off the ground) & secure nozzle in a safe manner to prevent damage and leaks. (On a retractor, hose reel, or coiled).</p> <p>Safety ☑ Suitable bonding required between tank and equipment to prevent static charges. ☑ Maintain a current SDS of products.</p>	<p>General Requirements ■ Stationary tanks are not designed to transport fuel and must be emptied prior to moving. TC has designated the CAN/ULC-S601 as a <i>Utility Tank</i> & may be relocated (empty) with an <i>Equivalent Level of Safety Permit</i>. ■ Stationary tanks (ASTs) must never be used to transport fuel.</p> <p>TDG Transport ■ Prior to moving an empty stationary fuel tank (<i>diesel</i> or <i>gasoline</i>) with a capacity greater than (>) 450L and less than or equal to (≤) 2000L:</p> <ul style="list-style-type: none"> • Tank is pumped empty (5% or less); • An <i>Equivalent Level of Safety Permit</i> is obtained from Transport Canada; • Replace atmospheric vent pipe with pressure relief cap; • Placard all four sides of AST with: <ul style="list-style-type: none"> ○ TDG Classification, & ○ Shipping Name. <p>■ When relocating an empty stationary AST with a total capacity greater than (>) 2000L, the following TDG Regulations must be implemented:</p> <ul style="list-style-type: none"> • Tank must be emptied to the lesser of <5% or contain <500L; • Replace atmospheric vent pipe with pressure relief cap; • Obtain an <i>Equivalent Level of Safety Permit</i> from TC; • A Shipping Document must be completed for the <i>Residue Last Contained</i>; • The hauler/operator must possess a valid TDG Training Certificate; • The skid tank must be placarded on all four sides: <ul style="list-style-type: none"> ○ TDG Classification; ○ Shipping Name; and ○ UN Number.

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MARINE & LAKE SHORE FACILITIES

- TDG Regulation, Motor Vehicle Act & Standards
- ☑ Fire Code, CCME AST Code & Industry/ Engineering Standards
- ☐ OH&S Regulation, Env. Mgmt. Act/ Regs. & Best Management Practices

Section 4

TYPE	GENERAL CONDITIONS & DESIGN	STORING & SECURING TANKS	DISPENSING	ADDITIONAL CONTROLS
Marine & Lake Shore Facilities Storage & Dispensing	<p>Marine Facility - Definition</p> <ul style="list-style-type: none"> ☑ A land-based building or floating structure used to moor, to berth, to store, or refuel a watercraft (i.e. boat, floatplane, or barge) and may also be used to take a boat into or out of a <i>water body (salt water or fresh water)</i>. <p>Stationary ASTs - General</p> <ul style="list-style-type: none"> ☑ Refer to Fuel Guidelines - Section 3 for <i>tank condition, design, maintenance</i> of ASTs at Marine & Foreshore Facilities. <p>Piping System for Marine Facilities</p> <ul style="list-style-type: none"> ☑ Install protective guard devices where impact or physical damage is possible by vehicle or watercraft; ☑ A fuel line that extends between shore and/or floating structures: <ul style="list-style-type: none"> • Install a flexible metallic hose that conforms to ULC/CAN-C536. ☑ Support & elevate piping to prevent direct contact with ground & possible corrosion; ☑ Piping system must have provisions to accommodate expansion and contraction of <i>flammable & combustible liquids</i>: <ul style="list-style-type: none"> • In-line expansion chamber; • Pressure & vacuum relief vents with vapour recovery, where warranted. ☑ Piping for <i>flammable and combustible liquids</i> shall be clearly marked & legible and shall <i>not</i> be painted red; ☑ Emergency valves for <i>flammable and combustible liquids</i> dispensing and associated piping systems must conform to UCL-S651. 	<p>Stationary ASTs – General</p> <ul style="list-style-type: none"> ☑ Refer to Fuel Guidelines - Section 3 for <i>storage & securing</i> of ASTs at Marine and Foreshore Facilities. <p>AST Installation on shore</p> <ul style="list-style-type: none"> ☑ All ASTs shall be located on shore. ☑ All ASTs shall not be closer than 4.5m horizontally from normal annual highwater mark. ☑ Tanks & pumps not integral with dispensing unit must be located on shore or on a pier using solid piping system with metallic flex hoses between shore and/or floating structures. <p>AST may only be installed on a pier if:</p> <ul style="list-style-type: none"> ☑ Distance from shore AST to dispenser is excessively long (<i>not defined</i>); ☑ AST is ≤ 5000L aggregate capacity; ☑ AST has secondary containment that complies with the Fire Code: <ul style="list-style-type: none"> • Approved Spill Control & Secondary Containment; • Applicable spacing to access ancillary equipment (<i>not defined - usually 1m</i>); • Approved Piping System for Marine Dispensing Facilities. <p>Where an AST is Elevated Above Dispenser</p> <ul style="list-style-type: none"> ☑ Prevent gravity drainage of AST by: <ul style="list-style-type: none"> • Installing an automatically operated valve, designed to open only when the dispenser is operated; • Installing an anti-gravity flow valve in the event of a pipe or hose failure; • Installing an internal or external liquid tight shut-off valve located at the tank. 	<p>Stationary ASTs - General</p> <ul style="list-style-type: none"> ☑ Refer to Fuel Guidelines - Section 3 for <i>dispensing</i> of ASTs at Marine Facilities. ☑ Shut-off watercraft engine <i>prior</i> to refuelling. ☑ Remove portable containers from watercraft & use spill tray while re-filling. <p>Marine Fuel Dispensing Stations</p> <ul style="list-style-type: none"> ☑ Dispenser pumps shall be in a location that will prevent watercraft impact or other physical damage. <p>Transfer Pumps</p> <ul style="list-style-type: none"> ☑ All fuel transfer pumps must be maintained and conform to CSA B346-M. ☑ Keep transfer pumps at least 3m from property line and 1.5m from building openings. <p>Dispensing Hose</p> <ul style="list-style-type: none"> ☑ Maximum allowable length is 4.5m; ☑ Where a retracting mechanism is used, a maximum extended length of 6m shall be permitted; ☑ At <i>Marine Fuel-Dispensing Stations</i>, the maximum extended length is permitted to exceed 6m (<i>with hose reel retractor</i>). <p>Hose Nozzle Valve/ Dispensing Nozzle</p> <ul style="list-style-type: none"> ☑ Hose nozzle valve must be maintained and conform to CAN/ULC-S620. ☑ Dispensing nozzles shall be automatic-closing <i>without</i> a hold-open latch. <p>Supply Shut-off Valve</p> <ul style="list-style-type: none"> ☑ A readily accessible & posted shut-off valve shall be provided in each pipeline at or within 7.5m of the pier to shut-off the supply from shore. 	<p>Storage & Protection</p> <ul style="list-style-type: none"> ☐ Maintain sufficient distance between fuel facility, other structures & floats to allow safe entry & exit of vessels. ☐ Maintain 7.5m perimeter around any fixed sources of ignition & other activities not associated with refueling. ☐ Assess floatation structures to ensure adequate buoyancy & stability for all environmental conditions (i.e. tidal currents, wind, & waves) ☐ Consider a quick-release system to remove and isolate floating structures in the event of a spill or fire. ☑ Daily visual inspections & pre-work checks of fuel lines, valves, & connections to assess for leaks, spills, integrity & damage. <p>Training - Mandatory</p> <ul style="list-style-type: none"> ☐ Training Requirements: <ul style="list-style-type: none"> • Emergency Response Training; • Refueling & Evacuation Procedures Training; • Boat & Water Safety Training. <p>Fire Control & Spill Response</p> <ul style="list-style-type: none"> ☑ Maintain a Fire Control Plan & Spill Response Plan <i>on-site</i>. ☑ Maintain two or more 80-Fire extinguishers and additional fire mitigation equipment. ☑ Maintain containment booms and additional spill response equipment on-site based on risk assessment. ☐ Post Fire Response & Spill Response Procedures at dispensing location.

