



# New Owners of Underground Storage Tank Systems (USTs)

## Introduction

This document serves as a guide to new owners of UST systems to help understand their regulatory requirements. It may not be comprehensive, and it is not intended to explain in detail how to satisfy the regulations, but is designed more as a roadmap to help new owners determine what they need to know.

## Operating Permit

In order to have fuel delivered, you must have a valid permit. If you were the owner during the installation process, you should have applied for and received a Temporary Operating Permit, and then received an Operating Permit after satisfying the requirements of the Temporary Operating Permit. If you purchased an existing UST system, you should have completed the Change of Ownership process through KDHE to transfer the permit to you. If you do not have a valid permit in your name, contact KDHE immediately. UST Operating Permits must be renewed by April 30 of each year. Note that there is a \$50 late fee per tank if the renewal is not submitted by April 30, and an additional \$100 late fee per tank if not submitted by August 1.

## Basic Information

First, there are a few things you need to know about your UST system to determine your requirements:

•**What is your tank made of?** USTs are constructed using fiberglass-reinforced plastic or steel. Steel tanks are usually clad or jacketed in a noncorrodible material, or some tanks were upgraded with an internal lining. Those that are not protected from corrosion in one of these ways require cathodic protection unless a corrosion expert certifies that the site is not corrosive enough to warrant it. New internal linings can no longer be installed to meet this requirement.

•**What is your piping made of?** Piping in UST systems can be made of double-walled fiberglass, synthetic or thermoplastic, or metal. Note that piping made from non-corrodible material may be repairable, but damaged metal piping must be replaced.

•**Do your tank and piping have secondary containment?** Tanks and piping installed after April 1, 2016 are required to have secondary containment, meaning an additional wall around the tank or section of piping intended to capture leaks if the first wall fails. Tanks and piping are generally made with their own

secondary containment, rather than having one external wall for the entire system.

•**How is your system protected from corrosion?** Tanks and piping made of metal may be prone to corrosion, which can lead to a release. Metal piping and metal tanks that are not covered or lined with suitable non-corrodible material must be cathodically protected using either a sacrificial anode or an impressed current system.

•**What kind of overfill protection does your tank have?** Overfill protection prevents the tank from being filled over 95%. This may be done through an overfill alarm, which is generally linked to an Automatic Tank Gauge (ATG) or through an automatic shut off device.

•**How do you gauge the level of fuel in your tank?** If you have an Automatic Tank Gauge (ATG), you can measure the fuel level in your tank at the push of a button. Otherwise, you will need to stick your tank to determine the fuel level. It's a good idea to keep a stick on hand even if you have an ATG, in case there's a problem with the ATG.

## Release Detection

All UST systems in Kansas are required to have at least one method of release detection. You must monitor for a release at least once every 30 days. Acceptable forms of release detection are:

•**Automatic Tank Gauge (ATG)**—Some models can perform leak tests. If you use an ATG, make sure to run a leak test at least once every 30 days.

•**Interstitial Monitoring**—This system monitors the space between the tank or piping wall and the secondary wall for liquids. Interstitial monitoring is required for all tanks and piping installed after April 1, 2016.

•**Statistical Inventory Reconciliation (SIR)**—This method involves sending your inventory control records to a vendor who analyzes them using statistics to determine whether a leak is likely to have occurred. If you are using SIR for your release detection, the records for a given month must be processed within 15 days of the end of the month.

•**Manual Tank Gauging**—This method involves gauging the fuel level with a stick, as is done for inventory control if an ATG is not in use. This is only an acceptable method for tanks with a capacity of 1,000 gallons or less, and only if a tank-tightness test is performed no less than every three years.

•**Vapor Monitoring**—This method involves placing sensors in the ground to detect vapors, indicating a release. As of October 13, 2021, Vapor Monitoring is only

an acceptable method of release detection for airport hydrant systems and field-constructed tanks.

## Testing requirements

Some equipment must be tested regularly, including release detection equipment, overfill protection, and containment sumps, such as spill buckets. For a list of testing requirements including frequency, check the UST manual.

## Inventory Control

Inventory control must be performed daily, including checking levels in all tanks, recording any deliveries and the amount dispensed, and determining daily “overs” or “unders”. Inventory records must be reconciled for the month at the end of the month, and the water level must be checked every 30 days.

## Contractors

Any repairs to a UST system must be performed by a Kansas-licensed UST contractor. Most testing, including tightness testing, cathodic protection testing, and the testing of release detection equipment, containment sumps, and overfill protection, must be done by a Kansas-licensed UST contractor. Some work requires a specific license, such as cathodic protection testing or installation. A list of Kansas-licensed UST contractors is available on KDHE’s website.

## Training

All UST Operators must be trained. Class A/B Operators are responsible for maintaining their facility’s compliance and must be trained within 30 days of assuming their role and retrained every four years. Anyone responsible for overseeing the dispensing of fuel, e.g. a cashier, must be trained as a Class C Operator before assuming such duties. Class C Operators should be trained by the Class A/B Operator in safety and emergency procedures. Though KDHE only requires retraining every four years, the Kansas Fire Marshall’s Office requires safety training every year. All training must be documented.

## Paperwork

Your Annual Inventory Control Summary, Release Detection Annual Summary, Walk-Through Inspection Checklist, and Rectifier Log Annual Summary, if applicable, must be completed and submitted to KDHE by April 30 of each year. Facilities using SIR for release detection must submit each month’s processed records as they receive them, unless the vendor submits them directly. SIR is not a substitute for inventory control—if you use SIR, you still need to submit your Annual

Inventory Control Summary to KDHE. Contractors must certify their work to KDHE, though generally the contractor will submit their paperwork directly to KDHE. Different records must be retained for different periods of time—refer to the UST Manual for retention periods.

## Release Reporting

Any aboveground release of 25 gallons or more and any underground release must be reported to KDHE, whether suspected or confirmed. There should be written procedures posted for emergencies such as releases or fire, including steps the operator should follow and how to contact the A/B Operator, and all operators should be trained to respond to emergencies.

## Other things to watch for

Things that may indicate a problem with your system include:

- **Corrosion**, such as rust or blue crystals, is a form of damage to the system. Portions of the system that are observable at ground level do not generally have corrosion protection, so metal components are more susceptible to corrosion, which can lead to a release of products or water intrusion into the tank. **Unusual smells**, such as an odor of vinegar or rising bread, can indicate the presence of bacteria that produce acetic acid, which corrodes metal. This is more common in ethanol and ultra-low sulfur diesel.
- **Dead Vegetation** or a **sheen on water** may indicate that a release has occurred.
- **Slow delivery or dispensing of fuel** may indicate that a line is clogged somewhere, possibly due to bacterial growth, or that the system is losing pressure due to a break in the line.
- **Large differences in inventory control** can indicate multiple issues, including releases, equipment needing calibration, and even theft.

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