



FREEHOLD CARTAGE INCORPORATED

175 BARTOW MUNICIPAL AIRPORT

BARTOW, FL 33830

USED OIL TRANSPORTER TRAINING PROGRAM

This training program has been developed, incorporated and implemented in conjunction with our Hazardous Waste training program.

	Initials _____
	Date _____

Revised 10/01/09

STATE OF FLORIDA USED OIL TRANSPORTATION

This Used Oil Transporter Training Program is developed for the purpose of ensuring that each of our employees who are engaged in the transportation of Used Oil is familiar with all Federal and State requirements as may be applicable to their individual duties.

DEFINITIONS & APPLICABILITY:

Used oil means any oil that has been refined from crude oil, or any synthetic oil, and as a result of use, storage or handling has become contaminated and unsuitable for its original purpose due to the presence of physical or chemical impurities or loss of original properties.

Oily wastes means those materials which have been mixed with used oil and have become separated from that used oil. Oily waste also means materials, including wastewaters, centrifuge solids, filtration residues or sludges, bottom sediments, tank bottoms, and sorbents which have come into contact with, or been contaminated by used oil.

Used oil destined for recycling is presumed to be non-hazardous ("Recycling Presumption").

Used oil not managed under the used oil regulations in F.A.C. Chapters 62-701 & 62-710 and 40 CFR Part 279 is subject to a hazardous waste determination and if characteristic or if mixed with a listed hazardous waste must be managed under the rules for large and small quantity generators (40 CFR 262.34) or CESQGs (40 CFR 261.5).

Oily wastewater containing more than sheen of oil on the surface may be managed as used oil.

REGISTRATION & CERTIFICATION:

Any person (entity) who transports used oil over public highways in shipments >55 gallons at one time and/or >500 gallons annually, must register and be certified/approved by FDEP.

Once approved by FDEP, must re-register annually by 3/1 for approval valid from 7/1 through 6/30 of the following year (\$100.00 fee).

Must have a copy of current Registration Certificate in vehicle available for inspection.

To become certified and maintain certification/approval, a transporter must:

1. Comply with annual report requirements.
2. Have an approved training program.

3. Have an SOP for halogen screening.
4. Certify with the annual registration that the training program is current and being followed.
5. Have current insurance of at least \$1,000,000.

TRANSPORTER RESTRICTIONS:

Transporters may **only** transport used oil – processing/treatment is prohibited.

Used oil may only be held/stored <24 hours.

Transporters must have an EPA ID Number.

Transporters must deliver the used oil to either:

1. Another approved used oil transporter;
2. An approved used oil processing/refining facility or burner; or
3. A RCRA permitted facility.

Containers used to transport used oil must be US DOT specification and labeled with the words "Used Oil".

Transport vehicles must be equipped with spill control equipment and follow the FCI spill control plan in event of a used oil release.

TRAINING REQUIREMENTS:

Each employee must become familiar with applicable used oil laws and regulations before driving unsupervised.

New employees must complete training per the approved used oil training program as soon as possible but no later than 90 days after employment.

Training program must be reviewed annually and updated to address regulatory or operational changes (certify at annual registration).

TOTAL HALOGEN TESTING SOP

Transporters must determine halogen level by testing the used oil, or by applying knowledge of the material's generating process.

Process knowledge may only be used where a generator's process does not change and must be in conjunction with periodic testing (annual).

Halogen testing is not required for used oil received from CESQGs or from Public Used Oil Collection Centers that are permitted by FDEP.

Per the "Rebuttable Presumption" if the total halogens are >1,000 PPM it is presumed to be hazardous waste by having been mixed with hazardous waste.

Halogens include chlorinated compounds such as solvents and carburetor cleaner that may have been added to used oil (even unintentionally).

Used oil shall be tested for halogens using a Dexsil Clor-D-Tect test kit.

The Rebuttable Presumption does not apply to metal working oils/fluids containing chlorinated paraffins if they are recycled (processed) through a batch tolling agreement.

The Rebuttable Presumption also does not apply to oils contaminated with CFCs removed from refrigeration units (only) and if the CFCs are being recycled.

To refute the Rebuttable Presumption, testing per SW-846 by a licensed or certified laboratory must confirm that all individual halogenated compounds are <100 PPM. Alternatively, a generator's certification may be used.

Obtaining samples from containers:

1. One sample per container for single containers from the same generator and same source.
2. A composite of up to 10 equal samples from each container for multiple containers from the same generator and same source.

Obtaining samples from tanks and bulk loads:

1. One representative sample per individual bulk storage unit from the same generator and same source.

All analysis performed or information used to comply with the halogenated requirements must be maintained by the transporter for 3 years.

