

REGION 10 Enforcement Division

INSPECTION REPORT

Inspection Date(s):	01/10/2022 and 01/24/2022	Announced: No	
Time:	Entry: 09:57 AM (AKT)	Exit: 03:05 PM (AKT)	
Program:	Resource Conservation and Recovery Act (RCRA)		
Regulatory Program(s):	Title 40 - ENVIRONMENTAL PROTECTION AGENCY		
If Access is Denied:			
Company Name:			
Facility or Site Name:	Carlile Transportation Systems, LLC		
Facility/Site Physical Address:	1800 East 1 st Avenue		
(City, state, zip code)	Anchorage, AK 99501		
Type of Operation:	Transportation and 10-day transfer facility		
Size of Facility:	20 acres		
Length of Facility at Location:	Since 2003		
Geographic Coordinates:	61.22148, -149.84714		
Mailing address: (Secondary Address)	Ms. Lisa Marquiss, Corporate Director of Safety and Compliance lmarquiss@carlile.biz 1800 E. 1 st Avenue Anchorage, AK 99501		
(City, state, zip code)	Anchorage, AK 99501		
County:	N/A		
Facility/Site Identifier:	AKR000005611		
Media Number:	N/A		
NAICS:	484121 GENERAL FREIGHT TRUCKING, LONG-DISTANCE, TRUCKLOAD 484122 GENERAL FREIGHT TRUCKING, LONG-DISTANCE, LESS THAN TRUCKLOAD 48422 SPECIALIZED FREIGHT (EXCEPT USED GOODS) TRUCKING, LOCAL 48423 SPECIALIZED FREIGHT (EXCEPT USED GOODS) TRUCKING, LONG-DISTANCE		
Lead Inspector:			
Jon Jones	Jones, Jon	Digitally signed by Jones, Jon Date: 2022.02.10 10:07:58 -09'00'	
	REGION 10	Jones.Jon@epa.gov	(907) 271-6329
Additional Persons Participating in Inspection:			
Supervisor Review:			
Jen Sullivan	Jennifer A Sullivan	Digitally signed by Jennifer A Sullivan Date: 2022.02.10 12:29:57 -08'00'	
	REGION 10	Sullivan.Jennifer.A@epa.gov	(206) 553-6978

SECTION I – INTRODUCTION**Purpose of the Inspection/Objective**

Type of inspection: CEI - Compliance Evaluation Inspection.

This was a Resource Conservation and Recovery Act (RCRA) inspection. The facility was inspected to ensure compliance with standards for hazardous waste generators and universal waste management (40 C.F.R. Part 262 through 273) and used oil management (40 C.F.R. Part 279). The inspection was conducted as part of a Core Program requirement for FY 2022.

Attendees

Title	Name	Phone	Email	Present in Opening Conf.	Present in Closing Conf.
Lead Inspector	Jon Jones	9072716329	Jones.Jon@epa.gov	Yes	Yes
Safety Supervisor, Alaska	Thad Hamilton	(907) 865-3602	thamilton@carlike.biz	Yes	Yes
Hazardous Materials Coordinator	Steve Viotto	(907) 865-3609	sviotto@carlile.biz	Yes	No
Corporate Director of Safety and Compliance	Lisa Marquiss	(907) 343-3238	lmarquiss@carlile.biz	Yes	Yes

Opening Conference

EPA Lead Inspector Jon Jones arrived at the Carlile Transportation Systems, LLC at 09:57 AM (AKT) on 01/10/2022 for an inspection. I presented my credentials to Ms. Lisa Marquiss, Corporate Director of Safety and Compliance, and informed her that this was an EPA RCRA inspection. The table above presents all the opening and closing conference participants.

Facility/Site Description

Carlile Transportation Systems, LLC is an over the road transportation company located in an industrial area on the north side of Anchorage, AK. The facility consists of a freight staging area, loading dock, administrative office, trailer shop, truck shop, and maintenance shop. Additional information about the company can be found on their website at www.carlile.biz.

Facility Info

Weather Conditions	Cold and icy
Number of employees	164

Operating Hours	8:00 a.m. to 5:00 p.m., Monday through Friday
Safety Training Provided to Inspector(s)?	No
What type of generator facility notified?	Current notification indicated that the facility is not a generator of hazardous waste
What type of generator facility verified as?	Very Small Quantity Generator (VSQG)

Process Description

The following information was obtained from Ms. Lisa Marquiss, Corporate Director of Safety and Compliance, during the opening conference of the inspection. The Carlile facility operates as a 10-day transfer facility for transportation of hazardous waste. Waste is either picked up at the generator or another transporter and is either taken directly to the Port of Anchorage or to the Carlile facility for consolidation prior to delivery to the Port of Anchorage. At the Port, waste is loaded on a boat and shipped to a permitted waste processing facility in the lower 48 states. There are three shops on site. Two of the three shops generate used oil and hazardous waste. One shop maintains trailers and the other shop maintains trucks.

