

facilities were required to monitor that EPA determined merit further under Form 2F, as well as the pollutants monitoring.

TABLE M-2.—STATISTICS FOR SELECTED POLLUTANTS REPORTED BY AUTOMOBILE SALVAGE YARDS SUBMITTING PART II SAMPLING DATA<sup>i</sup> (mg/L)

Pollutant Sample type	No. of facilities		No. of samples		Mean		Minimum		Maximum		Median		95th percentile		99th percentile	
	Grab	Comp <sup>ii</sup>	Grab	Comp	Grab	Comp	Grab	Comp	Grab	Comp	Grab	Comp	Grab	Comp	Grab	Comp
					Grab	Comp	Grab	Comp	Grab	Comp	Grab	Comp	Grab	Comp		
BOD <sub>5</sub> .....	45	59	58	74	15.9	12.37	2.0	0.0	216.0	84.0	7.0	6.0	42.3	38.62	82.5	77.33
COD .....	65	43	83	54	123.8	73.52	0.0	11.0	1660.0	215.0	62.0	54.5	365.2	177.2	722.3	279.3
Nitrate + Nitrite Nitrogen ....	45	58	58	73	1.02	2.38	0.00	0.0	6.50	69.3	0.60	0.67	3.23	6.96	6.52	17.0
Total Kjeldahl Nitrogen .....	37	51	50	68	3.19	2.20	0.04	0.04	18.0	011.0	2.00	1.68	10.22	6.01	19.48	10.2
Oil & Grease .....	41	N/A	58	N/A	7.0	N/A	0.0	N/A	84.0	N/A	3.0	N/A	26.8	N/A	60.5	N/A
pH .....	67	N/A	87	N/A	N/A	N/A	3.1	N/A	9.1	N/A	7.3	N/A	9.0	N/A	9.9	N/A
Total Phosphorus .....	39	54	52	66	0.76	1.22	0.00	0.00	11.20	45.0	0.15	0.11	2.61	2.49	7.70	7.79
Total Suspended Solids ....	47	60	60	76	552	524.9	0	1.0	4200	8565	196	166.00	2473	2462.6	6951	7999.9
Aluminum, Total .....	37	34	37	34	13.38	9.14	0.30	0.40	88.00	45.20	8.50	5.95	61.05	36.47	158.90	81.08
Iron, Total .....	37	34	37	34	19.1	11.2	0.9	0.7	95.0	54.0	10.7	7.5	82.3	43.9	212.2	98.6
Lead, Total .....	22	22	24	22	0.340	0.200	0.100	0.100	1.400	0.600	0.21	0.10	0.884	0.467	1.512	0.731

<sup>i</sup> Applications that did not report the units of measurement for the reported values of pollutants were not included in these statistics. Values reported as non-detect or below detection limit were assumed to be 0.

<sup>ii</sup> Composite samples.

3. Options for Controlling Pollutants

In evaluating options for controlling pollutants in storm water discharges, EPA must achieve compliance with the technology-based standards of the Clean Water Act [Best Available Technology (BAT) and Best Conventional Technology (BCT)]. The Agency does not believe that it is appropriate to establish specific numeric effluent limitations or a specific design or performance standard in this section for storm water discharges associated with industrial activity from automobile salvage yard operations to meet the BAT/BCT standards of the Clean Water Act. Because of the diversity of operations at automobile salvage yards and the lack of sufficient storm water quality data currently available to EPA, establishing numeric effluent limitations is not feasible at this time. Rather, this section establishes requirements for the development and implementation of a site-specific storm water pollution prevention plan consisting of a set of Best Management Practices that are sufficiently flexible to address different sources of pollutants at different sites.

Best Management Practices (BMPs) are implemented to prevent and/or eliminate pollutants in storm water discharges. EPA believes the most effective BMPs for reducing pollutants in storm water discharges from automobile salvage yards is through exposure minimization practices. Exposure minimization practices minimize the potential for storm water to come in contact with pollutants. These BMP methods are generally uncomplicated and inexpensive practices. They are easy to implement, and require little or no maintenance. In some instances, more resource-intensive BMPs, including detention ponds or filtering devices, may be necessary depending on the type of discharge, types and concentrations of contaminants, and volume of flow.

The selection of the most effective BMPs will be based on site-specific considerations such as: facility size, climate, geographic location, hydrogeology and the environmental setting of each facility, and volume and type of discharge generated. Each facility will be unique in that the source, type, and volume of

contaminated storm water discharges will differ. In addition, the fate and transport of pollutants in these discharges will vary. EPA believes that the management practices discussed herein are well suited mechanisms to prevent or control the contamination of storm water discharges associated with automobile salvage yards.

Part 1 group application data indicate that BMPs have not been widely implemented at the representative sampling facilities. Less than 5 percent of the sampling subgroup list indoor storage as a material management practice. Less than 8 percent of the representative sampling facilities use covering at their storage areas. Less than 3 percent of the representative facilities utilize waste minimization practices. The most commonly listed (approximately 20 percent) material management practice is draining fluids from vehicles prior to storage. Because BMPs described in part 1 data are limited, Table M-3 is provided to identify BMPs associated with activities that may be employed at automobile salvage yards.

TABLE M-3.—STORM WATER BMPs FOR AUTOMOBILE SALVAGE YARDS

Activity	BMPs
Dismantling and vehicle maintenance .....	Drain all fluids from vehicles upon arrival at the site. Segregate the fluids and properly store or dispose of them. Maintain an organized inventory of materials used in the maintenance shop. Keep waste streams separate (e.g., waste oil and mineral spirits). Nonhazardous substances that are contaminated with a hazardous substance is considered a hazardous substance. Recycle anti-freeze, gasoline, used oil, mineral spirits, and solvents. Dispose of greasy rags, oil filters, air filters, batteries, spent coolant, and degreasers properly. Label and track the recycling of waste material (e.g., used oil, spent solvents, batteries). Drain oil filters before disposal or recycling.