

UCSC CAMPUS REQUIREMENTS

REGULATIONS ON USE OF Non-UCSC PORTABLE ELECTRICAL GENERATORS

These UCSC Campus portable electrical generator requirements are applicable to equipment with engines of 50 bhp or greater.

Portable electrical generator(s) shall not be used for more than thirty (30) days following the commencement of such use, except as approved in writing by the University Representative*.

Portable Generator(s) shall be operated only in paved areas that have been approved in writing by the University Representative prior to such use. Operation of a portable generator in a non-paved area must be appropriately mitigated and mitigations approved in writing by the University Representative prior to such use.

Portable Generators must meet the following requirements prior to UCSC deployment:

- The Portable Generator to be used is properly permitted by the California Air Resources Board (CARB) Portable Equipment Registration Program
- The Portable Generator to be used is fitted with an intrinsically self-contained (double walled) on-board fuel tank.
- The capacity of the Portable Generator's fuel tank is documented and known by the individual responsible for the execution of the fuel delivery procedure (described below), if on-site fueling will occur.
- Portable diesel-fueled engines shall be certified to meet a federal or California standard for newly manufactured non-road engines pursuant to 40 CFR Part 89 or Title 13 of the California Code of Regulations (that is, certified to Tier 1, 2, 3, or 4 non-road engine standards**).
- The University Representative must be provided documentation ensuring the specific equipment to be deployed on site meets the above requirements.

Onsite Fueling

If on-site fueling of the portable generator is to occur, a site-specific Portable Generator fueling pollution prevention plan (the "Prevention Plan") shall be provided to the University Representative, and updated copies of the Prevention Plan shall be provided as the plan is amended. The Prevention Plan shall provide evidence, to the University Representative's satisfaction, that the following requirements have been met:

- Adequate secondary containment has been provided in the Portable Generator fuel delivery area to safeguard the storm water quality and land from a spill during delivery, particularly during a storm event.
- Establish a fuel delivery procedure to adequately minimize the possibility of a fuel spill during delivery and to minimize the impacts of a spill, should one occur, particularly during a storm event.
- One or more individuals are trained in the fuel delivery procedure, training is documented, and formal responsibility has been assigned to such individual(s) for ensuring the fuel delivery procedure is properly executed for each fuel delivery

- Ensure that spill response supplies are available at the Portable Generator fueling location.
- One or more individuals are trained in use of spill response supplies, training is documented, and formal responsibility has been assigned to such individual(s) for ensuring fuel spill response capability is available during each fuel delivery.
- Ensure the aforementioned responsible individuals trained in fuel delivery procedures and in spill response and the use of spill response supplies are present during the fueling of the Portable Generator. Both these responsibilities may be satisfied by one individual.
- Provide layout drawing showing site plan for portable generator, fuel delivery location, location of spill response supplies, and location of adjacent and downslope stormwater inlets.

* The University Representative is the primary point of contact with UCSC

** Tier 1, 2, 3, and 4 refer to non-road engine emission standards promulgated by ARB and U.S. EPA for newly manufactured engines pursuant to 40 CFR Part 89 or Title 13 of the California Code of Regulation. Each successive Tier represents more stringent emission standards and the requirements are phased-in over time with the Tier 1 engine standards becoming effective for some engines manufactured in 1996 and becoming effective for all engines by 2000. Tier 2 engine standards are phased in for engines manufactured beginning in 2001 and becomes effective for all engines by 2006. Similarly, Tier 3 engines are phased in for engines manufactured beginning in 2006, and Tier 4 engines are phased in for engines manufactured beginning in 2011.