I explained to Ms. Marquiss that I wanted to review paperwork related to the management of hazardous waste passing through the facility's 10-day transfer facility. At the time of the inspection, Ms. Marquiss told me that there was no hazardous waste currently in their 10-day transfer facility. Ms. Marquiss explained that there was both hard copy paperwork that included manifests and bills of lading as well as, a computer program called "Truck Mate." I conducted a preliminary review of the paperwork and was unable to determine how long shipments of hazardous waste were being held at the facility. I asked Ms. Marquiss if a report could be generated in "Truck Mate" that would show how long shipments of hazardous waste were being held. She told me that she wasn't familiar enough with the program to know. Ms. Marquis then told me that Ms. Kisha Jackson, the previous Regulatory Compliance Manager used to manage the transportation paperwork but resigned without notice since the previous inspection and that Mr. Steve Viotto, Hazardous Materials Coordinator was hired approximately five months ago. She told me that Mr. Viotto was on vacation and would be returning on January 17, 2022. She told me that Mr. Viotto would be much more familiar with the paperwork and the "Truck Mate" program. I told Ms. Marquiss that I would contact Mr. Viotto upon his return and set up a time to come back to the facility to review the applicable paperwork.

I contacted Mr. Viotto on January 18, 2022, and he agreed to meet with me on January 24, 2022, to review transportation paperwork. I returned to the facility on January 24, 2022, to inspect the transportation paperwork and the results of this paperwork inspection are contained in the Records Review section of this inspection report.

During the inspection of the facility on January 10, 2022, I was accompanied by Mr. Thad Hamilton, Safety Supervisor, Alaska and Mr. Patrick Quiambao, Anchorage Shop Manager.

During the inspection I looked at the facility's processes, in addition to hazardous waste management practices, generation points, and accumulation areas. I looked for wastes that facility representatives had not yet identified or designated as hazardous. I also observed the facility's and used oil management. At the time of the inspection, the facility was not managing any universal waste. According to facility personnel, all their fluorescent lighting had been replaced with LED lighting and they had yet to generate any LED lighting waste. Specifically, I inspected the following areas of the facility listed below.

Building(s)

Building/Area/Sub-area	Process Description	Area of Concern
Maintenance Shop	Bodywork on trucks and trailers, excluding paint. Painting of trucks and trailers, if required, is contracted locally.	No
Trailer Shop	Full-service trailer shop. Wastes generated include: - Used oil - Waste aerosols	Yes
Bay #1	Used oil storage area and aerosol puncturing.	Yes
Truck Shop	Full-service truck shop. Wastes generated include: - Used oil - Waste aerosols - Used antifreeze (Recycled) - Used parts washer solvent (Recycled) - Used lead-acid batteries (Recycled)	Yes
Bay #3	Aerosol puncturing.	Yes

SECTION II – OBSERVATIONS AND RECORDS REVIEW**Observations**

Building: Trailer Shop	Contains CBI: No
Observation #: JJ1-OB-001	Date: 01/10/2022
While in the trailer shop, I saw a fiberboard container that was labeled with the words "Used Aerosols Cans Only." While in the shop, I met Mr. Patrick Quiambao, Anchorage Shop Manager. I looked in the fiberboard container and saw approximately five aerosol cans. I inquired about the aerosols and Mr. Quiambao said that aerosol cans are punctured in the fiberboard container using a tool referred to as a "Crowfoot." According to Mr. Quiambao, the shop generates approximately five waste aerosol cans each week. Mr. Quiambao said the punctured aerosol cans are then thrown into the trash. According to Mr. Quiambao, aerosols are punctured when empty and sometimes if they stop working (i.e., clogged spray nozzle or lack of propellant) they are still punctured into the fiberboard container which allowed the residue from the waste aerosols to be absorbed into the fiberboard container and evaporate. At the time of the inspection, the inside of the fiberboard container was stained with residue from waste aerosol cans. I looked in the shop's flammable storage cabinets and I saw a variety of aerosol products that were in use at the facility. I did this to gain a better understanding as to what the various types of waste aerosols were that the facility was puncturing into the fiberboard container. The aerosols consisted of brake cleaners, lubricants, paints, and coatings. Mr. Quiambao told me they were told during the last inspection that they could puncture their waste aerosols. I told Messer's Hamilton and Quiambao that I was present during the last RCRA compliance inspection which took place on February 13, 2018. I explained to Messer's Hamilton and Quiambao that puncturing waste	

aerosol cans was treatment and their current method of managing waste aerosols was not appropriate. I explained that waste aerosols could be punctured using a puncturing system that captured both the aerosol can residue and propellant, such as a drum-top can popper with a filter. I covered required generator status and container management requirements related to the treatment of waste aerosols. I also covered the management of waste aerosols as universal waste. Mr. Quiambao asked how they should manage the waste aerosols. I explained that I would be conducting a closing conference at the end of the inspection with Ms. Marquiss and at that time I would cover the various management options. I explained that Ms. Marquiss could then determine how the facility would manage waste aerosols.

