

**APPROVED MINUTES
UTAH STATE LPG BOARD**

June 8, 2018

BOARD MEMBERS PRESENT

Don Adams, Chair
Karl Humphrey
Ellis Willson
Les Whitney
Amanda Clark-Cross

BOARD MEMBERS EXCUSED

STATE FIRE MARSHAL'S OFFICE STAFF

Ted Black, Chief Deputy
Boyd Cook
Corey Feese
Annette Garcia

STAFF EXCUSED

Coy Porter, SFM
Lynda Viti, Assistant Attorney General
Robert Erickson

Item #1 The meeting was called to order at 10:00 a.m., with Chair Don Adams, presiding.

Item #2 Board Member Les Whitney made motion to approve the minutes of the March 9, 2018 Board Meeting. Board Member Karl Humphrey seconded the motion. All Board Members voted in favor. Board Meeting March 9, 2018 Minutes were approved.

Item#3 Report to the Board by Ted Black, Chief Deputy Concerning the status of open Board positions. The process has been restarted, there was no clear understanding what was causing the problem of getting these filled. These open positions will be filled sooner than later. Amanda Clark-Cross asked on the open board positions if there are applicants do they need to apply again? Ted Black stated that he had asked those who had applied to apply again. The board positions needing to be filled are a citizen at large and an industry.

Item#4 Report on abandoned underground and above ground LP tanks by Boyd Cook. HB 422 bill was designed to address natural gas development and infrastructure specifically in Utah for those in rural areas. Those of us who already get natural gas would pay to get natural gas lines out to these rural areas that can't sustain themselves. The exact number of abandoned tanks is unknown but an estimate per city is 200-400, the distributors that owned any of those tanks went and rounded up their tanks around 2-3 years after the natural gas line was run around 20 years ago. Board member Ellis Willson asked if any abandoned tanks still out there have product in them. Boyd replied some would use the product completely others possibly not. Ellis Willson stated that there would only be a problem with abandoned tanks if there is still product in them. Can we go to those companies and request that all these abandoned tanks be picked up or product removed. Boyd replied that it has been 15-20 years so those employees are most likely no longer with those companies and they would very likely not know where those tanks are. Les Whitney asked who is responsible for those abandoned tanks. Boyd replied those that own the tank are responsible for it and that could be from the person owning the property to a business owner. Les Whitney asks if the owners are bound by law to where they should have had the tanks evacuated or cleaned up? Boyd replied from his recollection that the code requires that when an underground tank is abandoned the product has to be removed and displaced with sand. Tom Clark from the Rocky Mountain Propane Association, he just returned from a conference in Washington DC where subsidized natural gas expansion in particular is a concern across the country for abandoned fuel, oil, propane, diesel tanks. The association recommendation was to ask the Fire Marshal's office to type up a memorandum or letter to the public community commission. That way, when the natural gas line expansion goes through the approval process to expand these lines, that there be some type of evacuation and removal plan for these tanks. Whereas consumers are not equipped to remove these abandoned tanks. Once the new natural gas lines are run and hooked up the tanks will be forgotten about. The propane companies don't have the plan or the man power to remove these tanks. There will be company owned tanks and there will be consumer owned tanks all throughout these rural areas. The other concern is these natural gas lines come in and won't reach out to everyone so those on the outskirts will not have access to it and the propane companies may pull out of that area leaving those on the outskirts with no way of filling their tanks easily and they will look to find other sources that will cost them as little as possible. It would be greatly appreciated to get some support letters written to the commission on how to handle the abandoned tanks.

Ted Black's concern was if the tanks are personally owned and they choose to keep the tank it still having product in it as backup, there may be no legal way to tell them that cannot be done. There will be those refusing to accept the service, there are too many variables to handle every situation.

Don Adams asked if any further discussion on this matter, with no further responses.

Karl Humphrey expressed great concern for not knowing where these abandoned tanks are. The only way of avoiding this is if the natural gas company reports which tanks were unhooked and what happens to those tanks when they are unhooked. Currently that does not happen. That is why it is necessary to get the Public Utilities help to make sure that gets written in the expansion subsidized rule.

