

FUEL SPILLS		TROY FIRE DEPT. TACTICAL PLAN 208.08	
<i>Issued</i>	<i>11/94</i>	<i>Revised</i>	<i>08/12</i>
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This plan will outline basic operational procedures to be followed at incidents involving fuel spills, commonly referred to as "wash downs," such as leaking fuel tanks on vehicles. The objectives of the fire department at these incidents are to stabilize the incident, ensure the safety of citizens and public safety personnel, and minimize damage to property and the environment. The following guidelines are to be considered by the IC in determining the tactics to be employed at each particular incident.

Scene Actions

Based on the information available, the IC shall develop and implement an action plan consistent with the goal of protecting citizens and responders while minimizing property and environmental damage. Whenever possible, spilled product shall not be allowed to enter a drain or sewer system. This can be accomplished by diking the run off (see Hazard Containment). The Oakland County Haz Mat Response Team (OCHMRT) may be dispatched to all suspected or confirmed incidents of spills in large quantities.

Hazard Containment

Based on the size-up, the IC shall determine if hazard containment shall be attempted prior to any attempt to stop the leak. Quick action by the first responders can prevent an incident from escalating. If diking or covering sewer inlets can be accomplished, or if the fuel can be neutralized using Bio-Solve, then environmental damage can be minimized.

Hazard Abatement

Each fire station has been provided with Plug 'n Dike, Bio-Solve – a hydrocarbon emulsifier, absorbent pads, and plastic bags. The IC should first make a determination if the leak can be stopped. If this can be accomplished, the following guidelines should be followed:

- Spilled fuel on a paved area that has not accumulated enough to be absorbed with a pad shall be treated with the emulsifier and diluted with water.
- Fuel that has pooled on the pavement shall first be treated with the emulsifier, this will help reduce the hazard. The treated spill should then be picked up using absorbent pads. Once the spill has been absorbed, the pads shall be placed into a plastic bag and treated with the emulsifier prior to disposal. The spill area shall then be treated again with the emulsifier and rinsed with water. All treated material can be disposed of in the fire station dumpster.
- If it is determined that the leak cannot be stopped, the IC shall attempt to capture the leaking product. If this is not possible the area should be diked to

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prevent the spread of the product into water ways or drain systems. When a product has been contained and a pool is created it will be necessary to provide some type of hazard abatement on the pooled product.

- Depending on the size of the area that is pooled, follow abatement as described above or refer to Tactical Plan 204.01, Foam Operations. The IC shall contact the Duty Officer for assistance with disposal arrangements of the product.

Product Disposal

Product that has been contained and treated is required to be disposed of in an approved manner. If the total amount of product is less than 40 gallons and is treated with an emulsifier, it can be placed in a regular dumpster or rinsed down the drain system. When the quantity of product is greater than 40 gallons, and because of the complexity of meeting all legal requirements, the OCHMRT shall be contacted to make the necessary arrangements for disposal.

Notification

Spills that are greater than 42 gallons are required to be reported to the Michigan State Police. This notification has to be completed within 24 hours of the incident. It shall be the IC's responsibility to notify the Duty Officer of reportable spills.

Vehicle Removal

A vehicle leaking fuel where the leak cannot be stopped presents a unique situation. A small leak with a large quantity of fuel may require hours to leak out. The IC will have to determine if having the vehicle removed will be required to remove the hazard from the area. If a vehicle is removed, the IC must realize that the hazard has only been moved, not abated.

When it is determined that vehicle removal is necessary, the IC shall request a police officer and a wrecker to respond to the incident. The police officer will handle the impounding of the vehicle. The wrecker will remove the vehicle to the impound lot. Once the vehicle has been taken to the impound lot it shall be the responsibility of the towing service to abate the hazard in an approved manner.