Photo(s)

1. [IMG-202201101117191719866180.jpg](#)
2. [IMG-2022011011173717371021257.jpg](#)
3. [IMG-202201101118071871039939.jpg](#)
4. [IMG-202201101123142314762936.jpg](#)
5. [IMG-2022011011233723371039126.jpg](#)
6. [IMG-20220110112409249832030.jpg](#)
7. [IMG-202201101128492849996822.jpg](#)

Building: Trailer Shop/Bay #1**Contains CBI:** No**Observation #:** JJ1-OB-002**Date:** 01/10/2022

At the time of the inspection, I saw a wheeled, used oil drain pan and a spill pallet on the east side of Bay #1, adjacent to the bays roll-up door. Both the drain pan and the spill pallet held used oil which was confirmed by Mr. Quiambao. Neither the drain pan nor the spill pallet were labeled with the words "Used Oil." I explained to Messer's Hamilton and Quiambao that used oil storage containers were required to be labeled with the words, "Used Oil." After the inspection, I received an email, dated January 13, 2022, that included photos which documented that the used oil storage units observed during the inspection had been labeled with the words, "Used Oil."

Photo(s)

1. [IMG-2022011011515251521126057.jpg](#)
2. [IMG-202201101152155215826495.jpg](#)
3. [IMG-202201101152265226733799.jpg](#)

Building: Truck Shop/Bay #3**Contains CBI:** No**Observation #:** JJ1-OB-003**Date:** 01/10/2022

Mr. Quiambao mentioned that waste aerosols were also being punctured in the truck shop. While in the truck shop, Mr. Quiambao took me to where the waste aerosol cans were being punctured. At the time of the inspection, there were approximately 30 - 40 punctured aerosol cans in an open 55-gallon container.

According to Mr. Quiambao the waste aerosol cans are being managed in the same way that they are being managed in the trailer shop, allowing the residue from the waste aerosols to drain into the container and evaporate. The flammable storage cabinets in the truck shop contain the same aerosol products as the trailer shop too.

Photo(s)

1. [IMG-20220110120810810901991.jpg](#)
2. [IMG-20220110120926926690153.jpg](#)

Building: Truck Shop/Bay #3**Contains CBI:** No**Observation #:** JJ1-OB-004**Date:** 01/10/2022

At the time of the inspection, I saw two, wheeled drain pans, a half of a 55-gallon container, and three spill pallets. All contained various amounts of used oil, and none were labeled with the words "Used Oil."

After the inspection, I received an email, dated January 13, 2022, that included photos which documented that the used oil storage units observed during the inspection had been labeled with the words, "Used Oil."

Photo(s)

1. [IMG-202201101217471747896353.jpg](#)
2. [IMG-202201101218191819907484.jpg](#)
3. [IMG-2022011012184118411052897.jpg](#)

Records Review**Record:** Shipping Documents/Tolling agreements**AOC:** Yes**Ref #:** JJ1-RR-001**Reviewed By:** Jon Jones**Reviewed Date:** 01/28/2022

I returned to the facility on January 24, 2022, at 1057 hours to review facility Bills of Lading (BOL) and hazardous waste manifests for the purposes of determining how long shipments of hazardous waste were being held on-site. As a registered transporter of hazardous waste, Carlile Transportation Systems, LLC is allowed to hold shipments of hazardous waste at their facility for 10 days or less.

I reviewed BOLs and manifests at the facility covering the period of July 2021 through November 2021. During the document review, I told Mr. Viotto that I had additional manifests that I had retained from previous inspections which listed Carlile Transportation Systems as a transporter and that some of those manifests, according to the dates, indicated that shipments of hazardous were held for more than 10 days. I sent several emails to Mr. Viotto following the inspection, dated January 25, 2022, and January 28, 2022, providing him with a list of those BOL and manifest numbers following the inspection and requested that he send me copies.

During the on-site review on January 24, 2022, I saw 40 manifests for shipments that had been held at the facility for more than 10 days. After receiving the requested documentation from Mr. Viotto in emails dated January 25, 27, and 28, 2022 I saw 17 additional manifests for shipments that had been held at the facility for more than 10 days for a total of 58 shipments. According to the transporter dates on each manifest, Carlile Transportation Systems held the shipments for periods of time that ranged from 11 to 26 days. The following BOLs and associated hazardous waste manifests were obtained from Mr. Viotto and are included as attachments to this report:

<u>BOL#</u>	<u>HW Man#</u>	<u>#days</u>
81636549	000385284 JJK	14
	018852580 JJK	14
81633994	003248209 CLE	12
81017075	012698342 FLE	14

Inspection Date(s):