Item#5 Discussion on adoption of NFPA 58 2017 Boyd Cook reported with a generic presentation that was put together by Bruce Swiecicki, he is heavily involved in the NFPA 58 changes, adoptions etc. The summary presents the changes so we have a better idea of making the choice to adopt the 2017 edition. The two categories were broken down into major changes and miscellaneous changes. The first one deals with pipe sizing tables which is found in chapter 16. They took the tables found in the NFPA 54 which is the National Fuel Gas Code which has been adopted. Those found in NFPA 58 chapter 16 were changed to correlate completely with recently revised values from the National Fuel Gas Code NFPA 54, so they are the same now. Only those tables which are common to both codes have been changed in NFPA 58. New tables that were added deal with polyethylene pipe, which was not in there before and has been added. Chapter 12 was added by NPGA to address over the road engine fuel systems, previous provisions addressed in NFPA 58 only dealt with carbureted systems. There is new technology such as fuel injection and that was not addressed in older codes. Updated provisions of NFPA 58 are essential to maintain control over LPG vehicle conversion approval process. Chapter 11 was modified accordingly to address off road vehicles only. This board adopted the description of own used dispensers for the purpose of accommodating hot air balloonists and others. They were affected by the changes made by this board. Now in the code the hot air balloon provisions have been adopted, previous additions did not include hot air balloons in the scope. Hot air balloon containers are now within the scope of the code and special provisions apply. That is found in chapter 5. It identifies in that section that containers are not DOT cylinders, this being related to hot air balloons. Containers must comply with federal aviation administration provisions and be identified properly in ship's logs. Containers can be filled in the basket but only with FAA certified balloon pilot or trained crew member present to supervise the filling process. These containers are specified for the use in air balloons only.

Another new provision is cabinet heaters are allowed. In chapter 6.23.3 they may be used indoors for emergencies only, they must also be a listed heater. They are limited to 15000 BTU'S maximum input, and must be used with a listed composite cylinder having a maximum propane capacity of 19 lbs, which is very similar in size to the 20 lb propane tank used for a typical barbecue. Note of interest, why the composite cylinder was selected for that use and identified. That is the only kind that can be used because of how it acts in a fire versus how a

steel cylinder responds. A steel cylinder involved in a fire that is exposed to significant heat the relief valve will go off, if the heat continues the cylinder will build up pressure, weaken, bulge, and then explode. Whereas a composite cylinder with its testing does not explode because of how it is built. When this cylinder is heated the relief valve goes off if the heat continues the cylinder will begin to melt the resins at that point the tank starts to sieve & bleed off and does not explode.

3.3.62 definition of portable storage container was revised to add clarity to the requirements, example there is a definition for portapacks, movable storage, tender (which is like a farm cart for those out in the agricultural areas, a tank on wheels), skid tanks, chapter 6.6. The height of a skid tank above the concrete foundation was increased from 6 inches to 18 inches. For portapacks the maximum height is 5 feet and the limit in a particular location is 12 months.

Reference 6.18 installation in areas of heavy snowfall stipulates that there must be protection for installations where the ground snow load is at least 100 PSF. The reference to determine the snow load was changed from the roof snow load to ground snow load. The reason for that is that the ground snow load is easier to identify as opposed to a roof snow load.

6.8.3.6 There were changes with determining when stakes or other markers and also anchorage are required for above ground containers in heavy snow areas.

Fire extinguisher requirements in previous codes were scattered into different areas and have now been put into the beginning of chapter 4. The basic requirements for all fire extinguishers are now found in 4.7. The other specific requirements depending on location like bulk plan cylinder exchange locations and trucks are located throughout the code.

Miscellaneous changes; CSST (corrugated stainless steel tubing) has been addressed. Each manufacture of a corrugated stainless steel tube has different capacities because in the process of manufacturing one capacity is different from any others. Manufacture literature now permits for sizing particular CSST since not all manufacturing tubing is identical. Another miscellaneous one is all steel piping installed underground must now be cathodically protected, hose is permitted for temporary use only between first and second stage regulator. This use would most likely be for use on a construction site or a temporary set up until things are permanent.

Vehicle barrier protection changed; alternative to concrete posts by reducing force resistance to 6000 lbs based NPGA + Perc research, found in 6.27.3.13. It now permits metal cylinder exchange cabinets to be sole protection for exchange cylinders, this is located in chapter 8.4.2.2. Currently in the 2014 edition, vehicle barrier protection is required whether it be a 6

inch curb, vehicle barrier post, or other means of cement such as a highway barrier. This is depending on the location of the cylinder exchange cage.

