

Lemonius, Catherine

From: Lemonius, Catherine
Sent: Monday, December 22, 2014 2:35 PM
To: 'steve@raiderenvironmental.com'
Cc: SWD_Clerical (Shared Mailbox); Camp, Shannon D.; 'Johnmjonespe@sbcglobal.net'; Kothur, Bheem
Subject: Raider Environmental Services - Fac.#FLR000176271 - Response Letter - Polk County
Attachments: Raider Environmental Svces - Fac.#FLR000176271 - Response Letter - Polk County..pdf; C.A.P. Brochure.pdf

Sent on behalf of Shannon Camp

Dear Mr. Obst;

Attached, please find the above subject document. In an effort to reduce costs and waste, our agency is moving to electronic rather than paper correspondence. This is the only copy that you will receive, unless you request otherwise.

Acrobat Reader 6.0 or greater is required to read this document. It is available for downloading at <http://www.adobe.com/products/acrobat/readstep.html>

If you have any question concerning the contents of the attached document, please contact the FDEP Environmental Specialist, Shannon Camp at (813) 470-5904 or via email shannon.d.camp@dep.state.fl.us.

Sincerely,

Catherine Lemonius
Administrative Secretary
Department of Environmental Protection
13051 North Telecom Parkway
Temple Terrace, FL 33637-0926



**FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION**
Southwest District
13051 North Telecom Parkway
Temple Terrace, Florida 33637-0926

RICK SCOTT
GOVERNOR

CARLOS LOPEZ-CANTERA
LT. GOVERNOR

CLIFFORD D. WILSON III
INTERIM SECRETARY

December 22, 2014

Mr. Steve Obst, President
Raider Environmental Services, Inc.
5080 State Route 60 East
Mulberry, Florida 33860
steve@raiderenvironmental.com

Re: Response to "Raider Environmental Services Mulberry Response to FDEP Concerns"
Raider Environmental Services, Inc.
Facility ID No. FLR000176271
Polk County

Dear Mr. Obst,

The Department of Environmental Protection (Department) has received and carefully reviewed "Raider Environmental Services Mulberry Response to FDEP Concerns" email dated November 24, 2014. Your email was drafted in response to the Department's concerns that were addressed during the meeting at Raider Environmental Services Mulberry conducted on October 16, 2014. The Department wishes to further clarify our concerns and respond to your comments.

1. Waste characterization of solids from filters and strainers

Raider's Response: Raider believes that the material received from its customers is adequately defined by the processes generating the waste. Nonetheless, Raider will submit a representative sample collected from the strainers and filters for analysis to confirm that the waste is not hazardous as defined in Rule 62-730 Florida Administrative Code.

Department Response: The Department accepts your response to collect and analyze the filter basket solids to ensure it is not characteristically hazardous prior to managing as non-hazardous waste. Please note that this characterization is required by all used oil handlers under 40 CFR 279.10(e)(3). The used oil that Raider receives is conditionally excluded as hazardous waste even though it may exhibit a hazardous characteristic until residuals derived from the oil are separated for disposal.

2. Impervious surface under piping

Raider's Response: Per our discussion during the site visit, Raider will provide concrete surfaces below the piping identified as currently not above an impervious surface. The concrete will be placed within 90 days. Raider will provide photographs following the installation.

Department Response: The Department requests that you provide notice prior to commencement of these field activities.

3. Secondary containment under rail car

Raider's Response: Thank you for providing the Department guidance memo from Mr. John Ruddell dated June 18, 1998. Raider believes that it meets the guidance using the existing system since:

- (a) Rail cars are not used for treatment.
- (b) Rail cars are not stored for more than 35 days. In fact rail cars are loaded and provided for shipment within 2 days maximum. Logs of the arrival and notification dates are available for review.
- (c) Raider has an operator observing the filling operation at all times it is conducted.
- (d) The rail car fill port provides secondary containment in the event an incidental spill occurs during filling."

Department Response: The Department does not accept this response for the following reasons:

- (a) Rail cars are holding used oil for more than 24 hours. Per 40 CFR 279.45(a), secondary containment is required for used oil containers stored at used oil transfer facilities.
- (b) See response to item (a).
- (c) The rail car is not attended to at all times prior to offsite shipping. Attended loading may be required under the Department of Transportation rules, however it does not substitute for US EPA secondary containment standards.
- (d) The Department disagrees that the rail car fill port meets the secondary containment requirement discussed in the memo. The memo states that "DEP will accept, as secondary containment, spill pans placed beneath the rail car, centered under the dome or loading port, and spill pans or other spill control devices..., when used oil is being transferred." The rail car fill port typically only has an apron around the opening to contain minor drips during transfer activities. It does not provide any spill collection protection from the underside of the rail car.

In order to support your contention that the tank cars Raider uses have equivalent spill containment, the Department requests that you provide additional information in support of your claim. This information must include:

- The complete USDOT/AAR specifications on the rail car(s) used to transport the oil
- Descriptions of the type of valves and fittings at the top and bottom of the tank cars, along with the protective housings, siphon pipes, air lines, vacuum or pressure relief devices, gauging devices, heater coils, man-ways, and operating platforms.
- A description of the procedures used to ensure that the fittings and other components are not leaking before, during and after filling.
- A description of the procedures used to verify that the tank is provided with sufficient expansion space when filled.

4. Secondary containment for truck unloading

Raider's Response: Raider currently positions a containment bucket under the coupling between the unloading hose and the tank truck. In addition, a Raider employee monitors the unloading process during the entire unloading period. In the event of a leak or spill, the Raider operator will stop the process until any spillage is cleaned up and the leak repaired. (See the SPCC and Contingency Plan previously approved by the Department). Raider believes these procedures are adequate. Any additional containment around the unloading area would only serve to generate additional waste during rain events and not be consistent with waste minimization efforts.”

Department Response: Per 62-762.501(1)(c) FAC, USTs and shop-fabricated ASTs shall be installed with a spill containment system at each tank fill connection. The spill containment system shall be a fixed component that is designed to prevent a discharge of regulated substances when the transfer hose or pipe is detached from the tank fill pipe. A bucket placed under the coupling is not a fixed component and is not adequate under this rule

Please address your response and any questions to Shannon Camp of the Southwest District Office at (813) 470-5904 or via e-mail at Shannon.D.Camp@dep.state.fl.us. We look forward to your cooperation with this matter.

Raider Environmental Services, Inc.

Facility ID No.: FLR000176271

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Sincerely,



Sean P. McGinnis, CHMM

Environmental Manager

Southwest District

Florida Department of Environmental Protection

sdc/SPM

cc: John Jones, Johnmjonespe@sbcglobal.net
Bheem Kothur, FDEP, Bheem.Kothur@dep.state.fl.us
Shannon Camp, FDEP, Shannon.D.Camp@dep.state.fl.us