01/10/2022 - 01/24/2022

	012698343 FLE	14
<u>BOL#</u>	<u>HW Man#</u>	<u>#days</u>
81017075	015840942 FLE	14
	015840950 FLE	14
81017075	015840951 FLE	14
81084564	003476150 FLE	14
	003476155 FLE	14
	003476160 FLE	14
	003476179 FLE	14
	003476183 FLE	14
81017090	015839877 FLE	15
81017086	015840998 FLE	20
81634006	015977505 FLE	15
	003312871 CLE	15
81017095	015841011 FLE	16
81017098	008415375 FLE	14
81017102	015840961 FLE	11
	015840962 FLE	11
	015840967 FLE	11
	015840971 FLE	11
	015840972 FLE	11
81084577	004899341 FLE	15
81084574	004899109 FLE	11
81017107	012706225 FLE	11
	012706227 FLE	11
	012706228 FLE	11
	012706234 FLE	11
	012706249 FLE	11
	012706380 FLE	11
	012706381 FLE	11

Inspection Date(s):

01/10/2022 - 01/24/2022

	012706384 FLE	11
<u>BOL#</u>	<u>HW Man#</u>	<u>#days</u>
81017107	008415380 FLE	11
81017105	012706378 FLE	11
81017105	012706382 FLE	11
	008415382 FLE	11
81017108	012706385 FLE	11
	012706223 FLE	11
81765919	009994732 FLE	23
81567643	012698427 FLE	22
	012698436 FLE	22
	012698431 FLE	22
	012698435 FLE	22
81567647	012698434 FLE	18
	012698429 FLE	18
81765614	012698444 FLE	23
81192059	012698430 FLE	22
81521507-1	009994409 FLE	26
81765615	012698439 FLE	12
	012698336 FLE	12
81192041	009994682 FLE	15
81192052	012698138 FLE	15
81017152	012698322 FLE	26
81192052	012698143 FLE	15
81788516	016896852 JJK	11
81192038	012698136 FLE	14
Document(s)		
1. BOL#81017075.pdf		
2. BOL#81017080.pdf		
3. BOL#81017086.pdf		
4. BOL#81017090.pdf		
5. BOL#81017095.pdf		

6. BOL#81017098.pdf
7. BOL#81017102.pdf
8. BOL#81017105 and BOL#81017108.pdf
9. BOL#81017107.pdf
10. BOL#81017152.pdf
11. BOL#81084564.pdf
12. BOL#81084574.pdf
13. BOL#81084577.pdf
14. BOL#81192032.pdf
15. BOL#81192041.pdf
16. BOL#81192052.pdf
17. BOL#81192059.pdf
18. BOL#81521507-1.pdf
19. BOL#81567643.pdf
20. BOL#81567647.pdf
21. BOL#81633994.pdf
22. BOL#81634006.pdf
23. BOL#81636549.pdf
24. BOL#81636554.pdf
25. BOL#81765614.pdf
26. BOL#81765615.pdf
27. BOL#81765919.pdf
28. BOL#81788516.pdf
29. Manifest#009994593FLE - SEA000567562.pdf
30. Manifest#012598561FLE - SEA000583316.pdf
31. Manifest#012698136FLE - SEA000577395.pdf

SECTION III – AREAS OF CONCERN

The presentation of areas of concern does not constitute a formal compliance determination or violation.

Building:	Area:	Sub-area:
JJ1-RR-001		
I reviewed BOLs and manifests at the facility covering the period of July 2021 through November 2021. During the document review, I told Mr. Viotto that I had additional manifests that I had retained from previous inspections which listed Carlile Transportation Systems as a transporter and that some of those manifests, according to the dates, indicated that shipments of hazardous were held for more than 10 days. I sent several emails to Mr. Viotto following the	Regulation: 264.1(g)(9)	Sections:

inspection, dated January 25, 2022, and January 28, 2022, providing him with a list of those BOL and manifest numbers following the inspection and requested that he send me copies. During the on-site review on January 24, 2022, I saw 40 manifests for shipments that had been held at the facility for more than 10 days. After receiving the requested documentation from Mr. Viotto in emails dated January 25, 27, and 28, 2022 I saw 17 additional manifests for shipments that had been held at the facility for more than 10 days for a total of 58 shipments. According to the transporter dates on each manifest, Carlile Transportation Systems held the shipments for periods of time that ranged from 11 to 26 days.		
Building: Trailer Shop	Area:	Sub-area:
JJ1-OB-001		
While in the trailer shop, I saw a fiberboard container that was labeled with the words "Used Aerosols Cans Only." While in the shop, I met Mr. Patrick Quiambao, Anchorage Shop Manager. I looked in the fiberboard container and saw approximately five aerosol cans. I inquired about the aerosols and Mr. Quiambao said that aerosol cans are punctured in the fiberboard container using a "Crowfoot." According to Mr. Quiambao, the shop generates approximately five waste aerosol cans each week.	Regulation: 273.13(e)(4)	Sections:

Building: Trailer Shop	Area: Bay #1	Sub-area:
JJ1-OB-002		
At the time of the inspection, I saw a wheeled drain pan and a spill pallet on the east side of Bay #1, adjacent to the Bay roll-up door. Both the drain pan and the spill pallet held used oil which was confirmed by Mr. Quiambao. Neither the drain pan nor the spill pallet were labeled with the words "Used Oil."	Regulation: 279.22(c)(1)	Sections:
Building: Truck Shop	Area: Bay #3	Sub-area:
JJ1-OB-003		
While in the truck shop, Mr. Quiambao took me to where the waste aerosol cans are being punctured. At the time of the inspection, there were approximately 30 - 40 punctured aerosol cans in an open 55-gallon container. According to Mr. Quiambao the waste aerosol cans are being managed in the same way that they are being managed in the trailer shop. The flammable storage cabinets contain the same hazardous materials as the trailer shop too.	Regulation: 273.13(e)(4)	Sections:
JJ1-OB-004		
At the time of the inspection, I saw two, wheeled drain pans, a half of a 55-gallon container, and three spill pallets. All contained various amounts of used oil, and none were labeled with the words "Used Oil."	Regulation: 279.22(c)(1)	Sections:

SECTION IV – FOLLOW UP

I observed no follow up at the time of the inspection.

Closing Conference

At the conclusion of the inspection, I conducted a closing conference that was attended by those listed in the Attendees table, in Section I of this report. I thanked everyone for their time and cooperation during the inspection and began a review of the areas of concern (listed in Section III – Areas of Concern) that I observed during my inspection of the facility. I then explained the follow-up process that would take place once I finished the report. I explained they would receive a copy of the report as would a case officer. I told them the case officer would review the report to determine if any of my areas of concern documented violations.

SECTION V – SAMPLING ACTIVITIES AND ANALYTICAL RESULTS

No sampling was conducted.

SECTION VI – LIST OF APPENDICES

Photo Log

[Title]

IMG-202201101117191719866180.jpg

01/10/2022 11:17 AM (AKT)

Jon Jones

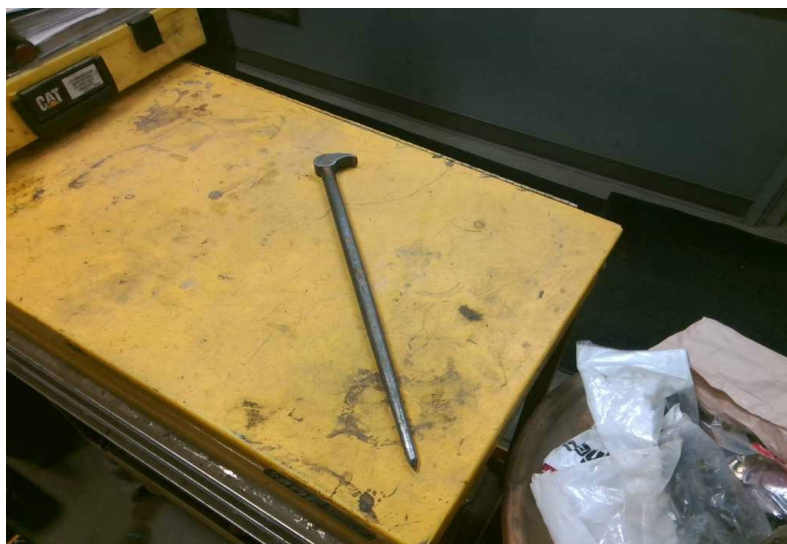
Trailer Shop

No CBI

No PII

While in the trailer shop, I saw a fiberboard container that was labeled with the words "Used Aerosols Cans Only." While in the shop, I met Mr. Patrick Quiambao, Anchorage Shop Manager. I looked in the fiberboard container and saw approximately five aerosol cans. I inquired about the aerosols and Mr. Quiambao said that aerosol cans are punctured in the fiberboard container using a "Crowfoot."

According to Mr. Quiambao, the shop generates approximately five waste aerosol cans each week.



[Title]

IMG-2022011011173717371021257.jpg

01/10/2022 11:17 AM (AKT)

Jon Jones

Trailer Shop

No CBI

No PII

While in the trailer shop, I saw a fiberboard container that was labeled with the words "Used Aerosols Cans Only." While in the shop, I met Mr. Patrick Quiambao, Anchorage Shop Manager. I looked in the fiberboard container and saw approximately five aerosol cans. I inquired about the aerosols and Mr. Quiambao said that aerosol cans are punctured in the fiberboard container using a "Crowfoot."

According to Mr. Quiambao, the shop generates approximately five waste aerosol cans each week.