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COMPRESSED GASES – TDG Class 2

PROPANE/ ACETYLENE/ AIR/ OXYGEN/ CO2/ NITROGEN/ ARGON

- TDG Regulation, Motor Vehicle Act & Standards
- ☑ Fire Code, CCME AST Code & Industry/ Engineering Standards
- ☑ OH&S Regulation, Env. Mgmt. Act/ Regs. & Best Management Practices

Section 5

TYPE	GENERAL CONDITIONS & DESIGN	PROPANE STATIONARY TANKS	MOBILE CYLINDERS	PREPAREDNESS & PREVENTION
COMPRESSED GASES TDG Class 2	<p>General</p> <ul style="list-style-type: none"> ☑ Cylinders must be in good condition – not damaged, leaking, or outdated retesting criteria. ☑ Only Qualified Individuals may inspect and service a pressure tank or cylinder. <p>Stationary Tanks: Construction Standard</p> <ul style="list-style-type: none"> ■ CSA B51 Boiler, Pressure Vessel & Pressure Piping Code - Propane <ul style="list-style-type: none"> • Data Tag/ Name Plate (legible) with Canadian Registration Number • Serial # matches Operating Permit • Maximum Allowable Working Pressure clearly identified. <p>Stationary Tanks: Maintenance</p> <ul style="list-style-type: none"> ☑ Up-to-date service schedule ☑ No leaking valves ☑ Cover for pressure relief valve <p>Mobile Construction Standard - Road Cylinders / Spheres / Tubes</p> <ul style="list-style-type: none"> ■ CSA B339 or 49-CFR for cylinders ■ CSA B340 & CSA B341 ■ CGSB – 43.123 for Class 2.1 & 2.2 ■ CSA B342 (for UN cylinders) <p><i>Highway tanks</i></p> <ul style="list-style-type: none"> ■ CSA B620 & CSA B622 <p><i>Portable tanks</i></p> <ul style="list-style-type: none"> ■ CSA B622 & CSA B625 <p>Mobile Cylinder: Maintenance</p> <ul style="list-style-type: none"> ■ Pre-work assessment: check for damage, leaks & manufacture date stamp on valve collar ■ Cylinder retesting – date stamp: <ul style="list-style-type: none"> • Aluminum/ Steel: 10yrs • Fiberglass: 5yrs • Composite: 15yrs (max life) 	<p>Storage - Stationary Propane Tanks</p> <ul style="list-style-type: none"> ☑ Protect against mechanical damage. ☑ Valid Operating Permit for Province/ Territory required. ☑ Compliance with CSA B149.2 Propane Storage & Handling Code. ☑ <i>Do not store</i> within a secondary containment berm. ☑ Separate storage area and LPG <u>tanks</u> from other dangerous goods by 6m ☑ Separate LPG <u>cylinders</u> and AST fuel tanks by 3m <p>Tank Condition</p> <ul style="list-style-type: none"> ☑ Paint coating provides full protection. ☑ Not rusting and no visible corrosion. ☑ Not damaged, dented, or bulging. ☑ No fire damage or leaks. <p>Pressure Relief Valve</p> <ul style="list-style-type: none"> ☑ Present and serviceable <p>Tank Openings & Valves</p> <ul style="list-style-type: none"> ☑ Service Valve ☑ Fill Valve ☑ Liquid Transfer Valve ☑ Relief Valve <p>Filling</p> <ul style="list-style-type: none"> ☑ Supplier refills on-site ☑ Easy access with collision protection <p>Position</p> <ul style="list-style-type: none"> ☑ Solid level base made from non-combustible materials (steel/ cement). <p>Location</p> <ul style="list-style-type: none"> ☑ Adequate clearances to buildings, structures, & roadways. ☑ Clear of vegetative overgrowth 10m. ☑ Clear any surrounding ignition sources. <p>Labeling</p> <ul style="list-style-type: none"> ☑ WHMIS labels (supplier or workplace) are required on all storage tanks. 	<p>General</p> <ul style="list-style-type: none"> ☑ Don't require an Operating Permit ☑ Don't have a Canadian Registration Number ☑ Does have a TC Number with date stamp on valve collar of cylinder. <p>Transportation Exemptions</p> <ul style="list-style-type: none"> ■ General Exemption: TDG Part 3 & 6 do not apply to transportation on road provided: <ul style="list-style-type: none"> • Total mass of compressed gas in one or more cylinders is ≤ 500kg; • Labels visible from outside the vehicle; • Transport less than five (5x) <i>small means of containment</i> (<450L) cylinders. ■ 150kg (gross mass) Exemption: TDG Parts 3, 4, 5, 6 & 8 do not apply to the handling or transport on road provided: <ul style="list-style-type: none"> • Max capacity of each cylinder ≤ 46L. • Total gross mass of compressed gas and cylinders is ≤ 150kg. ■ 500kg Exemption: TDG Parts 3, 4 & 5 do not apply to the handling or transport on road provided: <ul style="list-style-type: none"> • Total mass ≤ 500kg of compressed gas in one or more small means of containment that conforms to one of the Construction Standards. <p>Tank Condition</p> <ul style="list-style-type: none"> ☑ Paint coating provides full protection ☑ Not rusting and no visible corrosion ☑ Not damaged, dented or bulging ☑ No fire damage or leaks <p>Secure for Transportation</p> <ul style="list-style-type: none"> ■ Tanks must be appropriately secured to prevent shifting, swaying, damage or escape 	<p>Store & Protect</p> <ul style="list-style-type: none"> ☑ Secured & protected against falling and mechanical/ valve damage, & storage must not interfere with operation of valve assembly. ☑ Valves must remain closed when cylinder is empty or not in use. ☑ Maintain 6m radius from other <i>dangerous goods</i>. ☑ No propane within 7.5m of any exit. ☑ Do not store propane indoors unless storage room complies with Fire Code S3.2.8.2. <p>Training</p> <ul style="list-style-type: none"> ■ Report & respond to all gas leaks of 10kg or greater (Class 2.1 & 2.2) ☑ Training Requirements: <ul style="list-style-type: none"> • Emergency Response Procedures & Evacuation Procedures • Propane Handling & Storage. • Take precautions to prevent leaks and use proper PPE. <p>Fire Control and Response</p> <ul style="list-style-type: none"> ☑ Post "No Smoking" signs ☑ Conduct Fire Response Training & maintain a Fire Response Plan ☑ Maintain two or more 80-BC fire extinguishers to handle the risks. ☑ Post Fire & Spill Response procedures at all storage & dispensing facilities.

