

6. Storage Requirements

6.1. Outdoor and indoor storage of materials at marinas shall comply with **Table 20.4.**

Table 20.4.: Storage Requirements at Marinas

ITEMS	REQUIREMENTS
1. GENERAL	<ul style="list-style-type: none"> i. The loading, unloading, handling, and storage of hazardous materials is an inherent part of most marine terminal operations. Particular attention should be given to facilities, procedures and operations that minimize dangerous concentrations, avoid the mixing of incompatible materials, ensure safe operations and permit effective fire control in the event of an accident. ii. Tanker moorage, pipeline transfer, storage of flammable liquids, liquefied natural gas, liquefied petroleum gas shall not be handled with general cargo marine terminal operations or general marina. iii. Outside storage of cargo shall not be within 6 m of the exterior of the building. iv. Hazardous material storage, cargo handling, container spacing, cargo area limitations, bulk cargo operations, aisle arrangements at terminal yards etc. shall comply with NFPA 307. Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves. v. Flammable and combustible liquids shall be stored, used and handled in accordance with Chapter 13. Flammable and Combustible Liquid Usage. vi. Fuel dispensing shall comply with Chapter 13. Flammable and Combustible Liquid Usage. vii. Liquefied Petroleum Gas shall be stored and installed in accordance with Chapter 11. Liquefied Petroleum Gas Code of Practice.
2. BATTERY	<ul style="list-style-type: none"> i. Where due to size and weight the removal of batteries for storage or charging is impractical, batteries shall be permitted to remain onboard provided the following conditions are met: <ul style="list-style-type: none"> a. The battery compartment is arranged to provide adequate ventilation. b. A listed battery charger is used to provide a suitable charge. c. The power connection to the charger consists of a three-wire cord of not less than No. 14 AWG conductors connected to a source of 110 V to 125 V single-phase current, with a control switch and approved circuit protection device designed to trip at not more than 125 percent of the rated amperage of the charger. d. There is no connection on the load side of the charger to any other device except the battery, and the boat battery switch is turned off. e. The battery is properly connected to the charger, and the grounding conductor effectively grounds the charger enclosure. f. Unattended battery chargers are checked at intervals not exceeding 8 hours while in operation.