and management practices and activities within the area drained by the outfall, the permittee reasonably believes discharge substantially identical effluents, the permittee may collect a sample of effluent of one of such outfalls and report that the observation data also applies to the substantially identical outfall(s) provided that the permittee includes in the storm water pollution prevention plan a description of the location of the outfalls and explains in detail why the outfalls are expected to discharge substantially identical effluents. In addition, for each outfall that the permittee believes is representative, an estimate of the size of the drainage are (in square feet) and an estimate of the runoff coefficient of the drainage area [e.g., low (under 40 percent), medium (40 to 65 percent), or high (above 65 percent)] shall be provided in the plan.

(4) When a discharger is unable to collect samples over the course of the visual examination period as a result of adverse climatic conditions, the discharger must document the reason for not performing the visual examination and retain this documentation onsite with the records of the visual examinations. Adverse weather conditions that may prohibit the collection of samples include weather conditions that create dangerous conditions for personnel (such as local flooding, high winds, hurricane, tornadoes, electrical storms, etc.) or otherwise make the collection of a sample impracticable (drought, extended frozen conditions, etc.).

(5) EPA realizes that if a facility is inactive and unstaffed it may be difficult to collect storm water discharge samples when a qualifying event occurs. Today's final permit has been revised so that inactive, unstaffed facilities can exercise a waiver of the requirement to conduct quarterly visual examination.

EPA believes that this quick and simple assessment will allow the permittee to approximate the effectiveness of his/her plan on a regular basis at very little cost. Although the visual examination cannot assess the chemical properties of the storm water discharged from the site, the examination will provide meaningful results upon which the facility may act quickly. The frequency of this visual examination will also allow for timely adjustments to be made to the plan. If BMPs are performing ineffectively, corrective action must be implemented. A set of tracking or follow-up procedures must be used to ensure that appropriate actions are taken in response to the examinations. The visual examination is intended to be

performed by members of the pollution prevention team. This hands-on examination will enhance the staff's understanding of the storm water problems on that site and effects on the management practices that are included in the plan.

M. Storm Water Discharges Associated With Industrial Activity From Automobile Salvage Yards

1. Industry Profile

On November 16, 1990 (55 FR 47990), EPA promulgated the regulatory definition of "storm water discharges associated with industrial activity." This definition included point source discharges of storm water from eleven categories of facilities, including "* * * battery reclaimers, salvage yards, and automobile recyclers, including but limited to those classified as Standard Industrial Classification 5015.* * *"

This section establishes special conditions for the storm water discharges associated with industrial activities at automobile salvage yards. Washwaters from vehicle, equipment, and parts cleaning areas are process wastewaters. Discharges of process wastewater and discharges subject to process wastewater effluent limitation guidelines are not eligible for coverage under this section.

When an industrial facility, described by the above coverage provisions of this section, has industrial activities being conducted onsite that meet the description(s) of industrial activities in another section(s), that industrial facility shall comply with any and all applicable monitoring and pollution prevention plan requirements of the other section(s) in addition to all applicable requirements in this section. The monitoring and pollution prevention plan terms and conditions of this multi-sector permit are additive for industrial activities being conducted at the same industrial facility (co-located industrial activities). The operator of the facility shall determine which other monitoring and pollution prevention plan section(s) of this permit (if any) are applicable to the facility.

This section has been developed for storm water discharges associated with activities related to dismantling of used motor vehicles for the purpose of selling parts. As stated above, category (vi) of the definition of storm water discharges associated with industrial activity includes facilities primarily engaged in the wholesale or retail distribution of used motor vehicle parts and classified as SIC code 5015. Dismantlers are a major source for replacement parts for motor vehicles in service. The following description summarizes operations that might occur at a typical automobile dismantling facility. The primary activity involves the dismantling or wrecking of used motor vehicles. Some facilities, however, perform vehicle maintenance and may rebuild vehicles for resale.

Typically, automobile dismantling facilities receive vehicles that are either uneconomical to run or wrecks that are uneconomical to repair. The nature of operations generally depends on the size and location of the facility. In urban areas where land is more valuable, vehicles are typically dismantled upon arrival, parts are segregated, cleaned, and stored. Remaining hulks are generally sold to scrap dealers rather than stored onsite due to limited space. In more rural areas, discarded vehicles are typically stored on the lot and parts removed as necessary. Remaining hulks are sold to scrap dealers less frequently.

Once a used vehicle is brought to the site, fluids may be drained and the tires, gas tank, radiator, engine and seats may be removed. The dismantler may separate and clean parts. Such cleaning may include steam cleaning of the engine and transmission as well as the use of solvents to remove oil and grease and other residues. Usable parts are then inventoried and stored for resale. The remaining car and/or truck bodies are stored onsite for future sale of the sheet metal and glass. Stripped vehicles and parts that have no resale value are typically crushed and sold to a steel scrapper. Some operations may, however, convert used vehicles and parts into steel scrap as a secondary operation. This is accomplished by incineration, shearing (bale shearer), shredding, or baling.

According to the 1987 census, 6,075 establishments reported SIC code 5015 as their primary SIC code, although some estimates indicate that there may be as many as 11,000 to 12,000 of these facilities.⁸⁹ Vehicle wreckers and dismantlers are generally small, privately owned businesses. Most facilities employ 10 or fewer employees and derive the majority of their profits from the sale of usable parts. Only a small percentage of this universe consists of large establishments with fleets of trucks, cranes, mobile balers and computers to maintain inventories of parts.90

Table M–1 below lists potential pollutant sources from activities that commonly take place at automobile salvage yards.

⁸⁹ "The Automobile Scrap Processing Industry," Howard Ness, P.E., 1984. ⁹⁰ Ibid.