



NPDES Compliance Inspection Report

Northwest Auto Parts

Anchorage, Alaska

NPDES Tracking Number:

AKR06AA61

Inspection Date: 9/27/2023

Prepared by:

CJ Langlois

U.S. Environmental Protection Agency, Region 10

Enforcement & Compliance Assurance Division

Water Enforcement & Field Branch

Field, Data & Drinking Water Enforcement Section

Inspector Signature/Date:

Langlois, Curmit



Digitally signed by Langlois, Curmit

Date: 2024.02.15 13:49:44 -08'00'

Supervisor Signature/Date:

PETER CONTRERAS



Digitally signed by PETER CONTRERAS

Date: 2024.02.15 14:52:42 -08'00'

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Attachment A – Aerial Image

Attachment B – Photograph Log

[Unless otherwise noted, all details in this inspection report were obtained from conversations with Mr. Nicholas Ossenkop, a review of facility documents, and/or from observations made during the inspection.]

I. Facility Information

Facility Name:	Northwest Auto Parts
Facility Owner/Operator:	Owner – Charles Ossenkop Operator – Kris Ossenkop
Physical Address:	5700 Camelot Dr. Anchorage, Alaska 99504
Mailing Address:	5700 Camelot Dr. Anchorage, Alaska 99504
Lat/Long:	61.2203527° N, 149.7743144° W
Facility Contacts:	Nicholas Ossenkop, Intake Manager Northwest Auto Parts Office: (907) 933-6531 Direct: (907) 929-7412 Email: nicko@northwestautoparts.com Jason Dowell, Operations Manager Northwest Auto Parts Office: (907) 333-6531 Direct: 907-929-7401 Email: jasond@northwestautoparts.com
Permit Number:	#AKR06AA61
SIC Code:	5015 – (Motor Vehicle Parts, Used)
Receiving Water:	Cook Inlet & an MS4 (Municipality of Anchorage)

II. Inspection Information

Inspection Date: September 27, 2023

Inspectors: CJ Langlois
EPA Region 10, ECAD / WEFB / FDDWES
Phone: 206-553-2739

Arrival Time: 1:30 p.m.

Departure Time: 3:15 p.m.

Weather: Mostly Cloudy, 48° F

Purpose: To evaluate compliance with the requirements of the Clean Water Act (CWA) and the National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit, Sector M1, for Stormwater Discharges Associated with Industrial Activity in Alaska.

III. Permit Information

On February 20, 2020, the Alaska Department of Environmental Conservation (DEC) issued the National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity Permit (MSGP) for facilities in the state of the Alaska, general permit #AKR060000. Northwest Auto Parts falls under Sector M (Automobile Salvage Yards) 1 (Covered Stormwater Discharges) of the MSGP. The facility submitted their NOI (Notice of Intent) in time and was approved to discharge on June 16, 2020. The permit became effective on April 1, 2020, and will expire on March 31, 2025.

IV. Enforcement Background

Northwest Auto Parts has received an informal enforcement action by the Alaska Department of Environmental Conservation. This informal enforcement action was issued on January 17, 2020. On December 19, 2019,

the Department of Environmental Conservation conducted an announced on-site inspection of Northwest Auto Parts to determine compliance with the MSGP. A total of four permit violations were identified over the course of the facility inspection and record review:

1. Failure to conduct 2016, 2017 and 2018 Comprehensive Site Inspections
2. Failure to submit 2016, 2018 and 2018 Annual Report
3. Failure to submit MSGP Discharge Monitoring Reports (MDMR) for benchmark sampling results for 2016, 2017, 2018, and 2019
4. Failure to maintain a copy of the 2015 Multi-Sector General Permit

V. Inspection Chronology

This was an unannounced inspection. On September 27, 2023, I arrived at the facility at 1:30 p.m. I walked to the facility's office where I met Nicholas Ossenkop, Intake Manager for Northwest Auto Parts and Jason Dowell, Operations Manager for Northwest Auto Parts. I presented my credentials to Mr. Ossenkop and Mr. Dowell and provided my business card along with a Small Business Administration (SBA) form to them. They both answered all my questions and I was not denied access to any area of the facility. I started off with an opening conference explaining the scope of the inspection. The inspection at the site lasted until approximately 3:15 p.m.

VI. Opening Conference

I began the inspection with a brief opening conference in the facility's office, with Mr. Ossenkop and Mr. Dowell, and explained the scope of the inspection. I handed over an SBA (Small Business Administration) form, a business card, and commenced a file review.

Northwest Auto Parts is located on the east side of Anchorage, Alaska, and has been in operation since 1955. The facility employed 24 individuals at the time of the inspection and typical working hours are from 8 a.m. through 6 p.m., Monday through Friday. There are a number of small lakes and ponds in the area, but the main body of water that the facility discharges to, via the MS4 (Municipality of Anchorage), is Cook Inlet (where Cook Inlet meets the Knik Arm body of water). Cook Inlet is approximately 4 miles to the east/northeast

of Northwest Auto Parts. The site is located on approximately 8 acres of land of which 4.7 acres are exposed to stormwater.