APPENDICES – Best Management Practices

- A Risk Assessment Matrix - *Temporary Fuel Storage & Dispensing***
- B Inspection Matrix - *Fuel Storage Containers & Tanks***
- C Best Management Practices - *Treating Leaks, Drips & Non-Reportable Spills***
- D Best Management Practices - *Generators, Sea-Cans & Mobile Shops***
- E Best Management Practices - *Remote Heli-pads & Heli-ports Field Guide***
- F Riparian Area Field Guide - *Intrusive & Non-Intrusive Activities***
- G Spill Kit Matrix - *Due Diligence Approach to Spill Response Preparedness***
- H Spill Kits – *Containment Methods for Fuel Spills to Land and/or Water***
- I Spill Kits - *Common Spill Response Products***

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Risk Assessment Matrix - Temporary Fuel Storage & Dispensing				Appendix A
Risk Identification	HIGH RISK	MEDIUM RISK	LOW RISK	Assigned Numerical Value*
Numerical Value	3	2	1	
Environmental Factors				
Distance to nearest watercourse	< 50m or shallow groundwater	50m-100m or unknown groundwater	> 100m or no groundwater	
Soil characteristics around the storage area	Porous or unknown – coble/ gravel	Semi-porous – silt/ sand	Non-porous – clay/ bedrock	
Terrain slope	> 6% slope	2%-6% slope	Level - no slope or gradient	
Operational Factors				
Site description	Isolated Access: – >5hrs to site from Hwy; – no reliable phone coverage	Remote Access: – 2-5hrs from town/ Hwy access; – Unreliable phone or Sat-phone coverage	Good Access: – within 2hrs of a town; – Reliable phone coverage	
Duration of project	> 4 months or seasonal	1-4 months	< 30 days	
Volumes stored	>4500L	1000L to 4500L	< 1000L	
Daily access	Everyone has access to fuel facility <i>Day-Shift & Night-Shift</i>	<i>Day-Shift</i> access only - No <i>Night-Shift</i>	Refuelling is a scheduled operational activity – <i>high priority</i>	
Personnel access	No restrictions – Everyone including Contractors have access to facility	Everyone has access, but must have <u>valid</u> Training Certificates	Only designated (<i>qualified & trained</i>) personnel have access to facility	
Prevention & Preparedness Factors				
Emergency Response Plan (ERP) & Adequate Spill Kit for potential (<i>credible</i>) spill volumes	– No ERP Plan or <i>outdated</i> ERP & – No Spill Kits or inadequate for potential (<i>credible</i>) spill volumes	– ERP Plan or Spill Kits are <i>outdated</i> or inadequate to meet a potential (<i>credible</i>) spill volumes	– ERP Plan is <i>up-to-date</i> & Spill Kits are adequate for potential (<i>credible</i>) spill volume	
Fuel Storage & Dispensing Equip. meets <i>Industry Standards</i> & Additional <i>Spill Control</i> measures implemented	– Facility does not meet current <i>Industry Standards</i> – <i>no audits</i> – No <i>Spill Control</i> for the storage or dispensing areas	– Facility compliance with <i>Industry Standards</i> are unknown, no audits or records, or audit failed/ non compliance – <i>Spill Control</i> is unknown	– Facility meets current <i>Industrial Standards</i> & has been audited – Additional <i>Spill Control</i> at storage & dispensing areas implemented	
Preparedness and Response Training: <i>Fuel Management & Spill Response</i>	– Everyone has access to facility – No one has any training in <i>Spill Response & Fuel Management</i>	– Some people accessing the fuel facility do not have training or carry a <u>valid</u> Training Certificate	– The designated people who handle fuel have <u>valid</u> <i>Spill Response & Fuel Management</i> Training Certificates	
Risk Value	*Add the Assigned Numerical Values:			

CONTROL MEASURE RECOMMENDATIONS

Numerical Value	Risk Ranking	Control Measures
> 18	High Risk	<ul style="list-style-type: none"> <i>Immediately</i> identify & implement additional control measures to reduce/ manage the <i>High-Risk</i> aspects identified.
12-18	Medium Risk	<ul style="list-style-type: none"> <i>Consider</i> additional control measures to reduce the <i>Medium Risk</i> aspects. Reassess the <i>High-Risk</i> aspects identified.

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< 12	Low Risk	<ul style="list-style-type: none"> • <i>Due Diligence</i> achieved - no additional control measures are warranted based on the <i>Low-Risk</i> assessment.
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Inspection Matrix - Small Containers					Appendix B
Small Containers	External Inspection	Internal Inspection	Leak Testing	Pressure, Hydro or Pneumatic	General Information
<p>Jerry Cans: CGSB 43.150-2025 (replaces TP14850 Standard) ≤60L have a 60-month lifespan.</p> <p>Plastic drums & jerry cans (<150L) may exceed the 60-month expiry date (but not 120-months) if:</p> <ul style="list-style-type: none"> - Container is part of a fleet of containers under the control of a single operator; - Operator conducts an External Inspection - Used for Class 3 Products; - Capacity <150L; - For a fleet of containers, the Operator is registered with the Director TC (Transport Canada). 	Container shows no sign of cracking, crazing, swelling, gouging, permanent deformation, degradation or compromised integrity.	Not required	Not required	Not required	Lifespan is 60-months (5-yrs) from date of manufacture. For containers that are used more than once, be in such condition, including closure devices and cushioning materials, that they conform to all applicable requirements of the CGSB 43.150 Standard including: <input checked="" type="checkbox"/> Free of corrosion and contamination that may render the container unsafe for transport
<p>Drums: CGSB 43.150-2025 (replaces TP14850) Max capacity 450L plastic & steel drums and includes salvage drums</p> <p>A drum (≥) 150L are designed for <i>one-time</i> use only and must be reconditioned prior to reuse*.</p> <p>A drum must not be filled with dangerous goods, unless the following conditions are met:</p> <ol style="list-style-type: none"> a. the single packaging, the inner packaging or receptacle is compatible with the dangerous goods; b. the container is free from <i>corrosion, contamination or other damage</i> that that may render the container unsafe for transport. Any container that shows signs of reduced strength compared with the registered design must not be used; c. the steel or plastic drum has been <i>reconditioned</i> in accordance with CGSB-43.126 before reuse. 	Reconditioning, remanufacturing and repair of drums for TDG as per CGSB 43.126-2008 (R.2014) Section 6.2.3	Reconditioning, remanufacturing and repair of drums for TDG as per CGSB 43.126-2008 (R.2014) Section 6.2.2	Reconditioning, remanufacturing and repair of drums for TDG as per CGSB 43.126-2008 (R.2014) Section 6.2.4	Reconditioning, remanufacturing and repair of drums for TDG as per CGSB 43.126-2008 (R.2014) Section 6.2.4.3	For containers that are used more than once, be in such condition, including closure devices and cushioning materials, that they conform to all applicable requirements of the CGSB 43.150 (2020) Standard including reconditioning. *A drum ≤ 220L may be reused <i>once</i> prior to reconditioning, if: <ul style="list-style-type: none"> ▪ Visually inspected; ▪ Refilled with same product.

Continued...

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Inspection Matrix - IBCs, Portable Containers & Mobile Tank					Appendix B
Containers & Tanks	External Inspection	Internal Inspection	Leak Testing	Pressure, Hydro or Pneumatic	General Information
Bladder Drums & Tanks MIL-D-23119G Mobile Drums MIL-T-52983G Mobile Tanks	Bladders show no sign of leaking, chafing, cracking, crazing, swelling, gouging, permanent deformation, degradation or compromised integrity.	Not required	Not required	Not required	<ul style="list-style-type: none"> ▪ Typical lifespan according to manufacture is 7-10 years, however this is not a Standard. ▪ There is no engineering inspection schedule for bladder tanks.
Mobile IBCs - Intermediate Bulk Containers ≤3000L PGII & ≤5000L PGIII Standard: CGSB 43.146 (UN31A/B) Only for: UN1202; 1203; 1863; 1223; & 1268	60-months (5-yrs) from date of manufacture	Not required	60-months (5-yrs) from date of manufacture	Not required	A “permanently” mounted <i>Mobile</i> IBC is intended to be loaded, stored & unloaded while on a means of transport . All the openings of these IBCs are within the vapour space only.
Intermediate Bulk Containers other than Mobile IBCs <i>(Lightweight IBC ≤1,000L) caged plastic tote</i> Standard: CGSB 43.146 (UN31HA1)	30-months from date of manufacture <i>One-time use only. Filled once & transported for a period not exceeding 30-months.</i>	Not required	30-months from date of manufacture	Not required	These IBCs are not “permanently” mounted on a transport unit. These IBCs are transported to a facility and off-loaded for use & storage. The bottom discharge for liquids must have a secondary means of closing.
TC 44 & UN Portable Tanks (>3000L) as per CSA B625 & B656 Standards	1-year	5-years	1-year	5-years	TC Portable Tanks must be inspected by a TC Registered Facility
TC 306/ 406 Highway Tanks As per CSA B620 Standard	1-year	5-years	1-year	5-years	TC Highway Tanks must be inspected by a TC Registered Facility

