

## New EPA Fuel Regulations

by Bruce Williams

Effective October 1, 1993 the U.S. EPA requires all diesel fuels for use in motor vehicles to meet the low sulfur diesel requirements. Low sulfur fuel must be used in any vehicle that is designed and built for on-road use, even if the vehicle is used exclusively off-road. For example, trucks used exclusively on farms, golf courses or at construction sites that could be or were once used as highway vehicles must burn low sulfur fuel.

Diesel fuels that are currently available have a sulfur content of .5% maximum and in the case of my distributor have a typical sulfur content of .3%. This fuel is considered high sulfur. Low sulfur diesel products will be .05% maximum.

In addition to improving the environment the use of these lower sulfur diesel will help extend the life of your engines. Converting high sulfur tankage to low sulfur tankage will be a necessary task during September for most locations. The best way to accomplish this is to lower your tanks prior to the conversion.

It will be important for those with on-road and off-road storage that your employees do not mix fuels or fill a highway vehicle with off-road fuel. Spot checks will be made and the EPA is authorized to fine up to \$25,000 per day for each violation. Make sure that your tanks are clearly identified.

Check with your fuel distributor regarding this new law.

## Free Workplace Safety & Health Check

by Bruce Williams

The Illinois Department of Commerce and Community Affairs, Industrial Service Unit, provides free on-site safety and health consultations to privately owned businesses with 250 employees or less. The studies can evaluate safety hazards, noise level, exposure to toxic substances as well as training on health and safety subjects. For more information call (800) 972-4216 or (312) 814-2337.

Now I know that most of you would dread a visit from OSHA or a similar unit but I have done this and can assure you it was a positive visit. Two years ago, OSHA offered a voluntary compliance check and I took them up on it. The only catch was that you had 90 days to correct the faults that they found. No citation would be given at the visit. We were informed of 10 areas in which we were deficient and it took about a month and \$1,000 to bring our operation in compliance. I am really glad that I have a letter in my file indicating that this inspection took place and that we cooperated in bringing our operation up to regulatory standards.

As always, find out the details of such a visit and see if it is a good idea for your operation. After all, I think that the owners of our operations deserve to know that we are looking out for their best interests before an accident or a surprise inspection.



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