



## **NFPA 30A-2021 Edition, Code for Motor Fuel Dispensing Facilities and Repair Garages**

**Re: Energy Marketers of America Public Input on TIA Log No.: 1621**

### **Intro**

The Energy Marketers of America (EMA), previously known as the Petroleum Marketers Association of America (PMAA), is a federation of 47 state and regional trade associations representing energy marketers throughout the United States. Energy marketers represent a vital link in both the wholesale and retail motor fuels distribution chain. EMA members supply 80 percent of all finished motor fuel products sold nationwide including renewable hydrocarbon biofuels, gasoline, diesel fuel, biofuels, heating fuel, jet fuel, kerosene, racing fuel and lubricating oils. Moreover, energy marketers represented by EMA own and operate approximately 60,000 retail motor fuel locations across the country serving local communities and long-distance travelers along the nation's highways.

### **EMA opposes the implementation of the TIA as currently written.**

Based on discussions with EMA members and other organizations, we have identified issues with provisions of the proposed TIA that will result in significant impediments to the installation of EV chargers at motor fueling facilities. EMA believes that reasonable guidance can be developed for the installation of EV Chargers at motor fueling facilities; however, it is essential that development of the guidance does not create significant and unwarranted impediments for motor fueling facilities in offering EV charging services. Unfortunately, the TIA process does not allow for revisions of the TIA to address issues raised or public input received during the TIA balloting process. The only alternative is to agree or disagree with the TIA as proposed.

### **Our specific concerns with the proposed TIA are provided below:**

#### **Section 15.3.1 (Location Adjacent to Buildings or Property Lines)**

**Delete Section 15.3.1 through 15.3.1.1 in its entirety.** Section 15.3.1 requires a setback of 10 feet from property lines and three feet or 10 feet from buildings depending on the fire rating of the building materials. This provision is inconsistent with common practices for the installation of EV chargers and is outside the scope of this code:

1. The definition of a motor fuel dispensing facility is the "portion of a property where motor fuels are stored and dispensed from fixed equipment into the fuel tanks of motor vehicles..." The current code does not define at what point the portion of the property used for fueling extends to a property line. If an EV charging space meets the requirements for separation from the fuel storage, handling and dispensing equipment, this code should not address the more universal issue of setbacks from buildings or property lines or buildings.
2. The setbacks in this section are contrary to current installation practices not only at a motor fueling facility, but anywhere else EV chargers are being installed. EV chargers are currently being installed on or immediately adjacent to property lines, on and in residential buildings, in parking garages, adjacent to commercial buildings, along public roads and just about everywhere. The application of these setbacks to motor fueling facilities in the absence of uniform guidelines for setbacks governing the installation of all EV chargers will result in unintentional consequences that present a significant disadvantage for retail and commercial fueling facilities.
3. The unintended consequences of applying this section of the code should not exclude motor fueling facilities from the opportunity to be part of the development of an EV charging infrastructure. For example, a motor fuel dispensing facility adjacent to a Fast-Food restaurant would have to install EV chargers 10 feet from a shared property line or a building while the Fast-Food restaurant could install EV chargers on the shared property line or

next to their building. Motor fuel dispensing facilities can play a significant role in providing convenient charging for electric vehicles and a 10-foot setback applied only to these facilities could eliminate a safe and convenient location on a property otherwise available for EV charging.

**Section 15.3.2 (6)** (Location of a tank vehicle while transferring flammable or combustible liquids to an aboveground or underground storage tank)

**Delete Section 15.3.2 (6).** This section establishes a 25 ft setback from the EV charging space to a tank vehicle while transferring flammable or combustible liquids to an aboveground or underground storage tank. Separation distances for an EV charging space are already established in 15.3.2 (3) through 15.3.2 (5) from the fill, vapor recovery connection, and remote pump. Establishing a 25 ft separation from a tank vehicle is excessive in comparison to the separation distances for points on a tank that are accessed by the tank vehicle while transferring fuel. Separation from the tank vehicle will be achieved by the distances required to maneuver an electric vehicle into and out of a charging space. This is already addressed in Section 15.6.2 which requires that the location of an EV charging space or EV charger not impede or obstruct tank vehicle fuel deliveries. Further Section 15.6.1 requires traffic patterns to be designed so that movement of vehicles not being charged cannot pass through the charging area which would require sufficient space for a vehicle to pass between a tank vehicle and the EV charging space. Both provisions will result in reasonable separation distances from a tank vehicle while fueling.

**Section 15.9.4** (Combined emergency shutoff devices for fueling systems and EV chargers.)

**Section 15.9.4 Needs Further Investigation.** EMA members have expressed concern over the ability and potential complexity of combining the emergency shutoff for fuel dispensing equipment and EV chargers. The technical practicality of this provision needs to be further investigated. Electrical service for EV chargers will vary depending on the type and number of chargers and in many cases will require separate electrical services from the service to the building and dispensing equipment at a motor fuel dispensing facility.

**Section 15.5.2** (Guard Posts)

**Delete Section 15.5.2.** The detailed description of guard post installations goes beyond what is currently required in Section 6.3.4 of the code for protection against collision damage for a fuel dispenser. These requirements are taken from the IFC Section 312 Vehicle Impact Protection. Proposed Section 15.5.1 is consistent with the requirements for a dispenser and is all that is needed for purposes of collision damage protection for an EV charger. An authority having jurisdiction can elect to apply the IFC requirements or other requirements for collision protection.

EMA has worked closely on NFPA issues for many years, and we are willing and available to discuss these issues in more detail and provide input on guidance for the deployment of electric vehicle charging infrastructure at motor fueling facilities.

Sincerely,



Rob Underwood  
President  
Energy Marketers of America  
[runderwood@emamerica.org](mailto:runderwood@emamerica.org)