Inspection Matrix - ASTs & Bladder Tanks			Appendix B
Stationary Tanks	Daily & Weekly Inspections:	Annual Inspections:	General
Double Walled Tank Inspections: a. Fire Code b. CCME Code of Practice for Storage Tank Systems Containing Petroleum & Allied Products; and c. ULC S601-21 as per CAN/ULC-S676-25 Standard for Refurbishing of Storage Tanks for Flammable and Combustible Liquids	<u>Daily visual</u> in-service pre-work inspection each day the facility is in operation: ✓ Check for leaks, drips and spills: ☑ Fuel hoses and fittings; ☑ Pipe connections & flanges; ☑ Pumps & nozzles; ☑ Tank & valves. <u>Weekly in-service visual inspections:</u> ✓ Check vacuum monitor gauge is okay: ☑ Secondary Containment; ✓ Check for product or water accumulation in: ☑ Spill control tray & containment systems.	Visual in-service leak-detection & monitoring will ensure the following (Document Annual Inspection): ✓ All access lids, caps and ports are tight and correctly sealed; ✓ Tank, supports and sump integrity have not been compromised; ✓ Secondary containment, spill control trays & sumps are clean and free of debris, liquid and ice; ✓ Piping, fittings & connections are not leaking or dripping liquid; ✓ No new stains have developed since last inspection; ✓ Sensors are functioning and confirm correct values/ reading; ✓ Visual inspection of tank wall; ✓ Overfill protection devices.	Fire Code: S. 4.4 Leak Detection Double-walled storage tanks, which have an interstitial space that allows for monitoring using high-tech or low-tech methods. <i>Note: If a leak is suspected, the AST inspection and performance testing needs to be performed by a Qualified Professional</i>
Stationary Bladder Tanks CAN/CSA-B837-24	Bladders show no sign of leaking, chafing, cracking, crazing, swelling, gouging, permanent deformation, degradation or compromised integrity. There is no engineering inspection schedule for bladder tanks.		Typical lifespan is 7-10 years however this is not a Standard

Best Management Practices - Treating Leaks, Drips & Non-Reportable Spills

Appendix C

Best Management Practices* (BMP): Outlines the procedures for treating small volumes of hydrocarbon waste material.

Specifications for this BMP:

- The contamination is petroleum hydrocarbon based (synthetic oil will not bio-remediate)
- The source of the petroleum hydrocarbon contamination is from:
 1. Non-reportable spills to land including: Class 3 *Spills* less than (<)100L / Leaks / Drips / Hydrocarbon Stains
 2. On-site facilities including: Wash-Pad Sumps / Oil-Water Separator Sumps / Sediment & Storm Drain Sumps / Shop Sweepings
- On-going treatment is a long-term maintenance plan to reduce site contamination from increased concentrations of petroleum hydrocarbons
- Criteria for identifying contamination follow these general guidelines:
 1. The depth of contamination does not exceed 0.5m below surface grade
 2. The surface staining is less than 3m in diameter
 3. The volume of contaminated media is less than (<) 5m³

In-situ Treatment (see Table 1)

The visible suspect/contaminated material will not be excavated or removed. All treatment will be performed within the boundaries of the stained/ contaminated area.

Spill Assessment:

- Contain and remove any free product:
 - Use petroleum absorbent pads or equivalent absorption product(s) to remove free product prior to treatment

Environmental Assessment:

- Identify the characteristics of the contaminated media:
 - Clay, Silt and Mud mixtures
 - Sand and Gravel mixtures
 - Pebbles and Cobble mixtures
 - Gravel and mixed fragments
 - Fibric, Silt and Sand mixture
 - Humic, Silt and Sand mixture

Bioremediation in-situ Treatment:

- Add treatment product to contaminated area (see Table 1)
 - Dry or liquid product, depending on the media
 - Dry product: 1 bag/ 1m³ of contaminated media
 - Liquid product: 1L concentrate to 50L water or as prescribed
- Mix treatment product with contaminated media
 - Use excavator, grader or equivalent to ensure a good mix
 - On hard surfaces (i.e. asphalt or cement pads) spread product to absorb, sweep and remove
- Assess the treated area:
 - Check for petroleum hydrocarbon odors & visible staining
- Repeat *in-situ* treatment if staining or odors persist

Ex-situ Treatment (see Table 1)

- Stockpile contaminated media in a mini-biocell for treatment;
 - A small cell lined with 20mil poly and 1m soil cover, a cement pad or equivalent
- Mix treatment product with contaminated media
 - Dry product: 1 bag/ 1m³ of contaminated media (see Table 1);
 - Use excavator or equivalent to ensure a good mix
 - Aerate with excavator every two weeks
 - Leave uncovered if no precipitation is in the forecast
- Assess the treated area:
 - Check for petroleum hydrocarbon odors & visible staining
- Repeat treatment within *biocell* if petroleum hydrocarbon odors or staining persist

Disposal Options:

- Landfill intermediate cover and/or final cover material (Check *Permit* requirements)
- On-site restoration (no *off-site* media relocation permitted):
 - Construct berms, ditches & use to backfill around the site
 - On-site road surface improvements

Table 1. Remedial Options for Media Characteristics.

Remedial Options for Media Characteristics	<i>In-situ</i> Bioremediation Dry Product ¹	<i>In-situ</i> Bioremediation Liquid Product ²	<i>Ex-situ</i> Bioremediation Cell Dry-Product
Clay/ Silt/ Mud	YES		YES
Sand/ Gravel	YES		YES
Pebbles/ Cobble		YES	YES
Gravel/ Mixed Fragments		YES	YES
Fibric/ Silt/ Sand	YES		YES
Humic/ Silt/ Sand	YES		YES
Cement Pad/ Asphalt Road	YES	YES	
Large Rocks & Boulders		YES	

¹Oil Gator® or equivalent & ²Micro-Blaze® or equivalent

***Acknowledgement:** NWR thanks the BC Ministry of Environment for providing continual feedback on the legislative interpretation and confirming this SOP as a *Best Management Practice*. NWR also thanks West Fraser Mills Ltd. Co. for financial support in developing this SOP.