[Title]	
IMG-202201101118071871039939.jpg	
01/10/2022 11:18 AM (AKT)	
Jon Jones	
Trailer Shop	
No CBI	
No PII	
While in the trailer shop, I saw a fiberboard container that was labeled with the words "Used Aerosols Cans Only." While in the shop, I met Mr. Patrick Quiambao, Anchorage Shop Manager. I looked in the fiberboard container and saw approximately five aerosol cans. I inquired about the aerosols and Mr. Quiambao said that aerosol cans are punctured in the fiberboard container using a "Crowfoot." According to Mr. Quiambao, the shop generates approximately five waste aerosol cans each week.	
[Title]	
IMG-202201101123142314762936.jpg	
01/10/2022 11:23 AM (AKT)	
Jon Jones	
Trailer Shop	
No CBI	
No PII	
I looked in the flammable storage cabinets to view the aerosols that were in use, to see the various types of products used.	

[Title]

IMG-2022011011233723371039126.jpg

01/10/2022 11:23 AM (AKT)

Jon Jones

Trailer Shop

No CBI

No PII

I looked in the flammable storage cabinets to view the aerosols that were in use, to see the various types of products used.



[Title]

IMG-20220110112409249832030.jpg

01/10/2022 11:24 AM (AKT)

Jon Jones

Trailer Shop

No CBI

No PII

I looked in the flammable storage cabinets to view the aerosols that were in use, to see the various types of products used.



[Title]

IMG-202201101128492849996822.jpg

01/10/2022 11:28 AM (AKT)

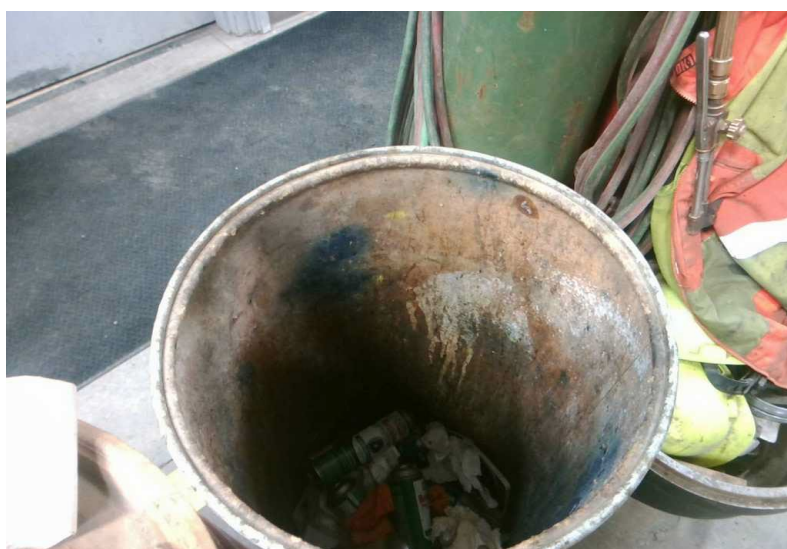
Jon Jones

Trailer Shop

No CBI

No PII

According to Mr. Quiambao aerosols are punctured when empty and sometimes if they stop working, they are still punctured into the fiberboard container. At the time of the inspection, the inside of the fiberboard container appeared to be stained with residue from waste aerosol cans.



[Title]

IMG-2022011011515251521126057.jpg

01/10/2022 11:51 AM (AKT)

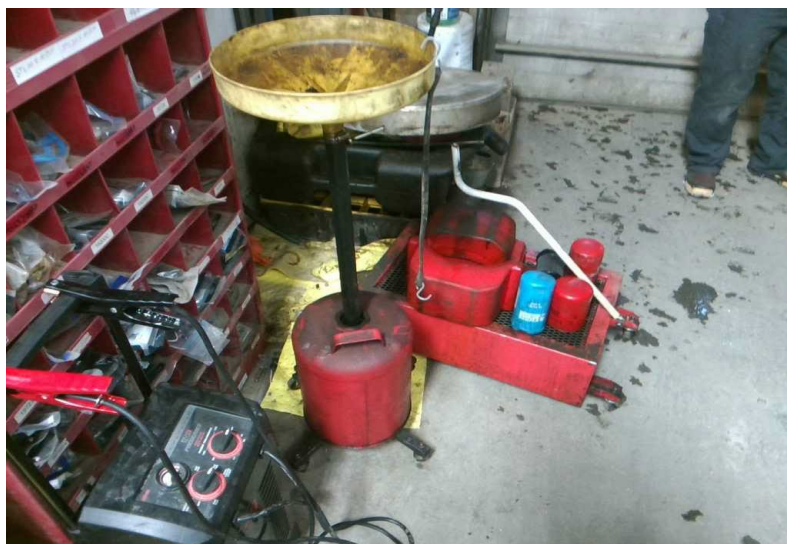
Jon Jones

Trailer Shop/Bay #1

No CBI

No PII

At the time of the inspection, I saw a wheeled drain pan and a spill pallet on the east side of Bay #1, adjacent to the Bay roll-up door. Both the drain pan and the spill pallet held used oil which was confirmed by Mr. Quiambao. Neither the drain pan nor the spill pallet were labeled with the words "Used Oil."



