

Friends of the Estuary (FOTE) Final Report

Attached are the final reports submitted by the Council on the Environment of New York City (CENYC), the New York Academy of Sciences (NYAS), the Association of New Jersey Environmental Commissions (ANJEC) and Future City Inc (FCI). The New York City Soil and Water Conservation District (NYCSWCD) was initially a partner but removed itself from FOTE some time ago.

Included in this writeup is a final report summary for the Council on the Environment of New York City and a narrative integrating the conclusions of the FOTE members which include a statement describing possible future activity.

CENYC Final Report

CENYC accomplished the following tasks.

- Reviewed our evaluation plan and the evaluation forms we used with the students in our program, upon completion of our project related work.
- Reviewed surveys for auto repair shops that were prepared by our project partners to determine suitability for student use.
- Gathered educational materials and prepared and selected established lesson plans for high school students;
- Developed new lesson plans and shared them with project partners;
- Trained students to participate in the Estuary live webcast; participating youth received a background in estuaries which helped prepare them for their project work;
- Studied estuarine issues so as to be more able to educate youth.
- Gave lessons to two classes (one Advanced Marine Biology class and one other science class). Lessons were:

What is an Estuary? Definition. Importance of, specifics of Jamaica Bay (Note: students had already participated in Estuary Live on J. Bay).

Sewage treatment/C.S.O. Explanation of treatment process/ Definition of CSO. Importance of water conservation/ no littering

Non-point Pollution – Explanation of. Played *Fish Kill at Gerritsen Creek* game.

Used Motor Oil. How it's a problem. Used images of oil spill to demonstrate oil effect on environment. Provided stats from FOTE report in support.

Prepared students to do survey for businesses:

Students practiced that survey by giving each other the survey. One would ask the questions and take down the answers; the other played the role of the establishment manager, clerk, or proprietor.

- Students looked at a map of the area to plan out a strategy for visiting all the locations.
- Implemented the survey: Results were included in our second intern report.
- Conducted an educational session with students from Bronx Regional High School. Two students were recruited from a group of ten to participate, along with their teacher and the CENYC ee director, in a field trip to distribute the FOTE brochure on proper disposal of used motor oil to "do-it your selfers" (DIY's).
- Two major retail stores in the South Bronx were visited- Autozone agreed to make the brochures available to their customers while R&S Strauss asked that we call to obtain permission from the store manager. They eventually agreed to distribute brochures.
- Our group also gave brochures to two auto specialty stores on Southern Blvd. - Auto Light and Auto Sound Car Stereo. Both agreed to distribute brochures. These establishments represented a class of businesses that are not large retail outlets or auto body type stores, but sell auto related equipment to an audience that may be receptive to the message in the FOTE brochure.
- We have attached a distribution chart outlining the outreach of the FOTE brochure both in June 2007 and July 2007. All the stores outreached to were cooperative with the exception of Home Depot. We received the approval of the Home Depot home office to distribute the brochures but the local store in the Bronx was very difficult to communicate with. They ultimately wouldn't take responsibility for distributing the brochures even though the students went to the store with the brochures, after securing an agreement from the store personnel to distribute them.

While the stores listed on the chart distributed the brochures it was very difficult to assess whether consumer behavior with respect to Used Motor Oil (UMO) disposal was affected. This can be corrected by improving the education, distribution and follow-up model, as discussed below.

FOTE/UMO/DIY Brochure Distribution in South and Central Bronx

<u>Retail Outlet</u>	<u>Date</u>	<u>Response/ Number of Brochures Taken</u>	<u>Sell Motor Oil</u>	<u>Sell Other Auto Products</u>	<u>Recycle</u>	<u>Follow up</u>
#1	6/7/07	60 English, 60 Spanish	Y	Y	Y	Distributed 120-60 English, 60 Spanish.
	7/10/07	75 English, 50 Spanish (Cash Register)	Y	Y	Y	
#2	6/7/07	50 English, 50 Spanish (cash Register)	X	Y	X	
#3	6/7/07	90 English, 90 Spanish (Cash Register)	X	Y	X	
#4	7/10/07	40 English, 50 Spanish (Hand out personally)	Y	Y	Y	
#5	7/10/07	105 English, 105 Spanish (Customer service desk and cash register)	Y	Y	?	
#6	7/10/07	75 English, 50 Spanish (Information rack for materials)	Y	Y	Y	
#7	7/10/07	110 English, 110 Spanish (Central info desk)	Y	Y	Y	
#8	7/12/07	110 English, 65 Spanish	Y	Y	Y	
#9	7/12/07	50 English, 20 Spanish	?	Y	?	
#10	7/10/07	45 English, 30 Spanish	Y	Y	Y	
Totals	10 stores- 6 major retail Stores from 5 chains and 4 smaller specialty stores	800 English <u>680 Spanish</u> 1,480 Overall	7 Sell 3 not sure	10 Sell	6 Recycle 2 Don't 2 Not Sure	

Overall FOTE Analysis

The FOTE projects were intended to motivate owners, operators, and employees of relevant small businesses, owners, managers, employees, and customers of retail stores, recycling or transporting companies of Used Motor Oil (UMO), and networks of citizens including high school and college students, citizen volunteers and municipal environmental commissions, to properly dispose of or to educate others to properly dispose of UMO.