Northwest Auto Parts purchases wrecked automobiles and then recycles these parts for wholesale and retail customers. Their facility operations include dismantling, cleaning, storing, crushing, and cleaning auto parts. They also recycle gas, diesel, oils, batteries, tires, and refrigerants. Automobiles received by Northwest Auto Parts are drained of fluids shortly after delivery. This process is done inside of a covered garage. There is an oily water separator (OWS) that collects mixed fluids, in case of spillage, via a trench drain in the garage floor. The OWS is serviced weekly. Collected used oil is often recycled and used in a furnace. Gasoline is also collected and reused in various shop machines and vehicles.

The site grounds consist mainly of paved surfaces and areas of gravel. There is only one outfall located towards the southwestern corner of the facility and the entire surface is graded to discharge stormwater runoff at that one point.

VII. Laboratory Inspection

Northwest Auto Parts utilized ARS Aleut Analytical in Anchorage, Alaska. Since the facility has stayed within the benchmarks for each parameter for four different monitoring periods, they are no longer required to monitor their stormwater for this permit term. Samples were analyzed for aluminum, iron, lead, and total suspended solids (TSS). The “lead, total recoverable” benchmark is based on a saltwater value. Samples were collected within the first 30 minutes of discharge. The facility has been meeting the benchmarks for sector M but there are a total of 8 non-receipt violations for failing to submit DMRs (discharge monitoring reports) on time.

DMR Non-Receipt Violations												
Violation Code	Monitoring Period End Date	DMR Due Date	Limit Set	Parameter	Mon. Loc.	Seas. ID	DMR Value	NODI Code	RNC Det. Code/ RNC Det. Date	RNC Res. Code/ RNC Res. Date	DMR Val. Rec Date	
D90	03/31/2023	04/15/2023	001-A	00530 - Solids, total suspended	O	1	C3		K 05/16/2023	1 05/16/2023		
D90	03/31/2023	04/15/2023	001-A	00980 - Iron, total recoverable	O	1	C3		K 05/16/2023	1 05/16/2023		
D90	03/31/2023	04/15/2023	001-A	01104 - Aluminum, total recoverable	O	1	C3		K 05/16/2023	1 05/16/2023		
D90	03/31/2023	04/15/2023	001-A	01114 - Lead, total recoverable	O	1	C3		K 05/16/2023	1 05/16/2023		
D90	12/31/2022	01/15/2023	001-A	00530 - Solids, total suspended	O	1	C3		K 02/15/2023	1 02/15/2023		
D90	12/31/2022	01/15/2023	001-A	00980 - Iron, total recoverable	O	1	C3		K 02/15/2023	1 02/15/2023		
D90	12/31/2022	01/15/2023	001-A	01104 - Aluminum, total recoverable	O	1	C3		K 02/15/2023	1 02/15/2023		

Figure 1 - ICIS (Integrated Compliance Information System) Violations Report

VIII. Site Review

Mr. Ossenkop and Mr. Dowell led me on a tour of the facility. An aerial image appears in **Attachment A** and a photograph log appears in **Attachment B**.

Northwest Auto Parts consists of three large buildings, several smaller buildings/structures, and a large storage area for stripped automobiles (**Photos 1 & 2**). There are also various car parts and other metal items (**Photo 3**) stored on the facility grounds as well. The dismantled and stripped automobile storage lot appears to be free from any obvious petroleum or hazardous materials spillage. Oil booms are installed at the OWS, at various strategic points mid-property, and at the stormwater collection point. Fluids are properly labeled and recycled fluids, such as petroleum-based products and refrigerants, are stored inside of their shop. Spill kits are located throughout their shop. Used batteries are also stored inside the shop. Waste materials are properly labeled and stored. There are two designated cleaning areas that utilize bioremediation in their OWS. Personnel are informed/trained to report any fluid leaks to management.

Dust and erosion are not a concern at this site due to the mostly paved surface and flat ground. Due to the extreme cold temperatures during the winter, quarterly inspections are done during the spring melt and 2 other times when there is a wet weather event. These inspections are conducted by Mr. Nicholas Ossenkop.

IX. File Review

I reviewed the following records:

- Quarterly Visual Assessments – 2023
- Employee Training Logs
- Stormwater Pollution Prevention Plan (SWPPP) – 3/31/2020
- Notice of Intent (NOI) – 6/12/2020
- DMR – June 2023

X. Areas of Concern

1) Reporting and Recordkeeping

Section 9.1 of the permit states that “All monitoring data collected pursuant to Parts 7.2 must be submitted to DEC using the NetDMR system (Part 9.8.1 E-Reporting Rule for DMR (Phase I)) (unless a waiver from electronic reporting has been granted, in which case you may submit a paper DMR form) no later than the 15th day of the following month after the permittee has received the complete laboratory results for all monitored outfalls for the reporting period. If a waiver from electronic reporting has been granted, paper reporting forms (DMR as provided in Appendix F) must be submitted by the deadline to the appropriate address identified in Part 9.6. For benchmark monitoring, note that the permittee is required to submit sampling results to DEC no later than the 15th day of the following month after receiving all laboratory results for each quarter that are required to collect benchmark samples, in accordance with Part 7.2.1.2. If a permittee collects multiple samples in a single quarter (e.g., due to adverse weather conditions, climates with irregular storm water runoff, or areas subject to snow), they are required to submit all sampling results to DEC no later than the 15th day of the following month after receiving all the laboratory results. If no discharge occurs during the benchmark monitoring period, the permittee must still report no discharge for this monitoring period.”