[Title]

IMG-202201101152155215826495.jpg

01/10/2022 11:52 AM (AKT)

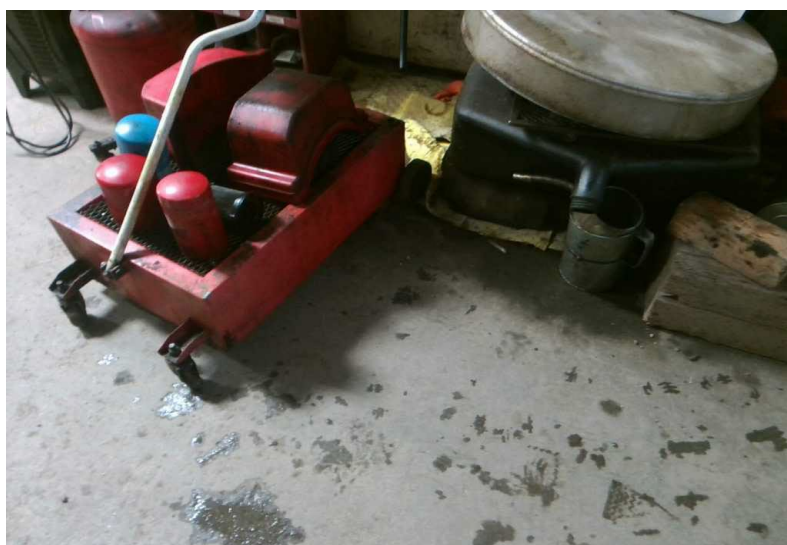
Jon Jones

Trailer Shop/Bay #1

No CBI

No PII

At the time of the inspection, I saw a wheeled drain pan and a spill pallet on the east side of Bay #1, adjacent to the Bay roll-up door. Both the drain pan and the spill pallet held used oil which was confirmed by Mr. Quiambao. Neither the drain pan nor the spill pallet were labeled with the words "Used Oil."



[Title]

IMG-202201101152265226733799.jpg

01/10/2022 11:52 AM (AKT)

Jon Jones

Trailer Shop/Bay #1

No CBI

No PII

At the time of the inspection, I saw a wheeled drain pan and a spill pallet on the east side of Bay #1, adjacent to the Bay roll-up door. Both the drain pan and the spill pallet held used oil which was confirmed by Mr. Quiambao. Neither the drain pan nor the spill pallet were labeled with the words "Used Oil."



[Title]

IMG-20220110120810810901991.jpg

01/10/2022 12:08 PM (AKT)

Jon Jones

Truck Shop/Bay #3

No CBI

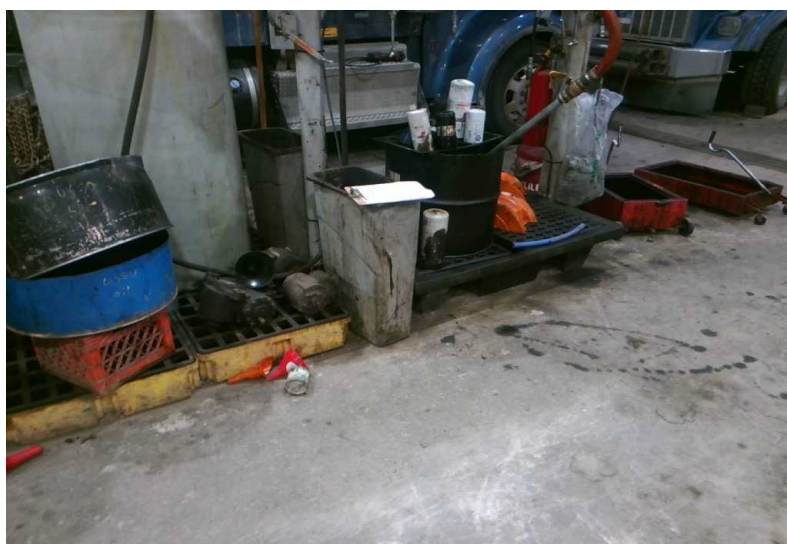
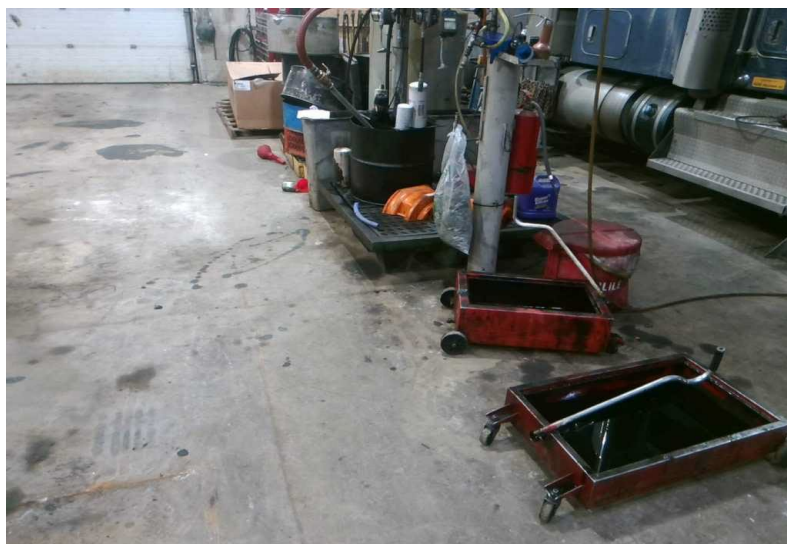
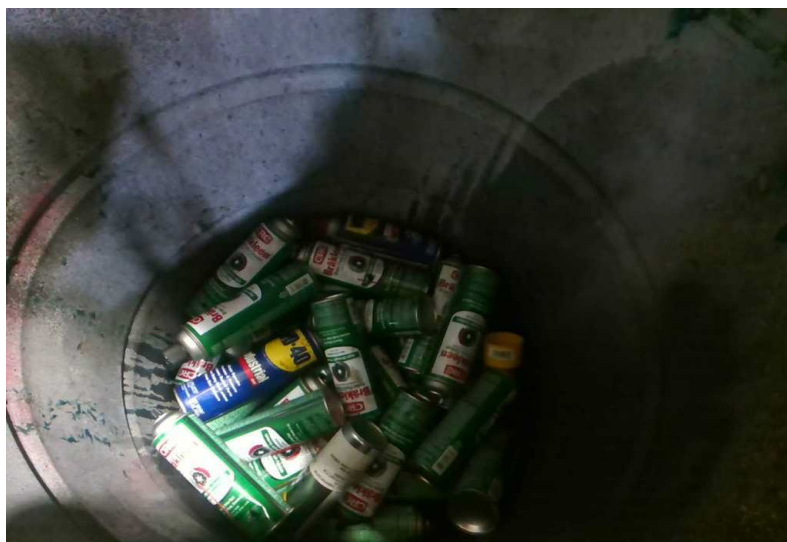
No PII

