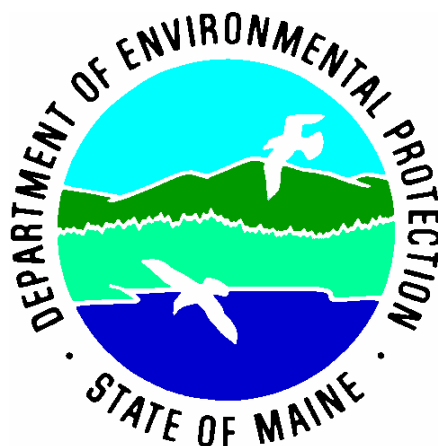


US EPA ARCHIVE DOCUMENT

## **Auto Body/Repair Environmental Results Program**

Maine Department of Environmental Protection  
Office of Innovation and Assistance



For the Period:  
July 1, 2005 to September 30, 2005

Sara Lippert  
ERP Project Manager

## Reporting

- The following is the third quarterly report for the Maine Department of Environmental Protection's Auto Body/Repair Environmental Results Program (ERP). This report covers the period from July 1, 2005 to September 30, 2005.
- As a note, our team decided to rename the Pollution Prevention (P2) Audits to P2 Surveys to clarify the intent of the site visits.
- The third quarter focus involved preparing for the start of the baseline P2 Surveys, which included finalizing the P2 Survey checklist and writing an ERP Statement. In addition, the other focus area has been conducting the P2 Surveys.

## Progress Towards Milestones

- The Cadmus Group, Inc. submitted the final statistical methodology to the DEP. The statistical methodology will allow the DEP to analyze the data collected from the baseline and post-certification P2 Surveys, as well as the Self-Certification data.
- The QAPP was revised to include the statistical methodology and submitted to the EPA for final approval. The QAPP was approved.
- The P2 Survey checklist was finalized.
- P2 surveys began in August 2005. The DEP is projecting to complete all of the baseline P2 Surveys by the end of October 2005. To date, the DEP has completed 41 P2 Surveys.
- An ERP disclaimer was written to state that P2 Surveys are not compliance inspections, and compliance inspections can take place at any time (the complete ERP disclaimer is attached below).
- External Stakeholder Outreach: Sara Lippert met with Steve Piper from the Maine Auto Dealers Association to discuss the P2 Survey checklist. He suggested rewording some of the questions to be clearer to shop owners.
- Internal Stakeholder Outreach: Sara Lippert, Julie Churchill and Peter Cooke met with the Bureau of Air Quality (BAQ) to discuss the ERP. BAQ has provided environmental engineers from the Licensing and Enforcement Division to assist Sara on P2 Surveys.
- Ongoing compliance issues: All DEP Bureaus have provided the names of the auto body shops that have recent or ongoing compliance issues.

- A workbook is currently being drafted. The DEP has been made aware of problematic areas in the auto body sector during P2 Surveys. These problematic areas will be emphasized in the workbook and during workshops.
- The Self-Certification checklist is being finalized with assurance from the multimedia team that all compliance areas are covered.
- Incentives for shops to volunteer for the ERP are being developed. All shops that self-certify will receive an Environmental Leader Program sticker, and the shop name will be posted on the ERP web page.
- ERP Web page is being finalized.
- Database Development: The DEP is in the beginning stages of determining what type of database will be needed to house ERP data.

#### Impediment

- The DEP did not call and verify that shops were still in business and/or doing auto body work prior to starting P2 Surveys. The list of auto body shops was provided to the DEP by OSHA. To date, 32 out of the 160 shops in the universe are either out of business, going out of business within a month, or do not do auto body work. In some instances this has caused extra time and mileage to be used if the shops were not located close together. It is unsure how much time would have been required to call all of the shops, and if calling shops prior to starting the P2 Surveys would have saved time.

## Auto Body Environmental Results Program (ERP) Statement

The purpose of the ERP is to gather accurate, focused data concerning environmental compliance in the auto body sector, and to provide technical assistance to help ERP facilities proactively achieve full compliance with Maine's environmental laws. ERP-related surveys are not compliance inspections conducted for the purpose of identifying violations for an enforcement action.

Although enforcement is neither the primary intent nor purpose of an ERP survey, there are conditions that may result in an ERP surveyor recommending further investigation by Department staff. Such circumstances include violations that appear to: (1) have resulted in substantial environmental harm; (2) present an imminent and substantial endangerment to the environment, human health or safety; and/or (3) represent criminal activity.

As a matter of course, all auto body shops may be subject to inspection pursuant to the Department's day-to-day compliance activities and are responsible for taking the steps necessary to determine and maintain compliance with applicable regulatory requirements.