

				<b>Manchester Airport</b>  <b>Minimum Standards for Bowzers, Tankers, Tanks &amp; Chemical Stores</b>		<b>Risk Rating</b>	<b>High – Reviewed Annually</b>
<b>Reference:</b>	EGCC-I-AOPS-036	<b>Issue:</b>	2	<b>Owner:</b>	Head of Compliance	<b>Department:</b>	Airfield
<b>Issue Date:</b> 01/11/25				<b>Compliance Date:</b>	01/12/25	<b>Planned Review Date:</b>	19/03/26

## 1 General Requirements

All storage facilities for bulk liquids should be adequate to prevent any leakage that could be a health and safety hazard and/or cause pollution. In general, the standards set out in the Control of Pollution (Oil Storage) (England) Regulations 2001 should be adopted.

Any vehicles and trailed equipment operating airside at Manchester Airport are also subject to EGCC-I-AOPS-032 Airside Vehicle & Equipment Standards.

## 2 STANDARDS

### 2.1 Mobile Bowzers That Cannot Be Moved Under Their Own Power

Mobile Bowzers that cannot be moved under their own power, including those used for storage of:

- Oil or fuel; or
- Waste oil or fuel

should be:

- Integrally bunded with 100% of the tanks capacity, with no drain down outlets or external connection to the environment.
- Fit for purpose and maintained in a good condition, without leakage, via regular inspections and tank integrity checks.
- Hatch/fill point kept secured, and preferably locked to prevent unauthorised use.
- Generally located in a position that is protected from impact, and away from open drains, gullies, unsurfaced or porous areas.
- Labelled with:
  - o the company name and a contact number;
  - o the type of fuel.
  - o the capacity of the tank/bowser; and
  - o hazard symbols as required.
- Labelled with relevant CLP hazard symbols on each side and the rear of the bowser, e.g.
  - o Flammable;
  - o Hazardous to the environment;
  - o or others as required.

COMPANY NAME  
CONTENTS  
XXXX LITRES CAPACITY  
EMERGENCY CONTACT NUMBER(S)



**Mobile bowzers that are solely used for water do not need to comply with this standard but must be clearly labelled with the company name and contents.**

**Bowser filling should be overseen by competent members of staff, with the ability to shut off flows of liquids immediately in the event of an overflow/spill.**

## 2.2 Bowzers And Tankers That Are Moved Under Their Own Power

Bowzers and tankers that are moved under their own power, including those used for:

- Vehicle or equipment refuelling
- Toilet effluent
- Aircraft de-icing
- Should Be fit for purpose and maintained in good condition, without leakage, via regular inspections and tank integrity checks.
- Have ancillary equipment that is in good working condition, with no leaks Including but not limited to, hoses, sight glasses, fill points, valves, pumps, etc.
- Allow for hoses to be secured when the vehicle is in transit.
- Have locks fitted to permanently fixed valves, taps or delivery pipes that are used to discharge oil/fuel, which must be locked shut when not in use.
- Include a secure cap for filling and dispensing points that is connected to the body of the bowser so that it cannot be lost.
- Clearly labelled with:
  - o the company name and a contact number.
  - o the type of fuel/material being held.
  - o the capacity of the tank/bowser.
  - o hazard symbols as required.

Additional requirements for fuel bowzers:

- A spill kit, containing suitable spill consumables, should be carried on the vehicle to allow the clean-up of small spillages, including any plastic bags/shovels as required to facilitate the sweep up and disposal of any used spill kit by the operator.
- Should be clearly labelled with CLP hazard symbols on each side and the rear of the bowser, such as:
  - o Flammable.
  - o Hazardous to the environment.
  - o Or others as required.

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Template for general bowser/tanker information



CLP Hazard symbols

Bowser/tanker filling should be overseen by competent members staff members, with the ability to shut off flows of liquids immediately in the event of an overflow/spill.

### 2.3 Static Bulk Tanks

All static bulk storage tanks (greater than 200 litres) used for:

- Fuel or oil.
- Waste fuel or oil.
- De-icing chemicals

should be:

- Provided with a suitable secondary containment system that is able to hold at least 110% of the tank/containers maximum capacity. Such as:
  - o Integrally bunded tank/container that has the capacity to hold 110% of the capacity of the container
  - o Stored within an impermeable bund, which is capable of containing every part of the container and its associated equipment.
  - o Stored within a chemsafe or similar bunded and covered container.
- Where the secondary containment contains multiple fixed tanks, mobile bowzers or IBCs, it must have a capacity that is equal to whichever is the greater of these 2 measurements:
  - o One quarter of the combined capacity of all the containers or,
  - o 110% of the capacity of the largest container.
- Protected from impact by Armco barrier or similar.
- Labelled with:
  - o the company name and a contact number.
  - o the type of fuel/material being held.
  - o the capacity of the tank/bowser.
  - o hazard symbols as required.
- Labelled with CLP hazard symbols on each side and the rear of the bowser such as:
  - o Flammable.

- o Hazardous to the environment.
- o Or others as required.

COMPANY NAME

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Template for general bowser/tanker information

CLP Hazard symbols

IBCs of de-icing fluid may be permitted on the airfield in the following circumstances:

- As a temporary measure only.
- In an area agreed with Airfield Ops and Environment.
- Where protected from impact.

## 2.4 Static Chemical/Oil Stores

Static stores of smaller containers (less than 200 litres) of materials including:

- Fuel/oil.
- Waste fuel/oil.
- Chemicals.
- Detergents

should be:

- Stored within a chemsafe or similar bunded and covered container.

The chemsafe/container should be:

- Generally located in a position that is protected from impact.
- Labelled with:
  - o the company name and a contact number.
  - o the type of fuel/material being held.
  - o the capacity of the tank/bowser.
  - o hazard symbols as required.
- Preferably kept locked.
- Regularly inspected and any spillage in the bund removed.

## 3 FURTHER INFORMATION

Further information on environmental standards for Oil Storage can be found at <https://www.gov.uk/topic/environmental-management/oil-storage>

Additional information may be obtained from MA environment department –  
[environment@manairport.co.uk](mailto:environment@manairport.co.uk)