During this process it became clear to FOTE members that a truly comprehensive effort aimed at the retail stores in the NY/NJ region would be the best way to educate the driving public, especially do-it-yourselfers (DIY's), about the proper management of UMO.

While the smaller businesses, e.g., auto body shops, were difficult to access and/or communicate with during the aforementioned FOTE projects, the retail outlets were comparatively open and cooperative. It also became apparent that most of the smaller businesses either comply with the current UMO recycling rules or are difficult to monitor if they don't. Many more citizens visit the retail outlets including people who might not know about the availability of motor oil recycling facilities at these outlets or at the smaller shops, or who might not properly handle their UMO while trying to recycle it.

High school students from CENYC's environmental education program were able to distribute 1,500 copies of the FOTE UMO brochure to six major retail stores in the south and central Bronx and four smaller outlets.

Store managers were responsive to meeting with students and listening to their brief talk on the importance of proper UMO disposal and the need to disseminate information to customers. When central corporate offices had to be notified, corporate employees gave permission for the contact and outreach process to proceed.

The FOTE UMO brochures were placed in central locations that were easily accessible and visible to customers. These stores attracted a wide spectrum of the driving public. A low budget and concomitant small staff made implementation of a wider outreach impossible during this phase.

The experience of FOTE members Future City Inc. (FCI) and the Association of New Jersey Environmental Commissions (ANJEC) also supports the strategy of outreaching to major retail outlets in New Jersey. FCI was able to successfully communicate with smaller auto body shops and ANJEC with municipal environmental networks but the retail chains represent the largest outreach potential.

A campaign aimed at the large retail chains would involve contacting the regional or national corporate office of each retail chain in the estuary area and holding meetings and workshops with all relevant staff at the local level to prepare them to disseminate the FOTE UMO brochures to the public. An evaluation and monitoring component to assess whether the

information was being handed out and whether consumers were practicing proper disposal behavior would have to be developed. An accompanying PSA and actual workshops for some store customers could also be part of this effort.

We believe such a project would interest hundreds and perhaps thousand of motorists in this issue and convince them to follow UMO recycling laws.



NY-NJ HARBOR ESTUARY PROGRAM

Stewardship Program

PROJECT TITLE: FRIENDS OF THE ESTUARY

FINAL REPORT

LISTS OF TASKS COMPLETED BY NYAS

➤ **UNTIL SEPTEMBER 30TH 2006**

- Surveys:
 - Developed three surveys for
 - Auto body shops
 - Retail stores
 - Do it yourself (DIY)

[TASK COMPLETED BY NYAS – Reviewed & Translated into Spanish by FCI]
- Brochure:
 - Prepared drafts of two brochures – one for auto body shops, and one for DIY explaining Friends of the Estuary Program (ANJEC, NYCSWCD, FCI, & NYAS) – first draft sent for review in August.
- Identifying businesses for outreach:
 - Coordinated information sent by partners and developed list of auto body shops in targeted areas n Newark and in Elizabeth)./ Late August.
 - Prepared list of retail stores and service stations that sell motor oil and can accept used motor oil, based on information sent by FCI and ANJEC. Mid August.
- Contacted 10-12 recycling companies by phone to set recycling network for different auto-body shops that generate used motor oil, and for retail stores pick-up.
 - Conducted a survey with these recycling companies, requesting key information (e.g., their routes, whether service is for free, etc). We found out that there is at least one company that is willing to pay the auto-shops for their oil and provide storage tanks, provided they can guarantee a certain volume.
- Evaluation plan/ contract:
 - Reviewed logic model and started listing all the “evaluation” measures we discussed along with new ones (all partners)
 - Letter to Suzie King to update contract

➤ **FROM SEPTEMBER 30TH 2006 THROUGH DECEMBER 31ST, 2006**

Report summary:

This quarter we revised the brochures so that used motor oil collection/drop off information was tailored to each community. This required us to reach out to additional used motor oil collection companies. While trying to locate a list of collection companies, it became apparent that a comprehensive list of collection companies is not available. We had to do our own research to contact companies servicing our area. A complete list of collection companies might be helpful to the auto shop industry. In addition, two versions of the brochures were translated into Spanish.

We also researched local companies/facilities at which DIYs can drop off their oil. We discovered that there is not a comprehensive list of these types of locations either (except for hazardous waste collection facilities). This may be due to the law that requires all facilities selling more than 500 gallons of oil per year to collect used motor oil from DIYs and the potentially large number of locations at which the used oil can be dropped. However, I'm not certain DIYs know this.

During this second period, we revised the questions in the surveys after hearing the responses to the surveys conducted by FCI. One example of the changes we made was the question about recycling used motor oil. When asking shops if they recycled their oil, it seemed more effective to ask where they stored their oil than if they recycled.