Best Management Practices - Generators, Sea-Cans & Mobile Shops

Appendix D

<u>Diesel Powered Generators</u>	<u>Intermodal Shipping Containers (Sea-Cans)</u>	<u>Fuel Storage & Dispensing Inside Shops¹</u>
<p>Best Management Practices:</p> <p>Sources and Areas of Concern</p> <ul style="list-style-type: none"> Fuel filter on diesel powered generators have been the cause of some major spills: <ul style="list-style-type: none"> Faulty filter base caused ongoing leak. Over-tightened filter caused base to leak. Connections are not ULC approved or leaking. <p>Spill Control</p> <ul style="list-style-type: none"> The spill control under the diesel generator should have a containment volume equal to the day fuel supply tank or equal to a credible spill volume of the main fuel tank. Ensure that the generator facility has a containment tray or an internal perimeter lip to prevent a spill from exiting the facility. Install a hydrocarbon sensor(s) with emergency light and/or siren to alert camp maintenance staff of a potential leak within the generator unit (prior to overflowing the spill containment system) <p>Checklist</p> <ul style="list-style-type: none"> Conduct daily visual assessment and look for visual staining, leaks, drips and spills around: <ul style="list-style-type: none"> Spill control containment under gen-set, Secondary containment tray of facility, All fuel connections located inside and outside of the generator unit, Fuel filters and fuel lines inside and outside of the generator facility. If a wooden dip stick is used to check fuel levels (instead of a continual volume monitor), make sure the stick is always dried with an absorbent pad prior to storage. Do not keep waste absorbents outside. 	<p>Best Management Practices:</p> <p>Safety Concern</p> <ul style="list-style-type: none"> Storage of <i>flammable</i> and <i>combustible</i> liquids were in canisters that were not ULC approved or left open (i.e. open jars and open jerry-cans with spout attached). Sea-Cans were not properly vented and vapour accumulation inside reached lower-explosive-levels which ignited. <p>Best Management Practices</p> <ul style="list-style-type: none"> Review OH&S Hazard Alert 2012-04 for background on the risks and potential deadly scenario of not addressing the safety concerns. Intermodal Shipping Containers used to transport dangerous goods must conform to storage and separation requirements as outlined in National and Provincial Fire Codes (FC S3.3.4.8) Intermodal Shipping Containers (Sea-Cans) used to store <i>dangerous goods</i> <u>must</u> be vented in accordance with Occupational Health & Safety Recommendations <ul style="list-style-type: none"> Install one or more Powerless Turbo Roof Vent(s) (top of Sea-Can) with four open vents (air intake) at bottom corners of Sea-Can (or equivalent venting system). <p>Spill Control</p> <ul style="list-style-type: none"> Ensure that spill control is established for the storage of <i>flammable</i> and <i>combustible</i> liquids. The volume should be equal to the largest cannister or based on a credible spill scenario if multiple cannisters are stored in the same area. Install a containment tray or “lip” inside the Sea-Can floor to contain a spill from the storage cannisters within the unit. 	<p>Fire Code Requirements & BMPs:</p> <p>Storing & dispensing flammable & combustible liquids</p> <ul style="list-style-type: none"> When storing and dispensing up to 1500L: <ul style="list-style-type: none"> Requires a 1hr Fire Separation around the room Requires an average storage density of 100L/m² When storing and dispensing up to 10,000L: <ul style="list-style-type: none"> Requires a 2hr Fire Separation around the room Requires an average storage density of 200L/m² For maximum indoor storage quantities of <i>flammable</i> & <i>combustible</i> liquids see National or Provincial Fire Codes S4.2.7.5 Storage rooms shall be liquid-tight where the walls join the floor. (FC S4.2.9.1) Dispensing of <i>flammable</i> or <i>combustible</i> liquids from containers having a capacity of more than 30 L shall be by pumps or through self-closing valves, designed in conformance with good engineering practice. Store fuel canisters in approved ULC storage cabinets with 2hr fire resistant rating, professionally installed and vented to outdoor area. (FC 3.2.7.9) (FC 4.2.7.3) (FC 4.2.10) For indoor incidental use (<i>example: inside shop with no fire suppression system</i>), the max volume of <i>flammable</i> and <i>combustible liquids</i> allowed outside a storage cabinet is 600L of which not more than 100L shall be Class IA (gasoline). <p>Recommendations</p> <ul style="list-style-type: none"> Install hydrocarbon sensor(s) with emergency light and/or siren to alert shop maintenance staff of a potential leak within the shop or storage room. <p>¹Fire Code Requirements. See National and Provincial Fire Code Section 4.2.7 Industrial Occupancy & Section 4.2.9 Rooms for Container Storage and Dispensing</p>

Best Management Practices - Remote Heli-pads & Heli-ports Field Guide

Appendix E

<p>Container Type & Storage Drums, Bladders, Mobile Tanks, & ASTs</p>	<p>Field Dispensing Remote fuel cache from portable tanks or drums</p>	<p>Transportation Suspended from under a helicopter</p>
<p>Small Containers, Mobile Tanks & Stationary ASTs used for aviation fuel</p> <ul style="list-style-type: none"> Refer to Fuel Guidelines – Sections 1-3 for acceptable means of containment. Pre-work: visually assess the integrity of the storage drum/tank and dispensing equipment. Look for leaks, drips or damaged/ worn equipment. <p>Storing and Securing</p> <ul style="list-style-type: none"> Store steel drums horizontally with both bungs below the fuel to keep the bungs from being in the vapor space of the drum. If the drum is partially empty, tip it so that the bungs are not in the vapour space. Empty drums should be marked and stored a safe distance from the heli-pad. Remove all unwanted & unusable or empty drums from remote fuel caches. Check date on drum and remove any drum that is two-years old or older. <p>Spill Control</p> <ul style="list-style-type: none"> Secondary containment is not required for drums and containers with an individual capacity of less than 230L. Ensure that spill control is established when dispensing <i>flammable</i> and <i>combustible</i> liquids. The spill control volume should be equal to the largest canister or based on a credible spill scenario. A portable spill tray is acceptable. <p>AVIATION FUEL: Jet A-1 Characteristics</p> <ul style="list-style-type: none"> TDG Class 3 P.G.III <i>Flammable Liquids</i> UN 1863; Flash point of Jet A is +38°C NFPA (Fire Code) Class II Static electric charge & venting are characteristics of aviation fuel that need to be assessed and controlled. <p>Heli-pads Keep heli-pads free of drums. If possible, store drums adjacent or under landing pad for easy access and protection</p>	<p>Acceptable Equipment:</p> <ul style="list-style-type: none"> PPE: eye protection, Nitrile gloves; Hand-Tools: bung wrench, rubber mallet, drum marker; Fuel Transfer: fuel pump with spare parts & repair kit, filters, stand-pipe & collar to set the depth of the pipe, grounding cables; Spill Kit: absorbent pads, peat moss (i.e. Sphag Sorb), plug & patch kit (wax rings or bentonite clay), waste disposal bags with zap-straps, portable spill trays (200L capacity). <p>Refueling Procedure (WorkSafeBC & Transport Canada)</p> <ul style="list-style-type: none"> Conduct pre-work assessment prior to refueling. Check that the fuel in the drum is the correct product (assess visually, check odor & weight). If in-doubt, don't refuel your helicopter & mark the drum with an "X". Ensure fuel pump is rated for aviation fuel and is intrinsically safe. Keep the stem-pipe off the bottom of the drum and tip drum so that the lowest part is furthest from the fuel in-take to avoid any possible contamination or water. Unless approved by TC-Civil Aviation in the "Air Operators Ops Manual", only the pilot and/or co-pilot may remain in the helicopter during hot-refuelling. Only trained, Certified and experienced fuel operators shall hot-fuel a helicopter. If fuel is mechanically (as opposed to manually) pumped, an emergency shut-off button shall be in the immediate area, and only dispensing nozzles equipped with automatic shut-off "dead-man" valve shall be used. If you're leaving a partially full drum, mark the date and your ID. This will allow other pilots to make a proper assessment of the drum. No smoking or spark producing activity shall be permitted within 15.2m (50') of fuel storage tanks or refuelling operations. The helicopter shall be electrically bonded to the bulk fuel tank, fuel canister, drum or vehicle. At least one 20-B:C minimum rated portable fire extinguisher shall be in the immediate area. Transferring fuel from drums into ASTs that belong to your clients: <ul style="list-style-type: none"> Pilots must be trained & qualified to transfer fuel into ASTs; The owner of the AST must supervise the delivery or equip the AST with a ULC-S661 overflow device. FC4.3.1.8 Check your insurance coverage prior to transferring fuel from a mobile tank into an AST belonging to clients. 	<p>Helicopter Pilot</p> <ul style="list-style-type: none"> The helicopter is used to transport fuel, so ensure that your pilots have a valid TDG Certificate. Ensure the means of containment is to an acceptable Standard Pilots must be Air Operator qualified for carriage of external loads & remote electric hook operation. Conduct a Risk Assessment & Safety Briefing with ground crew including radio & hand-signal communication prior to transporting fuel by longline. Only persons essential to the aerial work are permitted in the helicopter while conducting longline operation. Hover hook-ups shall only be performed by trained crew. Ground crew must wear appropriate PPE & maintain safe distances of 15m from the load, where applicable. Ground crew must have a predetermined escape route. <p>Longline Cargo Transport</p> <ul style="list-style-type: none"> Follow standard WorkSafeBC Procedures for slinging: <ul style="list-style-type: none"> Daily inspect slings, hooks, longlines & safe working load prior to fuel transport. Slings shall not be longer than 1/3 length of longline & of the type that does not allow to rebound into rotors. <i>Recommended Practice – Due Diligence Approach:</i> Use poly over-pack drums when slinging full drums of fuel. <p>Planning</p> <ul style="list-style-type: none"> Pickup and drop-off sites Refueling steel drums or bladder drums Procedures Prior to transferring fuel into tanks that belong to clients: <ul style="list-style-type: none"> Obtain written approval from client including a written procedures prepared by the owner of the AST; Ensure your insurance coverage includes refueling ASTs, and environmental contamination from spills. <p>Reference Materials:</p> <ul style="list-style-type: none"> Transport Canada: Fuel Drum Etiquette & TDG; Fire Code WorkSafeBC: Safe Work Practices for Helicopter Operations in the Forest Industry; Helicopter Association of Canada; HeliCat Canada Association.