New material specification for Polyamide piping and fitting which can be used with both liquid systems and systems pressures greater than 30 psi. On the flip side not to be confused with polyethylene systems which are real common in the industry for underground piping systems. These systems may not exceed 30 psi as they can disintegrate when exposed to liquid lp gas.

Don Adams asked if there is pressure testing for these composite cylinders, Boyd answered Corey Feese has more information about this as he did more research to get information for the office. There was a conference in Reno where one of the manufactures was able to clarify and answer questions and now we have a better understanding of these cylinders. Composite Cylinders for DOT are not especially accepted for the use of propane storage. It's required to have a special permit. A few years ago there was a company called Lite Gas Cylinders who obtained a special permit from DOT for composite cylinder and propane storage. That special permit number has now been recalled. Those cylinders are not allowed any more. They were a two part composite cylinder that were susceptible to failure. Viking Cylinders is a new manufacturer that is coming to the US market. They have a new special permit number, this is complex as they pull code numbers from CGA 6.2 which is a composite gas cylinder code and they are permitted by DOT. According to this special permit there are two separate types and this is where it gets convoluted. It is required to be pressure tested within 10 years so it has a 10 year lifespan on a pressure hydro test however, there is a provision for visual inspection that can be conducted every 5 years. The cylinders life is regulated to 15 years. If you get a brand new cylinder you get the option, it's good for 10 years to be refilled before it has to be pressure tested or if you go the visual route it's done every 5 years. Once you surpass the initial 5 years then you are forced to have it pressure tested. The process of re-certifying is unique. It has other parameters that need to be met. One has to carry a specific RIN number to be able to re-certify that cylinder. In research none have been found who have that capability here in Utah. It's a fairly new form as the composite cylinder hasn't been here much in 20 years of dealing with 20 lbs cylinders Corey has personally only seen two. There are a lot of safety benefits from these composite cylinders.

Item#6 Letter to industry- container law reminder reported by Boyd Cook. There was an issue brought up in the last board meeting of a Propane Company that was coming out of the State of Idaho into the State of Utah filling another company's propane tank, Utah laws specifically prohibit that. Since it has been quite some time since that law was introduced there has been new managers and new people that a letter reminding them of this law was necessary. That letter is attached to this report.

Item#7 No Old Business

Item#8 New Business Ted Black stated that the State Fire Marshal's office is moving June 18, 2018 the new address is 410 West 9800 South 3rd floor in the Salt Lake Community College campus.

Boyd Cook reported on an incident that took place Friday May 18, 2018 @ 11:54 a.m. A company employee who was filling a 4 foot cylinder for a customer was involved in an accident. In the process of filling a cylinder there was a release of product and a source of ignition. Both the employee and customer were burned. The employee was taken to the hospital via ambulance with first and second degree burns. The customer went the next day to an Instacare after noticing blisters. Both are doing well. The incident was caught on a surveillance camera. Not a lot of detail can be pulled from the camera to see exactly what happened. Robert Erickson went out to investigate as well as Troy Mills who has strong background & knowledge in electrical & static discharge. After testing, inspecting and reviewing everything the conclusion was it must have been caused by a static discharge of some kind, and that the hose must of come off the fitting not tightly sealed. Thus when the valve was opened it popped loose, and the when the product was released is when the static must have of been produced. The other possibility could have been the discharge of static by clothing. Amanda Clark-Cross asked if the employee was trained and licensed. Boyd Cook answered that the employee had received training. The installation was clean all electrical violations were up to date, sealoff, proper distances, no debris, & the equipment was in good shape. Ted Black stated as of the moment all that can be said is that this was an anomaly, the type of thing that could not be repeated. All the dots lined up and there was a flash fire. It was unfortunate but everything was done right. It was an accident.

Ellis Willson is still concerned about the 30,000 tank in wellington, he wants it to have a label so as to know what is being stored in it. Ted Black indicated we would get a report to the board concerning this tank..

Next meeting date and time: Friday, September 21, 2018 @ 10 a.m. at the Murray City Hall, Council Chambers; 5025 South State Street Murray, Utah 84107.

Karl Humphrey motioned to adjourn the meeting seconded by Les Whitney. All Board Members agreed.

Meeting adjourned by Don Adams, Chair.