We received preliminary results from the surveys conducted by the students in Far Rockaway and the community group in the Bronx. We will meet again as a group to discuss what these results mean to the project.

Tasks Completed during this quarter:

- Surveys:
 - Revised retail store survey.
 - Provided comments and additional questions for the auto shop survey created by NYCSWCD.
- Brochure:
 - Revised drafts of two brochures – one for auto body shops, and one for DIY explaining Friends of the Estuary Program (ANJEC, NYCSWCD, FCI, & NYAS).
 - Tailored brochures to target areas (Bronx and Far Rockaway), including information on local used motor oil collection locations and used motor oil collectors that service the targeted area.
 - Translated two brochures into Spanish.
- Coordination
 - Coordinated 3 meetings (November, December, and January) as well as sharing of information.

- Contacted 3-4 additional recycling companies by phone to set recycling network for different auto-body shops that generate used motor oil, and for retail stores pick-up (contact 10-12 recycling companies last quarter)
 - Conducted a survey with these recycling companies, requesting key information (e.g., their routes, whether service is for free, etc). We found out that there is at least one company that is willing to pay the auto-shops for their oil and provide storage tanks, provided they can guarantee a certain volume.

➤ **FROM JANUARY 1ST, 2007 THROUGH MARCH 31ST, 2007**

Summary:

This winter quarter our activities included 1) contacting a few retail stores as follow up on work conducted by CENYC in Queens, NY, 2) coordinating with partners on various actions, as well as 3) organizing the work for the spring and summer,

After outreach by one of our partners (CENYC) and Beach Channel High School youth we received the survey and a list of the retail stores and body shops that they contacted during visits to Rockaway, Queen along Jamaica Bay. From the survey we were able to identify a few stores that sell motor oil but do not accept used motor oil from customers. Since the list of stores did not have complete contact information (e.g., some phone numbers missing), we spent some hours locating such contact information. We inquired whether they would agree to set recycling services for used motor oil and about impediments in doing so. It turns out that recycling companies can provide the barrels for collecting the oil. We contacted the used motor oil recycling company and one of them is going to visit the area. In addition, we printed brochures to send to one retail store, for distribution to their “do-it-yourself” (DIY’s) customers. The brochures inform DIY’s about how they can properly manage their used motor oil.

Our work coordinating with partners took a few hours per month, and included writing and distributing the summary of the meetings to all partners. This period, one of our partners decided to retire from the group, and this took additional coordinating to discuss how the work will proceed

➤ **FROM APRIL 1ST TO JUNE 30TH, 2007**

Summary:

This spring quarter our activities for this grant have been limited, in part because we needed to wait until other partners completed their tasks. Some of the tasks that we are responsible for in the original proposal are contingent on the results of the outreach that the other groups do. Because there was a shift in their schedule, our planned tasks this past quarter became a little difficult to complete.

The work for this quarter includes:

- 1) Re-formatting and providing brochures that were adapted with local information, to be distributed by our partner CENYC in their outreach work in the South Bronx.
- 2) Coordinating with various FOTE partners. This includes working with:

2.a) Mike Zamm (CENYC) to ensure that the information gathered by his group will allow us to conduct follow-up outreach to the retail stores that they have contacted in the South Bronx.

2.b) It also includes coordinating with Michelle McBean from Future City, on the outreach work that they will be conducting for us in Elizabeth, NJ this quarter. After one of our partners decided to retire from the group last quarter, we allocated our share for this outreach through Future City.

Our work coordinating with partners took a few hours per month, and included writing and distributing the summary of the meetings to all partners.

➤ **FROM JULY 1ST TO SEPTEMBER 30TH, 2007**

Summary:

During the summer our activities for this grant have been limited to generating materials that were used for public outreach and to coordinating an evaluation meeting for all partners. During this evaluation meeting it was agreed that NYAS tasks for this grant have now been completed. In December 2007, we will be sending our final report to Michael Zamm from CENYC. He will compile the reports from all the partners and send them to NEIWPC by February, 2008, when the evaluation report is due.

The work for this quarter includes:

- 3) Printing brochures to be distributed by our partner Future City Inc in their outreach work in Elizabeth, NJ.
- 4) Organizing a meeting with all FOTE partners to coordinate the group evaluation. : Our work coordinating with partners took a few hours, and included conferencing two partners, hosting the meeting at NYAS and writing a summary of the meeting.

Future City Inc.

F.O.T.E Quarterly Report 1 October 2007 – 15 December 2007 (See Cumulative behind)

Narrative describing work to date

The FCI staff through our Elizabeth River / Arthur Kill Watershed Association has continued to work with our EK/AK Watershed School Consortia providing information and resources regarding BMP's.

