

4/15/10 NEWMOA Call on Junk Yards/Scrap Yards

Connecticut

– Ross and all - Sorry but only picked up a few items before I realized I was the note taker.

- Conn. Put together a Commission to look at impacts of junkyards. The Commission determined there is an impact however no resources were available to deal with the issue in the standard way.
- Conn. has developed a point system approach to these sites which includes a streamlined Enforcement process, however there appear to be a number of unresolved NOV's.

Maine

- Facilities are licensed by municipality and code enforcement officers maintain compliance.
- State rules also apply re: hw, waste oil and the solid waste regulations regarding time storage requirements and amounts to be stored on site.
- Maine has a mercury switch program (both collection and bounty).
- Has also developed water program discharge info and checklists for scrap yards targeted for use by municipal code enforcement officers – will send out check list to Bill Cass for distribution.

Massachusetts

- Determined Junkyards not a problem (but many are on the cleanup lists)!
- Started a reduced initiative in one of the regions and rated the sites based on receptors (proximity of people, wetland, aquifers, etc.) and has issued some Consent Orders to address problem facilities. Had 15 actions from the targeted region.
- Municipalities permit/approve these facilities
- Mass. has specific checklists and standard consent Orders
- Has had problems with refrigerant and used federal regulations to assist.
- Has mercury switch removal program.
- Has BMP's on website and ELVS site for mercury switch information.

New Hampshire

- In 1999-2000 determined junkyards needed attention, however no resources available. NH instituted a two (2) phase program:
 - 1) Education/Outreach –NH staff and State trade associations helped develop BMP's and offered training workshops. Also put information on the WEB at www.NH.gov/autorecycling .
 - 2) Self Certification - Must submit compliance information. While no state permits are required, various media regulations apply. Also while the Towns license these yards, they lacked teeth causing the State to reach out to the towns to help pick up the slack and required that these facilities must ID compliance with BMP's for continued licensure.
- NH is anticipating requiring state general permit for junkyards through House Bill 54. This Bill has a study commission and workgroups to look at Junkyards and will develop legislative initiatives through multiple representatives (industry and regulators)
- NH still has a high degree of non-compliance regarding fluids management- will initiate inspections specifically for this issue.
- This summer, NH will use summer inspectors and the common measures approach to identify problems and request how and when they will attain compliance.

- NH maintains an inspection checklist (multimedia approach) and looks at all media issues when performing inspections.
- NH has no more metal shredders operating in the state.
- NH also has a “Certified GreenYard” program which goes beyond BMP’s and provides these facilities special recognition. There are 22 yards in this voluntary program
- NH has also established BMP’s for crushers (including mobile crushers) and has 2 permit types depending on nature of the crushing activity.

New Jersey

- Yards require local approval thus exempting them from State waste permitting unless local approval ceases at which time the facility would be considered and unpermitted solid waste facility and would require a State permit.
- Are usually handlers of UW, used oil and generators of HW (mostly CESQG).
- Vehicle scrap yards must comply w/ Mercury Switch Removal program (ELVS Members).
- NJ is finalizing comprehensive stormwater permits (impervious surfaces and covered areas where dismantling/storage occurs for most facilities and we will incorporate UW/mercury handling requirement in the stormwater permits
- For NJ shredding facilities, the shredder residue (“fluff” or “ASR” -auto shredder residue) must be tested annually to ensure the material is non-hazardous. NJ has had some success in reuse of ASR as initial landfill liner (material is very spongy) – otherwise the material goes off a solid waste.
- Tire piles – NJ has a tire tax of \$1.50 per tire which is collected and helps fund cleanups of abandoned sites.

New York

- Municipalities approve junkyards and have basically have adequate requirements.
- NY-DMV has dismantler requirements and has criminal authority for dismantling violations (Class E felony).
- While no state permits are required (may change in the future), since 2006 Dismantlers must comply with the Vehicle Dismantling Law which has a number of operational requirements.
 - 1) annual report must be submitted which id # of vehicles handled/stored.
 - 2) volume of fluids, mercury switches and batteries handled.
 - 3) fluids must be removed on concrete and bermed pad
 - 4) must remove switches prior to crushing /shredding
 - 5) refrigerant to be removed
 - 6) airbags need to be removed prior to shredding/crushing, however it is illegal to sell pulled airbags, this has created a problem of lots of airbags with no place to go
 - 7) batteries must be stored off the ground.
- Facilities must also prepare stormwater plans, discharge plans.
- Use of self certification to expand controls and requirements due to large volume of facilities
- NY has 812 -1000 yards, highest concentration in NYC however there is a quick transfer and throughput here – while rural areas deal more with long term storage – with each having different issue to address.

Rhode Island

- 86 licensed facilities - 59 Active
- RI is utilizing the Environmental Results Program approach for salvage yards.
- Maintains facility Certification Program. Approx 120 questions – ½ regulatory requirements the other ½ BMP's. Program includes "Return to Compliance" forms.
- Stakeholder meetings and Workshops were used to develop certification program.

Vermont

- No uniform method to regulate junkyards – inspections are basically complaint driven.
- Can issue Enforcement tickets for violations of salvage yard requirements. Currently prosecuting a number of these yards.
- Currently working on legislation for general permitting authority and self-certification along with outreach and training for the salvage yards.
- Yards are licensed by the AOT and municipality - \$100 fee
- 150 yards - approx, one-quarter are licensed, 40 unknown status - 1 inspector to handle