

AUTHORISATION

Part 1, Environmental Protection Act, 1990

**Environmental Protection (Prescribed Processes & Substances)
Regulations SI 1991 No. 472 (as amended)**

**Environmental Protection (Applications, Appeals & Registers)
Regulations SI 1991 No. 507 (as amended)**

Authorisation Reference No: PET 11/98

Application Received: 8.5.98

Total Oil Great Britain Ltd, t/a Total Convenience stores, Eaton House, Wigmore Place, Wigmore Lane, Luton, Beds, LU2 9ZH is hereby authorised to operate a process for the unloading into storage of petrol from mobile containers at a service station, as defined in Part B of Section 1.4 of Schedule 1 to the Environmental Protection Prescribed Processes and Substances). Regulations 1991. SI 472 as amended, and as described below in accordance with the following conditions which shall apply from 31 December 1998.

Address of authorised process: 66-76 Cambridge Street, St Neots, Huntingdon, Cambs, PE19 1PJ

Description of Process

The unloading of petrol into stationary storage tanks at a service station within the process boundary marked on the attached plan reference PET 11/98(A). The service station has 9 storage tanks, 7 of which are used for petrol storage.

Conditions

1. Vapours displaced by the delivery of petrol into the storage installations at the service station shall be returned through a vapour tight connection line to the mobile container delivering the petrol. Unloading operations shall not take place unless the arrangements are in place and properly functioning, subject to conditions 3, 4 and 5.
2. The operator shall implement the schedule of preventative maintenance "tank equipment/water check programme and A/G tank maintenance" provided as part of the application for authorisation dated 7 May 1998.
3. All reasonably practicable steps shall be taken to prevent uncontrolled leaks of vapour from vents, pipes, and connectors from occurring. The local enforcing authority shall be advised without delay of the circumstances of such a vapour leak if there is likely to be an effect on the local community and in all cases such a vapour leak shall be recorded in the log book required under condition 24.
4. The operator shall advise the local enforcing authority of the corrective measures to be taken and the timescales over which they will be implemented in the event of a vapour leak described in condition 3.
5. Instances of vapour lock shall be recorded in the log book and, under the circumstances detailed in condition 3, be advised to the local enforcing authority.

6. The procedures in conditions 2 to 5 inclusive shall be reviewed in light of any modifications which occur to the facilities. The local enforcing authority shall be advised of any proposed alteration in operating procedures.
7. The vapour balancing systems shall be of a size and design, as approved by the local enforcing authority, to minimise vapour emission during the maximum petrol and vapour flow in accordance with conditions 1 to 8 i.e. when most tank compartments are being simultaneously discharged. [In the case of existing vapour balancing systems, an assessment shall be made of the maximum number of tanks which can be discharged whilst still maintaining the integrity of the vapour balancing system]. [See Condition 17 of this Note].
8. The number of tanker compartments being discharged simultaneously shall not exceed 2, excluding the diesel and kerosene compartments.
9. The connection points on the tank filling pipes and vapour return pipe shall be fitted with secure seals to reduce vapour leaks when not in active use. If apertures are provided on storage tanks for the use of a dipstick these shall be securely sealed when not in active use.
10. The fittings for delivery and vapour return pipes shall be different to prevent mis-connection.
11. Petrol storage tank vent pipe[s] shall be fitted with a pressure vacuum relief valve to minimise vapour loss during unloading and storage of petrol. [The pressure vacuum relief valve shall be sized and weighted to prevent vapour loss, except when the storage tanks are subject to potentially hazardous pressurisation].
12. When connecting hoses prior to delivery, the vapour return hose shall be connected before any delivery hose. The vapour return hose shall be connected by the road tanker end first, and then at the storage tank end.
13. Adjacent to each vapour return connection point for the storage tank, there shall be a clearly legible and durable notice instructing "Connect vapour return line before off-loading" or similar wording. The sign shall also refer to the maximum number of tanker compartments which may be unloaded simultaneously in accordance with condition 8.
14. If dip testing of storage tanks or road tanker compartments is performed before delivery, the dip openings shall be securely sealed prior to the delivery taking place.
15. Road tanker compartment dip testing shall not be performed whilst the vapour hose is connected.
16. A competent person shall remain near the tanker and keep a constant watch on hoses and connections during unloading.
17. All road tanker compartment vent and discharge valves shall be closed on completion of the delivery.
18. On completion of unloading the vapour hose shall not be disconnected until the delivery hose has been discharged and disconnected. The delivery hose shall be disconnected at the road tanker end first. The vapour return hose shall be disconnected at the storage tank end first.
19. All connection points shall be securely sealed after delivery.
20. If the storage tanks or road tanker compartments are dipped after delivery, the dip openings shall be securely sealed after dip testing.

21. Manhole entry points to storage tanks shall be kept securely sealed except when maintenance and testing are being carried out which require entry to the tank.
22. Petrol delivery and vapour return lines shall be tested in accordance with the schedule provided as part of the application for authorisation dated 7 May 1998 [or such other schedule as may be agreed by the local enforcing authority].
23. Pressure vacuum relief valves on petrol storage tank vents shall be checked for correct functioning, including extraneous matter, seating and corrosion at least once every three years.
24. The operator shall maintain a log book at the authorised premises incorporating details of all maintenance, examination and testing, inventory checking, installation and repair work carried out, along with details of training given to operating staff at the service station.
The log book shall also detail any suspected vapour leak together with action taken to deal with any leak, in accordance with Clauses 3, 4 and 5.
25. Venting of the petrol vapour shall be through the vent pipes marked on the attached plan reference PET 11/98(A).

Signed.....Elizabeth Wilson..... Date.....16 December 1998.....