Riparian Area Field Guide - Intrusive & Non-Intrusive Activities

Appendix F

Definition: A Riparian Area is the interface between land and a watercourse that connects to fish habitat (river, stream, wetland, or lake). A 30m buffer zone or setback distance along this interface meets the *Industry Standard* for Environmental Protection and provides a good *due diligence* defense.

Application: This BMP was written for individuals, contractors, commercial, and industrial operations that are otherwise exempt from the Riparian Area Regulation and are looking for general *due diligence* guidance. As always, know and understand your legal obligations prior to working in any riparian area.

Applicable non-intrusive activities that may be conducted within the riparian buffer zone or setback distance of a riparian area:

- Construction; Maintenance; Deactivation; and Reclamation of Stream Crossings;
- Access to set-up and service water supply pumps & lines and to access drill sites;
- Access from a water landing to service camps & equipment.

Intrusive activities & applicable reasons for working within the riparian buffer zone or within the required setback distances:

- Reasons may include: No other *Practical Option* exists; *Reduced Risk* of Health & Safety Concerns; *Reduced Risk* of Adverse Impacts on the Environment.
- When there is an intent to operate *within* the riparian setback distances, the responsible person shall prepare an *Operational Activities Management Plan*, that outlines how the proposed activities will: (a) maintain the integrity of the stream, lake or wetland; (b) prevent the introduction of deleterious substances into a stream, lake or wetland; and (c) minimize the disturbance caused by the activity. At **exploration** sites, the *Management Plan* shall be acceptable & approved by a *Mines Inspector*. For **non-exploration activities** an *Operational Activities Management Plan* may require a QEP to meet *Due Diligence*.

Due Diligence: *Reference: Guidance for Restoration Activities in Riparian Areas, Stewardship Centre for BC (2013)*

- Protecting Migratory Birds: 1. Know your legal obligations; 2. Avoid engaging in potentially destructive or disruptive activities in key sensitive periods and locations, in order to reduce the risk of affecting birds, their nests, or eggs; 3. Develop and implement appropriate preventive and mitigation measures to minimize the risk of incidental impact and to help maintain sustainable populations of migratory birds. *Reference: Environment Canada, Migratory Birds Reg.*
- Riparian Vegetation: Removal of existing riparian vegetation has the potential to harm fish habitat and depending on the circumstances may require authorization under the habitat protection provisions of the *Fisheries Act*. *Reference: Fisheries Act, Fish & Fish Habitat Protection & Pollution Prevention (S. 34-42)*
- Deleterious Substances: Identify and control accidental release of all deleterious substances that may impact fish &/or fish habitat.

Table: Activities and Applicable Buffer Zones/ Setback Distances Within a Riparian Area.

Riparian Specific Area		Drilling Fueling* Servicing	Access for Exploration (Mining)	Bulk Fuel Storage	Best Management Practices: <i>Working within a prescribed riparian buffer zone or riparian area setback distance</i>
River or Stream	Width of Water Body (m)	Setback Distance (m)	Setback Distance (m)	Setback Distance (m)	<p>Fuel Management* for Small Containers: <u>No Operational Activities Management Plan</u> required</p> <ul style="list-style-type: none"> • Implement additional <i>spill control</i> to mitigate high-risks associated with fuel storage & dispensing of Small Containers within a Riparian Area; • <u>No</u> bulk fuel storage or bulk transfer activities are permitted without a <u>Management Plan</u>; • Only service or refuel hand-held equipment, pumps, or in the event of an emergency. <p>Non-Intrusive Activities:</p> <ul style="list-style-type: none"> • Outline and document the reasonable measures taken to conduct all <i>non-intrusive</i> activities; <p>Intrusive Activities: <i>Operational Activities Management Plan</i> - Scope & Objectives:</p> <ul style="list-style-type: none"> • Maintain the integrity of the stream, lake or wetland; Prevent the introduction of deleterious substances into a stream, lake or wetland; and Minimize the disturbance caused by the activity. • Retain a Qualified Environmental Professional to conduct a Riparian Area Assessment: <ul style="list-style-type: none"> ▪ Watercourse Classification; Recommend buffer or setback distance; Variance options for setback distance; Scope of work, activity, or project with mitigation measures and BMPs; Seasonal restrictions and optimum timeframes for specific high-risk activities; • Outline and Implement the <i>Due Diligence</i> for all high-risk activities (i.e. Bulk Fuel Storage/ Transfer) <p><i>Reference: Health, Safety & Reclamation Code for Mines in BC. April 2024</i></p>
	20m	50m	70m	30m	
	>5m < 20m	30m	50m		
	1.50m <= 5m	20m	40m		
	<1.5m	5m	30m		
< 0.5m Alpine/ above timberline	5m	15m			
Wetland	SIZE (ha)			30m	
	>5ha	10m	30m		
	>1.0ha <5ha	10m	20m		
	>0.25ha <1.0ha	10m	10m		
Lake	-	10m	30m	30m	



Spill Kit Matrix - A Due Diligence Approach to Spill Response Preparedness

Appendix G

Operational Risk: All spill kits should reflect the potential risks or *credible spill* of the operation (see *Risk Assessment Matrix*). The equipment listed under Equipment Recommendations are guidelines. Every spill kit will be different based the receiving environment the spill is impacting.

Equipment Inventory & Access: Spill kits may be located on-site or nearby. Inventory will depend on spill potential, volumes, & environmental risk.
 * Not included in this matrix: Access to support equipment including excavators, rock trucks, boats, fuel transfer pumps, portable tanks, safety equipment , PPE or other specialized response equipment - often essential to an effective response. These items should be listed in the ERP.

PPE: Regardless of the spill kit, every person should have *appropriate* PPE that is compatible with the spilled product including: gloves, raingear (or equivalent), boots, goggles, respirators. Every person using PPE must have a **Spill Response Training Certificate**.

