

Commissioning Engines

Potential Environmental Impacts:

The waste fluids generated when commissioning engines on the upland, if not properly managed, can potentially enter the water in stormwater runoff. Contact with the fluids can harm fish and other marine and aquatic life. If certain fluids are mixed, they may become subject to hazardous waste requirements and be more expensive to dispose. Waste fluids from commissioning engines may include engine oil, gasoline, diesel fuel and antifreeze.

Legal Requirements:

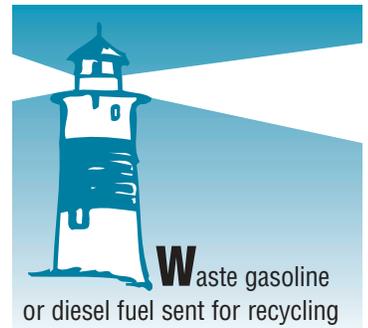
- If stale gasoline cannot be reconditioned, dispose of it as hazardous waste [40 CFR 262.11; RCSA §22a-449(c)-102(a)(2)(A)]. See Appendix B for more information, especially the list of Hazardous Waste Minimization Tips.
- If there is a stormwater discharge from your facility, you may have to register for a *General Permit for the Discharge of Stormwater Associated with Industrial Activity* (“Stormwater General Permit”). See Appendix F for more information.
- If doing an oil change, see “Oil Changes” fact sheet.
- See “Antifreeze” fact sheet to determine how to handle, store and dispose of antifreeze used to winterize engines.
- Manage soiled rags as described in “Rags” fact sheet.

Best Management Practices:

- ✦ Inspect fuel lines for leaks or potential leaks such as cracks and loose connections. These can be persistent problems that last throughout the season, leaking engine fluids into the bilge.
- ✦ Household hazardous waste programs may accept unwanted gasoline and gas/oil blends generated by individual boat owners. Encourage marina patrons to dispose of their waste gasoline through their own municipal household hazardous waste collection programs, if appropriate.

Checklist for Clean Marina Certification:

No Clean Marina certification criteria specific to commissioning engines.



Waste gasoline or diesel fuel sent for recycling (fuel blending) rather than for disposal or incineration are exempt from regulation as hazardous waste.