There was an aggressive educational outreach for DIY's and Auto Body Shops (see below)

Completed outputs

Tasks:

- Continued to plan and implement Environmental Education for schools in fall 2007.
 - Provided teachers with training, education, and resources in BMP's ,estuary and storm drain markers
 - Created BMP /Clean Water theme for Einstein School NASA 2007
- You Tube P.S.A are targeting residents in English/Spanish-on going.
- Cablevision P.S.A targeting DIY and auto shop regarding disposal of motor oil is running in English/Spanish.
- Rolling ads as PSA on cablevision community bulletin board.
- Developed and distributed outreach flyers in English/Spanish.
- Distributed October, November and December to 11 community locations informational flyers re DIY, at home Best Management Practices.
- Planned late fall outreach.
- Planned 4 waterfront educational outreach including Marina's- regarding car and boat oil disposal Weehawken, Elizabeth, Carteret and Perth Amboy with contact with boaters. Could not visit. We will do so in Spring 2008
- Reviewed Auto body shops and surveyed them.
- Identify and maps new moved auto body shops.

Future City Inc.

Problems encountered, resolved

- We continue to devote a lot of time identifying functioning businesses that will speak with us. Unlike last year most would not be on video tapes or take pictures. They are afraid. We have continued learning much from the project start up. Since developing the July 2007 auto body shop list- some businesses have changed names, phone numbers, and/ or addresses or simply closed. Our spring 2008 follow-up will be important because we have been able to document the changes.
- We have continued to get in the car and do a windshield survey of the entire city. There are more of at home auto shops in back yards.
- Given some of the areas the businesses are located we consider security, especially in the early evenings. The staff goes in threesomes or pairs and carries cell phones.
- The storm drain markers that abut the targeted auto body's shops continue to provide a visual reminder of BMP's. There were additional storm drain markers installed.
- We repeated simple surveys questioners of Auto body shops previously visited. The apprehensive and briskness of some of the workers comes from the immigrant fears that permeate the region. All were polite and happy to receive flyers to give customers, when it comes time to answer 2 simple questions they got nervous. All stated the materials were welcomed and useful –want more in Spanish regarding future resources needed- All felt dropping by, giving flyers helped and want the information continued.
- We were able to prepare to visit the 4 waterfront marinas. In all cases when we called asking what the fall operation hours were, we got no answer, recording or no name voice. The staff in the Elizabeth Marina told us to come back in May “but wait until it's hot”.

The markers are well received locally. We plan to continue placing some markers where the new auto body shops are located.

The cable T.V PSA's are a reinforcing message re DIY motor oil and cooking. The message denotes and validates an emerging community standard.

Future plans if we receive funding for 2008

Continue to communicate and work with F.O.T.E partners – very important

Continue to educate and be a resource for our school consortia

Plan for future contact with targeted auto bodies shops and marinas.

Plan, conduct Weekend information and educational events.

Plan, conduct public event vendor education regarding cooking oil disposal.

Public education along the waterfront regarding motor oil disposal.

FCI total of project completed-100% Note attached cumulative final report.

Future City Inc.

Cumulative Report-FOTE

Distributions to local community centers.

Months – 18

Amount of flyers distributed – 200 monthly, 36,000 total

Cablevision TV PSA on months May- December 2007 in Northern, Central NJ

Rolling community service PSA's on cable television

Month – 18 months with 30,000 local viewers.

Placed ad in IACO in Spanish for April 2007 magazine

3 You Tube PSA's

Outreach to event vendors, City Hall and event planner for public events

Educational Event Outreach Weekends Targeting Latino Residents in Region

2 Memorial Day – over 25,000 attend each weekend

2 Labor Day – over 25,000 attend each weekend

Distributed over 200,000 brochures and flyers in Spanish and English

Marina educational outreach

4 – N. Jersey locations

School Consortia

2 Earth Day – 180 students each event

2 Estuary Day – 250 students each event

FOTE presentation

Teacher resource material

School poster contest-7 posters

NASA- Enviroscape workshop (2)

Storm drain number program

Auto Body Shop Outreach

Surveyed 37 shops

Repeated visits to auto body shops

Ongoing site monitoring

Installation of storm drain markers in the vicinity of auto body shops

**Note attached pictures and flyers

Final Report to
NEIWPPC
Friends of the Estuary (FOTE) Project
Association of New Jersey Environmental Commissions (ANJEC)

During the grant period June 1, 2006 to February 29, 2008, ANJEC met with FOTE partners to develop an educational program on used oil recycling. This included a survey of service stations, brochures and an educational presentation. Over the course of the grant, ANJEC made several modifications to the project as a result of the survey and the input from FOTE partners.

Survey of auto service stations

ANJEC staff developed a list of auto shops and service stations to survey in Newark. We prepared a draft of the BMP checklist for the target audience of patrons of auto shops and service stations. We reviewed our FOTE project partners' brochure and survey for auto repair shops and adapted them for ANJEC use in a pilot project in Newark.

On January 4, 2007 ANJEC did a pilot survey of 11 auto service stations in the Ironbound section of Newark and learned several things as a result. Of the 11 completed surveys, we threw out two auto collision shops, because they said that they do not change motor oil. If any motor oil needed to be disposed they took it to a nearby service station that collected it.

All the remaining respondents said that they collected used motor oil, either in barrels, drums or tanks. Most said that they accept motor oil from the public, but all said few or no one brought it in. Most did not want to learn more about regulations. A few wanted to participate in an environmental stewardship program with one urging the info be printed in several languages.