OPERATIONS	Due Diligence	Spill Containment Equipment <i>BASED ON THE RECEIVING ENVIRONMENT</i>						Sweeps	Clean-up & Recovery	Clean-up & <i>in-situ</i> Treatment	
		Patch/Plug Bentonite Clay or Wax Plug	Culvert Block Plywood & Tarp	Creek Tarp Containment	River Boom Containment	Underflow Containment with pipes & sandbags	Watergate® or AquaDam®			10' Booms Absorbent	Absorbents Sphag Sorb, Oil/ Chem. pads or rolls
EQUIPMENT RECOMMENDATIONS	Generic Spill Bag Oil Pads & a Spill Tray or Tarp										
Work vehicles: Light-trucks, vans, crew bus											
Mobile Equipment • Excavators, Dozer, etc. • Rock-Drills, Graders, etc.											
Pick-up trucks: jerry cans &/or drums											
Pick-up trucks: Carrying Ancillary (truck-box) fuel tank 230L or larger											
Hwy or off-road trucks: With saddle tanks of varying sizes (typically 230L-1,500L)											
Fuel Trucks: Bulk Fuel 2,500L or larger											
ASTs in a fixed location 230L or larger Spill Kits on-site or nearby											
Water Courses Any long-term or temporary fuel storage or dispensing within a riparian area or within 100m of a water course											

Spill Kits - Containment Method for Large Fuel Spills to Land

Appendix H

Recovery-Interceptor-Diversion TRENCHES™

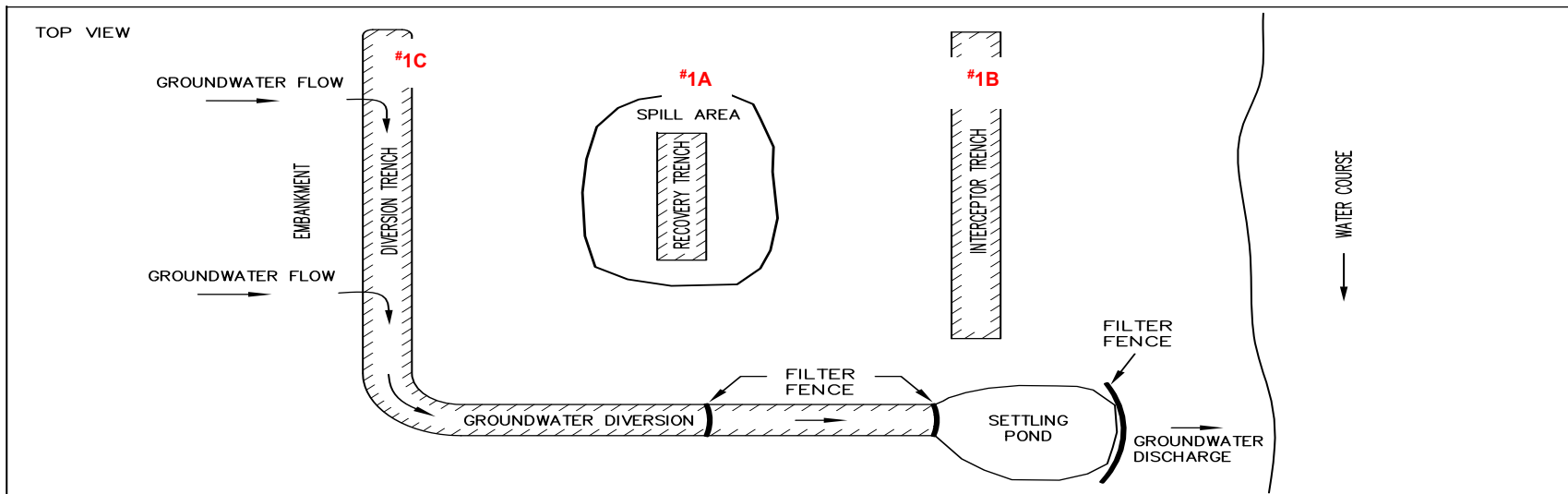
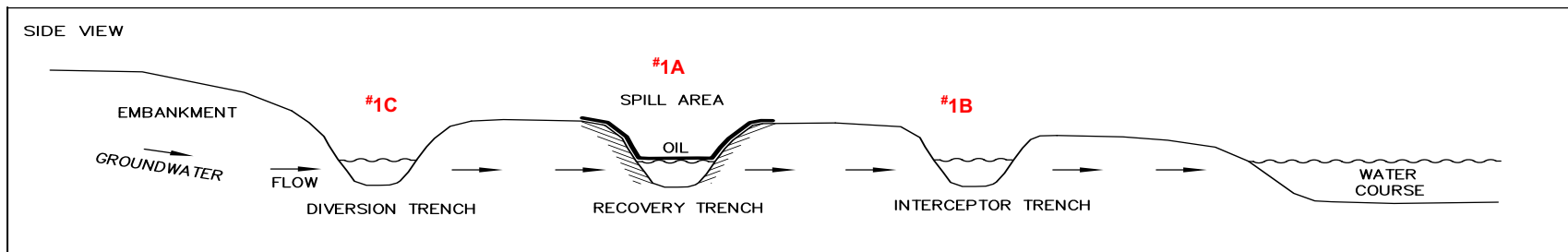
Objective: Containment of a spill on land.

Equipment: An excavator required to dig trenches. Consider using a vac-truck to continually pump the product and contaminated groundwater from the recovery trench. This will remove the contamination but also lower the water table within the trench and mitigate further migration from source.

Method: **#1A.** Begin at the spill area. Dig a recovery trench or pit through the centre of the spill and allow product to accumulate within the excavation.

#1B. To ensure that the spill does not migrate into a water course, dig an interceptor trench downgradient of the recovery trench or spill area. This will be your monitoring point to confirm that product has not migrating beyond the spill area.

#1C. If groundwater movement is evident and product is found in the interceptor trench, consider digging a diversion trench to divert clean groundwater around the spill area.



Spill Kits – Containment Methods for Fuel Spills to Water

Appendix H

Tarp Containment™

Objective: Surface water control within a confined water course with low flows. Stream width typically less than (<) 5m.

Materials: A tarp that is large enough to span the width of the water course. A crossbeam that is long enough to span water course (i.e. 2x4 lumber). Have enough tarps and lumber to install at least three tarp-containments in series.

Method: Lay the tarp out and wrap it around the crossbeam (i.e. 2x4 lumber). Place the crossbeam and tarp across the water course. Keep the tail-end of tarp above the water to keep it from filling and sinking. Place the crossbeam at 90° to the water course and high enough up the embankment so water cannot overflow the crossbeam (at least 2'). Sink the tarp and place a few rocks along the leading edge. Monitor and recover product within the containment. As surface water control is achieved, the surface product will disperse upstream. Use an absorbent boom to sweep and corral the spill within the containment.

Culvert Block™

Objective: Containment & recover a spill before it goes through the culvert. Surface water control on the upstream side of the culvert. This containment will also prevent the culvert from getting contaminated with hydrocarbons.

Materials: A piece of plywood large enough to cover the front of the culvert. The larger the culvert diameter (typically 1' to 3'), the thicker the plywood (typically 1/2" to 1"). Use a tarp or poly to help seal the plywood & culvert.

Method: **Attention: In high-flow waters culverts can be extremely dangerous. Always assess the risk before attempting to block a culvert!** Remove any large rocks that might prevent the plywood from being flush with the culvert. Place the plywood in front of the culvert so that it seals the entire culvert, then place the tarp over the front of the plywood to seal any gaps. Once surface water control is obtained use a sandbag to hold the plywood in place. If water level rises too high, adjust the tarp and plywood to allow subsurface water to enter the culvert. Place a deflection (2x4 lumber) across the water course and line with absorbent booms. Use additional absorbent booms to sweep and corral the oil for recovery.

Underflow Containment™

Objective: To control the surface water flow while allowing subsurface flow through a series of PVC pipes. Primarily used in surface water drainage ditches along roads, that are not fish-bearing.

Materials: 4" PVC pipes with elbows or T attachments; Sandbags filled with pea-gravel and a roll of poly or a tarp.

Method: Place the sandbags end-to-end the width of the drainage ditch. Place PVC pipes and cover with another row of sandbags. Place elbows or T attachments onto end-of-pipe (upstream end) to ensure that the subsurface water enters the pipe and not the oil. If more than two layers of sandbags are required, consider a base with two side-by-side sandbags. **Long-Term Use:** Consider placing a tarp or poly down and folding it over each layer to seal the sandbags and minimize the leakage. Use Gorilla Tape® to seal the tarp to the PVC pipe. If the ditch is shallow with little or no gradient, consider digging a sump on the upstream side (not shown). This will allow the pipe to extend down into the sump.