RECORD KEEPING AND REPORTING:

Transporters must keep documentation of all used oil shipments including those reused due to suspected mixing with hazardous waste.

A copy of the following records must be left with the generator at pickup include:

1. FCI In-House Bill of Lading;
2. Dexsil Clor-D-Tect results; and
3. Information on FDEP Form 62-710.901(2), or equivalent.

The transporter must maintain records on FDEP Form 62-710.901(2), or equivalent format that includes the following:

1. Transporter's name, business address, telephone and US EPA ID No.;
2. Source of used oil transported as identified by generator's name, address, and EPA ID Number, if applicable;
3. Total gallons and date received/shipped from each generator;
4. Type of used oil – use codes on Reporting Form;
5. Destination facility name, business address and EPA ID Number; and
6. Destination end use code – use codes on Reporting Form. Most likely, code will be "N" (Not an end use – shipment transferred to another facility).

Annual Report to FDEP

1. Transporter must submit by 3/1 a report summarizing the information contained on the Reporting Form for the preceding year;
2. Transporter must submit this report even if no used oil was transported;
3. Cannot re-register unless annual report has been submitted.

SHIPPING USED OIL:

Used oil must be shipped per 49 CFR 171-180 using a Bill of Lading or Non-Hazardous Manifest indicating:

1. Generator's name, mailing address, phone number, and EPA ID No. (if applicable);
2. Transporter's name and EPA ID Number;
3. Receiving facility's name, location address, phone number and EPA ID Number;
4. Description of the waste per 49 CFR, and number of containers including type, quantity and volume;
5. Results of field Clor-D-Tect test;
6. Printed name and signature of transporter and date received for transport;

A used oil transporter must deliver all used oil received and shipped to either:

1. Another approved used oil transporter having a EPA ID Number;
2. An approved used oil processing/refining facility or burner having a EPA ID Number;
3. A RCRA-permitted facility.

SPILL OR DISCHARGE:

Take immediate action to control the spill following the FCI Contingency Plan (copy retained in your vehicle).

If unable to control spill, call 9-1-1 immediately.

If spill is >25 gallons immediately contact the Florida State Warning Point at (800) 320-0519.

Call your dispatch office who will contact the following agencies as necessary:

1. National Response Center at (800) 424-8802
2. US EPA Region IV at (404) 347-4062;
3. Dispatch will arrange for an on-scene clean up contractor as necessary;
4. Management will complete and submit written reports per 49 CFR 171.16;
5. Spill debris and clean up materials (e.g. rags, absorbents, soil, plastic sheeting) must be disposed of properly.

PROHIBITED ACTIONS:

Cannot manage used oil in any manner which endangers public health or welfare.

Cannot discharge used oil into soils, sewers, drainage systems, septic tanks, surface or ground waters, water courses, or marine waters.

Used oil shall not be used for road oiling, dust control, weed abatement, or other similar activities having potential to harm the environment.

Cannot mix or commingle used oil with solid waste that is to be disposed in landfills, or directly dispose of used oil in landfills in Florida unless approved by the FDEP.

Cannot mix or commingle used oil with hazardous substances that render it unsuitable for recycling or beneficial reuse (CESQG waste is exempt).

VIOLATIONS & ENFORCEMENT:

It is a violation of Florida laws and regulations:

1. To cause pollution so as to harm or injure human health or welfare, animals, plants or property;
2. For failure to follow any laws or regulations, order, permits or certifications; and
- 3 To knowingly make a false statement, representation or certification in any application, record report, plan or any other document filed or maintained by the transporter.

Anyone who willfully pollutes is guilty of a third degree felony punishable by a fine up to \$50,000 and/or 5 years imprisonment for each offense.

Anyone who pollutes due to reckless indifference or gross careless discharge is guilty of a second degree misdemeanor punishable by a fine up to \$5,000 and/or 60 day in jail for each offense.

Anyone who fails to comply with any laws or rules is guilty of a first degree misdemeanor punishable by a fine up to \$10,000 and/or 60 months in jail.

If used oil is not properly recycled, the FDEP has the right to regulate used oil as hazardous waste and impose fines of \$50,000 per offense.

Administrative Remedies and Penalties:

1. Notice of Violation and Administrative Orders;
2. Penalties from \$1,000 to \$50,000; and
3. Must request a hearing within 20 days of service, and must be heard within 180 days of service.

State may establish and recover damages for any injury to air, waters, property, animal, plant, and/or aquatic life.

For any violation, the transporter is liable to the state for any damage caused and for civil penalties.

Violators may be held jointly and severally liable for mismanagement.

Anyone involved in the chain of custody from the generator through the final destination may be held liable.