Most people we surveyed were hesitant to talk to us. Even though we identified ourselves as from a nonprofit environmental group, the majority were leery about giving any impression that they did not obey the regulations. (See survey results attached.)

Educational brochures and materials

While developing and administering the survey, ANJEC had been working on a brochure, revising the version developed by the FOTE partners so that we could meet the needs of a New Jersey audience.

However, as a result of the survey, ANJEC revised the focus of its education to address "do-it-yourselfers (DIY)" rather than on service stations. ANJEC developed a template of a brochure for placement in auto supply stores where "do it yourselfers" would buy motor oil. It explains the need and requirements for recycling of used motor oil. We emailed a copy of this template to environmental commissioners in the Harbor Estuary Area.

ANJEC also revised its educational program for municipal environmental commissioners based on the results of the survey, so the focus became training commissions on how to educate residents of their towns on recycling waste oil and stormwater management.

In July 2007, ANJEC mailed stormwater information to the 27 Environmental Commission Chairmen in the New Jersey Harbor Estuary watershed. We sent copies of the FOTE brochure adapted for New Jersey, and we offered to send the commission an electronic copy that could be tailored for their communities. We also sent ANJEC's Stormwater CD, updated to include guidance from the NJ Department of Environmental Protection and other helpful information. It also includes

- Two full presentations (more than 90 Power Point slides) on stormwater management for developed and developing communities;
- Sample fliers and background information to help municipalities and others conduct educational programs; and
- A model Stormwater Management Plan.

ANJEC posted the Friends of the Estuary information on its website.

Educational presentation

As a third component of the grant, ANJEC organized, publicized and held a stormwater presentation for environmental commissioners and residents of Newark and neighboring communities. We held the presentation in the Ironbound section of Newark on Monday evening, May 21, 2007 from 6:00 pm to 9:00 pm. We sent brochures and email alerts to invite area residents as well as members of environmental commissions in the New Jersey Harbor Estuary area. The presentations included:

- Welcome: Ana Baptista, *The Ironbound Community Corporation*
- Stormwater Management, Used Oil Recycling: Abigail Fair, *Association of New Jersey Environmental Commissions*
- Current Roadblocks to Implementation: Captain Bill Sheehan, *The Hackensack Riverkeeper*
- Local Solutions: The Importance of a Green Infrastructure: Kevin Moore, *Weequahic Park Association*
- Models in Municipal Leadership: Betsy McDonald, *NY/NJ Baykeeper*

Over 20 people attended the workshop, representing residents of the Ironbound and local environmental commissions.

Grant Amendment

On October 2, 2007, ANJEC sent a grant amendment request for the FOTE partners under the Harbor Estuary Grant program. ANJEC requested transferring the printing money in our budget to Future City, Inc. for stormwater education work. This grant amendment was approved.



ASSOCIATION OF NEW JERSEY ENVIRONMENTAL COMMISSIONS

BUSINESS-ENVIRONMENTAL STEWARDSHIP SURVEY

for the Automotive Industry in Newark, NJ

1. What type of automotive work does your business primarily do? (Circle or write in all that apply)

Mechanical Repair

Collision Repair

Other: _____

2. How many oil changes do you do on a weekly basis?

less than 1

between 2 and 10

more than 10 -

3. Do you sell bottled motor oil to the general public?

Yes No

4. How and where do you store used oil? Tanks, Drums, Barrels

5. Do you accept used motor oil from the general public?

Yes No

6. Do you do any of the following? If not, would you like to learn? (Circle all that apply)

Re-use Solvents as long as possible before replacing them.	Yes No	I'd like to learn
Use dry cleaning methods for shop floors whenever possible	Yes No	I'd like to learn
Recycle used motor oil through a recycling service	Yes No	I'd like to learn
Have a comprehensive emergency spill management plan	Yes No	I'd like to learn
Clean and degrease parts in contained areas with sealed floors	Yes No	I'd like to learn

7. Do you want to learn about environmental regulations

(to avoid fines)? Yes No

8. Do you think participating in an environmental stewardship program could improve your business's image?

Yes No

9. What is your position?

Owner

Manager

Employee

Other _____

10. If you would like to participate in our program, please write your contact information here:

P.O. BOX 157 MENDHAM, NJ 07946
TELEPHONE: ~~973-539-7547~~ FACSIMILE: 973-539-7713 EMAIL: Info@anjec.org WEBSITE: www.anjec.org
printed on 100% post consumer waste 100% chlorine free

*Friends of the Estuary:
Final Project Report for the Auto Repair Business Sector*



NEW YORK CITY SOIL AND WATER CONSERVATION DISTRICT

Introduction

New York City Soil and Water Conservation District (NYCSWCD) along with four regional partners, Council on the Environment, New York Academy of Sciences, Future City Inc., and Association of New Jersey Environmental Committees collaborated on the Friends of the Estuary (FOTE) project. The goal of this project is to encourage small automotive businesses in the region to adopt best management practices to reduce pollution.