While in the truck shop, Mr. Quiambao Took me to where the waste aerosol cans are being punctured. At the time of the inspection, there were approximately 30 - 40 punctured aerosol cans in an open 55-gallon container.

According to Mr. Quiambao the waste aerosol cans are being managed in the same way that they are being managed in the trailer shop. The flammable storage cabinets contain the same hazardous materials as the trailer shop too.



[Title]
IMG-20220110120926926690153.jpg
01/10/2022 12:09 PM (AKT)
Jon Jones
Truck Shop/Bay #3
No CBI
No PII
While in the truck shop, Mr. Quiambao Took me to where the waste aerosol cans are being punctured. At the time of the inspection, there were approximately 30 - 40 punctured aerosol cans in an open 55-gallon container.
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[Title]
IMG-202201101217471747896353.jpg
01/10/2022 12:17 PM (AKT)
Jon Jones
Truck Shop/Bay #3
No CBI
No PII
View of the drain pans, half container and spill pallets that are not labeled with the words Used Oil.
[Title]
IMG-202201101218191819907484.jpg
01/10/2022 12:18 PM (AKT)
Jon Jones
Truck Shop/Bay #3
No CBI
No PII
View of the drain pans, half container and spill pallets that are not labeled with the words Used Oil.



[Title]
IMG-2022011012184118411052897.jpg
01/10/2022 12:18 PM (AKT)
Jon Jones
Truck Shop/Bay #3
No CBI
No PII
View of the drain pans, half container and spill pallets that are not labeled with the words Used Oil.



Document Log

Document Type	Document Name	Contains CBI	Contains PII	Uploaded By	Date Received
Records Review	BOL#81017075.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017080.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017086.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017090.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017095.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017098.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017102.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017105 and BOL#81017108.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017107.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81017152.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81084564.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81084574.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81084577.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81192032.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81192041.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81192052.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81192059.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81521507-1.pdf	No	No	Jon Jones	01/31/2022

Inspection Date(s):

01/10/2022 - 01/24/2022

Records Review	BOL#81567643.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81567647.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81633994.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81634006.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81636549.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81636554.pdf	No	No	Jon Jones	01/31/2022
Records Review	BOL#81765614.pdf	No	No	Jon Jones	01/31/2022
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Records Review	Manifest#012598561FLE - SEA000583316.pdf	No	No	Jon Jones	01/31/2022
Records Review	Manifest#012698136FLE - SEA000577395.pdf	No	No	Jon Jones	01/31/2022
Facility Map	Facility Drawing.pdf	No	No	Jon Jones	01/31/2022
Communications	RE_ Small Business Resource Info Sheet and HW Guidebook.pdf	No	No	Jon Jones	01/31/2022
Other - Photos documenting the labeling of used oil storage units.	Stenciled.msg	No	No	Jon Jones	01/31/2022