Spill Kits – Containment Methods for Large Fuel Spills to Water

Appendix H

Watergate® (MegaSecur)

Objective: To control the surface water flow while allowing subsurface flow through an engineered barrier system with below-water flap-valves.

Materials: Self-contained structure with an integrated baffle system that allow the barrier to maintain its shape while creating a dam to contain the flow in a stream.

Optimum Use: The Watergate® is most effective in streams that are between 5m and 20m in width. If the stream width is <5m consider using a Tarp Containment™.

Sizing: The Watergate® comes in several different lengths and multiple height options. Conduct an assessment of the streams in your area prior to purchasing a Watergate® to ensure that you have a large enough size that will be effective in containing the stream flow. The Watergate® has Velcro “tongue-and-groove” connections at either ends so that multiple units (of the same height) can be added together.

Deployment Method: The Watergate® is relatively straight forward to deploy. Place the rolled-up barrier so that the diagram displayed lines-up with the up-stream/ down-stream flow of the stream. Unroll the barrier so that the ends of the barrier go up both embankments. Stand on the upstream base of the barrier while raising the upper leading edge. Water will immediately fill the barrier and control the flow. Open bottom Velcro flap-valves to allow subsurface water to flow through the barrier.

AquaDam® (Layfield) or **Coffer Dam®** (MegaSecur)

Objective: To create a barrier between the contaminated spilled product along the foreshore of a water course.

Materials: Self-contained tubular structure that is filled with water. The tubular structure is typically 30m-40m long and 2m-3m in width.

Optimum Use: The dam can be deployed so that water flow of the stream is not interrupted, while containing the contaminant within the dam structure.

Method:

The dam is usually rolled out along the foreshore and secured. The dam is filled with uncontaminated water from the upstream location. The weight of the water within the dam “seals” the dam to the substrate. This creates an effective barrier between the foreshore contamination and the water course on the other side of the barrier. Ensure applicable Permits, Approvals, or Exemptions have been obtained and WQ monitoring has been addressed prior to conducting any foreshore clean-up, excavation, and/or restoration.

Spill Kits - Common Spill Response Products

Appendix I

Sphag Sorb®

Spills: Diesel, Gasoline, Solvents, Antifreeze, and all types of Oils (including waste oils, and hydrocarbon/ synthetic oils),

Effective On: Surface Water, Ponds, & Puddles. Also effective in absorbing free product.

Product Characteristics: This product is a kiln-dried organic peat moss, consists of microscopic holes in the peat that create a “capillary action”, allowing the liquid product to absorb into the peat. Once absorbed, it will not “leach” back out of the peat.

Use: Direct contact with the spilled product or surface sheen. Allow 5-10 minutes for absorption. Agitate or flip the peat over to ensure the peat is in direct contact with the spilled product.

Clean up: On water – corral with booms and remove with snow shovel. On land – use a coarse broom and snow-shovel.

Disposal: Can be mixed with hydrocarbon contaminated soil bin. *Note:* sphagnum peat does not burn.

Avoid: Strong acids & oxidizers - like battery acid or organic peroxide as these products may react with the organic peat moss.

Micro-Blaze®

Spills: Related to petroleum hydrocarbon products only.

Effective On: Cleaning and removing hydrocarbon sheen off equipment, spill trays, tanks, large rocks, and cement pads.

Characteristics: Micro-Blaze is a diluted “microbial soap” or surfactant, that breaks down hydrocarbons into a dissolved form.

Use: Spray diluted Micro-Blaze (10% concentrate mixed with 90% water) directly on the sheen & wait 5 min. then wipe clean.

Clean up: Use a universal/ synthetic spill pad (as the hydrocarbon has been diluted with 90% water) to clean surfaces.

Disposal: Contaminated pads can be disposed of with hydrocarbon contaminated solids bin.

Avoid: Micro-Blaze is a deleterious substance and should not be used around water courses. Do not use in oil/water separators.

Note: Micro-Blaze also produces a surfactant-free or “non-deleterious” product (when diluted to 2%).

Oil Gator®

Spills: Related to petroleum hydrocarbon contaminated soils.

Effective In: Treating hydrocarbon contaminated soil either *in-situ* or *ex-situ*.

Characteristics: *Oil Gator* contains a high concentration of plant-based bacteria that consume hydrocarbons as a “food” source.

Use: Mix *Oil Gator* directly with hydrocarbon contaminated soil. The bacteria require oxygen, so aeration may be required for depths greater than 0.3m. Treatment usually takes 12-weeks and may require a second application during that period.

Clean up: Once the hydrocarbons have been consumed, the bacteria are replaced with other natural occurring soil bacteria.

Disposal: No disposal required. Small stains will disappear. Larger stockpiles can be used for landfill cover or reclamation.

Avoid: *Oil Gator* is not very effective on water or in highly water saturated soil.

Continued...

Spill Kits - Common Spill Response Products**Appendix I****Spill Pads for Absorbing Oil**

Spills: Only used for petroleum hydrocarbon spills. Typical oil pad colors include: white, blue, or green.

Effective On: Free product and must be at least as thick as the thickness of a spill pad or thicker.

Characteristics: Most hydrocarbon spill pads are made from polypropylene – an oil-based product.

Use: Only use when there is enough pure product to absorb into the pad – *product must be at least the thickness of the pad.*

Clean up: On water or land – corral the spill using sorbent booms so it's at least the thickness of the pad prior to using the pad.

Storage & Disposal: Saturated pads can be heavy and produce a lot of vapours. Double bag in heavy poly bags, remove all air and zap-strap. Place in lined waste bins.

Avoid: Synthetic products and chemicals. Oil pads cannot remove a hydrocarbon sheen on water! Use Sphag Sorb instead.

Spill Pads for Absorbing Chemicals

Spills: Used to absorb common chemical products like: antifreeze, battery acid, solvents, and contaminated water. Typical chemical pad colors include: black/grey, yellow, or red/pink.

Effective On: Chemical spills with enough free-product to absorb into the pad. As a general rule, only use chemical pads when there is free product that can be absorbed into the pad. Once a chemical spill is dissolved in the water or mixed in soil, chemical pads are no longer effective.

Characteristics: Made from a synthetic material that will absorb most chemicals including water soluble products.

Use: Place spill pads *or roll* on the free products to allow the chemical to absorb into the pad. The pads can also be used to wipe down equipment and spill trays that were sprayed with *Micro-Blaze*.

Clean up: Chemical pads are used to absorb free-product or use with *Micro-Blaze* to wipe down dissolved hydrocarbon stains.

Disposal: Should be placed in a plastic lined waste bin with compatible products.

Avoid: Do not use chemical pads on hydrocarbon spills and spills to a water course.

Absorbent Booms for Skimming Oil (NOTE: A Sorbent Roll may also be used to skim & corral the surface oil)

Spills: Related to petroleum hydrocarbons on surface water.

Effective In: Skimming and corralling the hydrocarbons within a containment boom system or confined water course.

Characteristics: Most hydrocarbon absorbent booms are made from polypropylene – an oil-based product.

Use: Place the absorbent boom within the containment boom and slowly skim the surface oil together by pulling the boom towards the foreshore. The objective is to skim the oil until the product is at least the thickness of an oil absorbent pad.

Clean up: Once the oil slick is the thickness of an oil pad, use oil pads to absorb and remove the free product.

Storage & Disposal: Saturated booms can be heavy and produce a lot of vapours. Double bag in heavy poly bags, remove all air and zap-strap. Place in lined waste bins.

Avoid: Synthetic products and chemicals. Oil booms cannot remove a hydrocarbon sheen on water! Use *Sphag Sorb* instead.

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The official Statutes, Codes, and Regulations should be consulted for all purposes of interpreting and applying the law.

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Thank you,
NorthWest Response Ltd.