The role within the FOTE project of NYCSWCD was to develop a program to encourage automotive service shops to go beyond compliance obligations, by adopting water quality oriented Best Management Practices (BMPs) and effectively enlisting them as "Friends of the Estuary."

NYCSWCD prepared and mailed out an introductory letter and survey to 94 businesses in the Hunts Point neighborhood of the Bronx. Two weeks following the mailing, NYCSWCD and Sustainable South Bronx (SSBX) staff went into the field to collect the survey results. During this field work, interviewers, when possible engaged shop owners and managers more in conversation to gather information regarding the current understanding, use, and willingness of the auto repair shops to adopt Best Management Practices (BMPs). The conversations were an effort to gauge the understanding of non-point source pollution, the auto repair shop's impact on the local community, and to obtain information that would help in the design of a training program for auto shop owners and staff.

In total, 26 surveys were collected. In some instances, NYCSWCD and SSBX surveyors were able to engage shop owners in discussions about BMPs, training program ideas, and current regulations pertaining to the industry. The remaining perspective interlocutors were unavailable, no longer located in Hunts Point, outside the scope of the project, or refused to cooperate.

The findings of this project indicate that the efforts of the "Friends of the Estuary" project partners seem to be premature. Shops appear to be struggling with understanding their compliance requirements. At the same time, unfair enforcement that targets the most visible (and most compliant) shops while ignoring less visible (and least compliant) shops is ongoing. As a result, most shop owners and managers are only interested in any program materials that would help clarify their legal obligations.

Methods

New York City Department of Environmental Protection (NYCDEP) furnished a list, naming all registered automotive shops holding permits in New York City; 94 of which were located in Hunts Point. The District mailed each of these Hunts Point shops a letter explaining the intent of the survey (in English & Spanish), with the 7 question survey (in English & Spanish), and postage-paid envelopes to return completed surveys (Appendix I). Eight responses were returned.

Following the mailing, NYCSWCD and SSBX staff conducted field work to collect the results of the survey and to ask more in depth questions to help them design an Automotive Business Stewardship Program.

Field researchers mapped each shop location. They walked door to door visiting shops, and asked to speak with shop managers or owners. If the manager or owner was available to speak, NYCSWCD staff collected the completed survey, or if possible, asked the survey questions at that time. SSBX provided Spanish/English translation as necessary.

After survey questions were answered, NYCSWCD and SSBX staff took the opportunity of their visits to learn more from interlocutors, asking their opinions on the challenges and opportunities of an automotive business/environmental stewardship program.

Results

NYCSWCD & SSBX staff succeeded in collecting 26 surveys and discussed the potential stewardship program with numerous interlocutors. The remaining perspective interlocutors refused to cooperate, were unavailable, were no longer located in Hunts Point, or fell outside survey criteria.

1. 26 survey responses were collected
2. 3 of the businesses interviewed were not on the NYCDEP list.
3. 20 businesses refused or were unavailable
4. 26 businesses fell outside of our criteria (dismantlers, used parts dealers, etc.)
5. 21 businesses were never found or no longer exist

Survey Results

1) What type of automotive work does your business primarily do?
Mechanical (21); Collision;(4); Other (1)

2) How many oil changes do you do on a weekly basis?
1 or less (8); 2-10 (13); 10+ (3)

3) How and where do you store used oil?
All of the oil is stored in tanks, mostly 250 gallon metal tanks, some shops use 500 gallon tanks and some use 50 gallon plastic drums.

4) Do you do any of the following? If not, would you like to learn? (LM stands for "learn more")

BMP Category	No	Yes	N/A	LM
Re-use solvents as long as possible before replacing them	7	7	12	
Use dry cleaning methods for shop floors whenever possible	8	10	5	1
Recycle used petroleum-based fluids through a recycling service	5	16	5	
Have a comprehensive emergency skill management plan	14	1	10	2
Clean and degrease parts in contained areas with sealed floors	6	10	10	

5) Do you want to learn about environmental regulations (to avoid fines)? N (2) Y (23) N/A (1)

6) Do you think participating in an environmental stewardship program could improve your business's image? N (4) Y (22)

7) What is your position? Owner (16) Manager (9) Employee (1)

Discussion

Shops appear to be struggling to understand their compliance requirements. At the same time, unfair enforcement that targets the most visible (and most compliant) shops while ignoring less visible (and least compliant) shops is ongoing. As a result, most interlocutors were interested in any program materials that would help clarify their legal obligations, and hesitant to involve themselves further.

Most of the interviews required Spanish translation. While many interlocutors spoke English as well, when first approached, they claimed not to speak English until after addressed in Spanish.

Because the survey was stretched over a few days, surveyors were able to try different introductions and different styles of dress. Dressing and approaching interlocutors more formally seemed to give less willing access to the owners (with responses often like, "he's on vacation for the month") and more guarded responses. By dressing down and approaching interlocutors more casually, responses were more in depth and questions seemed more honest (less of what they thought surveyors wanted to hear).