There are a total of 8 non-receipt violations in 2023 (Figure 1) for failing to report TSS, iron, aluminum, and lead. The permit requires that the benchmarks for those parameters be reported by the 15th day of the following month.

2) Annual Report

Section 9.2 of the permit states that “A permittee must submit an annual report to DEC that includes the findings from their Part 6.3 comprehensive site inspection and any corrective action documentation as required in Part 8.4. If corrective action is not yet completed at the time of submission of this annual report, the permittee must describe the status of any outstanding corrective action(s). In addition to the information required in Parts 8.4 (Corrective Action Report) and 6.3.2 (Comprehensive Site Inspection Documentation), the permittee must include the following information with their annual report....” “By February 15th of the year following the reporting year, the permittee must submit the annual report to DEC....”

The annual report for 2023 has not been properly submitted on time. The report ultimately was submitted on June 2, 2023.

3) Single Event Violations (state)

The Alaska Department of Environmental Conservation has identified four violations in 2019 and 2020. Please see Figure 2.

Single Event Violations						
Violation Code	Single Event Start Date	Single Event End Date	Agency type	Violation Description/ Comments	RNC Det. Code/ RNC Det. Date	RNC Res. Code/ RNC Res. Date
B0N12	12/19/2019	02/24/2020	State	WW Storm Water Non-Construction - Failure to Conduct Inspections Comment:		
B0N17	12/19/2019	02/24/2020	State	WW Storm Water Non-Construction - Failure to develop any or adequate SWPPP/SWMP Comment:		
E0012	12/19/2019	02/06/2020	State	Reporting Violations - Failure to Submit DMRs Comment:		
E0016	12/19/2019	02/06/2020	State	Reporting Violations - Failure to submit required report (non-DMR non-pretreatment) Comment:		

Figure 2 - Single Event Violations - ICIS

XI. Closing Conference

A closing conference was held with Mr. Ossenkop and Mr. Dowell on the afternoon of September 27, 2023. I stated that no obvious areas of concern were identified over the course of the inspection and gave a brief overview of the post-inspection process. I thanked them for their time and assistance.

Attachment A

Aerial Image

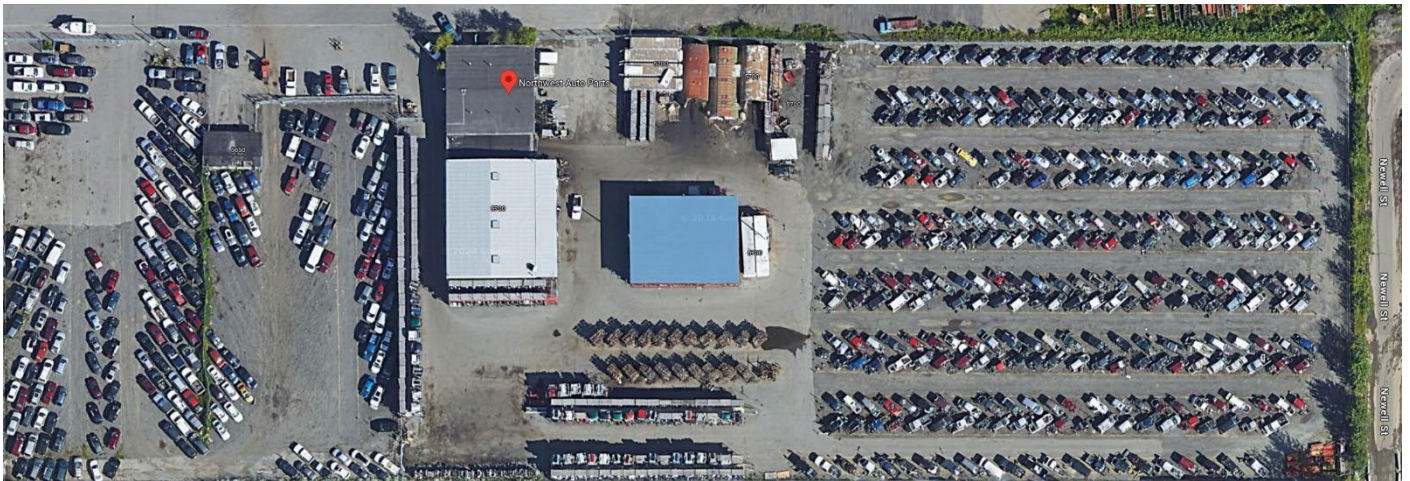


Figure 3 – Aerial image taken from Google Maps

Attachment B

Photo Log

(Photographs were taken by CJ Langlois on September 27, 2023, with an Olympus Tough TG-6.)



Photo 1 - Dismantled/stripped auto storage area



Photo 2 - Dismantled/stripped auto storage area



Photo 3 - Auto parts & metals storage