The letter served as an effective introduction. It was official enough to demand a few minutes of shop owners or managers time as surveyors were "collecting the results of the survey we sent out two weeks prior." However, surveyor's questions were often met with skepticism and guarded response. NYCSWCD and SSBX staff represented conservation agencies and community environmental justice organizations respectively, and were often told they looked like police.

The results of this survey, and especially the general impressions of site visits, led NYCSWCD and SSBX staff to believe not enough was being done inside shops to curb non-point source pollution or even meet each shop's compliance requirements (it should be noted that survey staff was not trained to recognize breeches in compliance). Many of the BMPs promoted by successful automotive business stewardship programs across the country seemed foreign to Hunts Point shop owners or managers and were not employed in most shops. Shops appeared to be:

- Storing and doing maintenance on vehicles outdoors over porous surfaces or non-porous surfaces that drain directly into the sewer system;
- Storing used parts outdoors, exposed to precipitation, over porous surfaces or non-porous surfaces that drain directly into the sewer system;
- Not recycling solvents; and
- Not using spray booths and closed or re-circulating systems for painting and spray gun clean-up.

These findings led NYCSWCD and SSBX staff to believe that an automotive business/environmental stewardship program could go a long way toward curbing non-point source pollution and generally improving the environmental conditions in Hunts Point. However, they identified significant potential barriers to the success of such a program - namely, finding participants. For example, one shop owner discussed a recent DEP Paint Sprayer Program, claiming:

- Every shop owner that participated was soon after visited by multiple regulatory agencies, and that most of these visits resulted in fines for non-compliance; and
- That most of his citations came from obscure laws that no business manager would discover on their own with a reasonable amount of searching, or were the result of confusion over conflicting laws.

This shop owner was not alone in his critique of the NYCDEP program. Many conversations over the course of the survey led to similar skepticism of future business/environmental programs finding success. Shop owners often expressed the belief that as long as participating in environmental programs opened shops up to increased targeting from enforcement officials, and not participating effectively kept shops under the radar of enforcement officials, no such program would see much success. However, surveyors did receive requests for materials outlining their legal obligations, especially if those materials consolidated regulatory obligations from OSHA, NYCDEP, DEC, the Department of Sanitation, the Fire Inspector, and "Right to Know" laws.

Most of the stewardship programs reviewed before this survey framed pollution prevention as an opportunity for shops to get a competitive advantage and manage risk. Given the reports of unfair enforcement, shops in Hunts Point seemed to believe the best way to manage risk was to stay clear of environmental programs all together.

Conclusions

Shop owners and managers stressed that an outreach and training program could not be successful unless City agencies work together to remove contradictions from current regulations to make it easier and cost-effective for the industry to make efforts to run clean shops. Furthermore, shop owners would prefer not to have special recognition given to them for running a clean shop as they think that this will draw more scrutiny from regulators. NYCSWCD views these findings as tremendous roadblocks in making progress towards an effective training and education BMP program for auto repair shops.

Through its efforts, NYCSWCD has also recognized that the FOTE project is too large for the funding and timeframe, is stretched across too many audiences, and should include City agencies that can help change current regulations. Overall, NYCSWCD feels that this project was a good learning experience, but has accepted that not all pilot projects of this kind show success.

APPENDICIES

Appendix 1: Interviews with Shop Owners

Interview 1

Our conversation with Shop Owner One (SO1) took place early in our survey. The owner appeared to be uncomfortable through the interview process and said as much as possible without answering the survey questions with substance. SO1 avoided discussing his own shop's operations in any detail, past and present (deferring interviewers to his son, not present)

SO1 seemed to have problems with the EPA, but didn't go into depth. His biggest concern was with "meter-maids" ticketing his customer's vehicles when they parked in front of his shop. It's possible that SO1 was more accurately frustrated with "meter-maids" ticketing his customer's cars when his employees illegally double park them in front of his shop, as they waited to be serviced.

SO1 discussed property resale value. He claimed to own the entire block (that his business was located on) and other buildings in the neighborhood. While complaining that property values were too high, the owner stated that all the properties that received Environmental Site Assessments, got "clean bills of health." He was not concerned about pollutants contaminating his property, and did not seem to think most shop owners would be persuaded to go green for resale reasons.

SO1 seemed to react negatively to surveyor's clothing. One interviewer was wearing a suite and tie, which gave the owner the impression that the surveyor was a regulatory official; the letterhead and formal introductions furthered the aforementioned impression. Surveyors dressed casually for the following interviews and found it easier for shop owners to engage in conversation.

Interview 2

Shop Owner Two (SO2) stated that he has "been in the neighborhood for decades." SO2 owned the shop's property and rented out other properties in the area.

SO2 claimed that all shops visit by NYCSWCD and SSBX staff would likely be weary of any business/environmental stewardship program. SO2 believed shops were "picked on" regularly, and suspected that because he was a property owner, he was targeted more often than most.

SO2 has a problem with how oil is handled in New York City. He would rather use his waste oil to heat his shop instead of being forced to recycle it.

The topic of State Vehicle Inspections was addressed. SO2 lost money operating as a licensed inspector, claiming that inspection rates are fixed by the state and therefore equipment upkeep costs can not be passed onto the consumer. SO2 faced additional regulatory scrutiny because of this status.

SO2 claimed that because of the nature of why cars go to shops (they're often broken down and get sent to the closest shop to cut towing costs) and the habits of their owners (making convenience & price based choices), environmental programs wouldn't help Hunts Point shops attract new business. SO2 noted that Hunts Point itself is filled with industry, estimating that over 10,000 workers commute to and from the neighborhood for work each day. Most of SO2's customers came from this workforce, dropping their cars off at his shop in the morning and picking them up in the evening after work. He didn't believe a shops participation in any environmental program would change customer behavior or positively affect business.

SO2 suggested the Mechanics Education Association (MEA) in New Jersey for potential BMP trainers. By day, MEA focuses on phone tech support for mechanic-members, and by night focus on trainings to teach about what is new in the industry (4 nights a week). The organization can be reached at 1-800-376-3747.

Interview 3

SO3 received the letter and survey in the mail, but decided not to participate. SO3, like SO2, believed any environmental program was doomed to failure.

SO3 had been recently visited by the Department of Sanitation, the Fire Department, and OSHA, all of which had objections to, and some of which had citations for things going on in his shop. SO3 claimed to take compliance issues very seriously, and thought he was operating in compliance. His biggest problem stemmed from “different rules for different agencies,” claiming that rules occasionally contradict each other, are not clearly spelled out, and are unfairly enforced.

SO3 believed that creating a resource to clearly outline shops legal obligations to each agency was the most helpful thing NYCSWCD could do with grant funds. The legal obligations he referred to came from OSHA, NYCDEP, DEC, the Department of Sanitation, the Fire Inspector, and “Right to Know” laws.

SO3 used “NYCDEP’s Paint Sprayer Program” as an example of why shops would be skeptical of any future environmental programs. He claimed that participants in NYCDEP’s program were soon after visited by multiple regulatory agencies, and most of those visits resulted in fines for non-compliance. He also claimed that most citations came from obscure laws that no business manager would discover on their own with any reasonable amount of searching, or result in confusion over conflicting laws.

SO3 believed that any Hunts Point environmental program a shop could participate in increased scrutiny on that facility, while other shops, continued to operate out of compliance without scrutiny, and with lower operating costs.

Appendix 2: Survey Materials



NEW YORK CITY SOIL AND WATER CONSERVATION DISTRICT

121 Sixth Avenue, Suite 501, New York, NY ♦ 10013 212-431-9676 ♦ 212-965-1859 fax ♦ info@nycswwcd.net

December 1, 2006

Eugenia M. Flatow

Chairperson
Manhattan
Representative
212.431.9676

Paul S. Mankiewicz

Treasurer
Bronx Representative
718.885.1906

**Commissioner
NYC DEP**

Mayoral Representative
Represented by
John McLaughlin
718.595.4458

**Commissioner
NYC DPR**

Mayoral Representative
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212.360.1425

Mary Beth McCarthy

Staten Island
Representative
718.390.1621

Judith Zuk

Brooklyn Representative
718-623-7200

Patrice Kleinberg

Queens Representative
718.539.5296

James Hart

City Council
Representative
718.227.5434

Dear Owner and Manager,

New York City Soil & Water Conservation District (NYCSWCD) is offering a stewardship program to help your business. Our stewardship program will help prepare you for upcoming laws that may require the automotive sector to adopt on-site/in-shop practices that reduce pollution. Often referred to as pollution prevention practices or best management practices, these techniques pertain to how your shop manages hazardous materials, waste, spills, and water. NYCSWCD is working with Bronx-based organizations to offer assistance, **free of charge**, to your business as these new practices become standard.

Enclosed is a survey that will help the District assess your business needs. The timing of this survey is intentional; we want to give automotive businesses the opportunity to gain a head start in preparing for the changes in the law. Your answers to the survey questions will lead to a training and technical assistance program that will provide guidance on adopting the new practices, potential cost-saving techniques, and opportunities to improve your business's public image.

NYCSWCD staff will make an informal visit to your business in two weeks time. We prefer that you fill out the survey beforehand, but our staff will be prepared to take your responses in person. This is a great opportunity for you to participate in a program that helps businesses adjust to the impending regulatory changes. We appreciate your time and cooperation; and look forward to working with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Aubrey McMahon".

Aubrey McMahon
Stewardship Program Director



NEW YORK CITY SOIL AND WATER CONSERVATION DISTRICT

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Estimado Dueño o Responsable de la Empresa,

Nosotros como la organización New York City Soil & Water Conservation (NYCSWC) les estamos ofreciendo un programa educativa para ayudar a su empresa con la protección de nuestro medio ambiente. En el futuro próximo, los talleres automóviles tendrán que adherir a unas leyes más estrictos en relación a la evitación de la contaminación del medio ambiente. A menudo llamadas practicas mejores o practicas de evitación, las técnicas de nuestro programa pertenecen a las practicas del taller en relación a las materias toxicas, derramamientos y agua. NYCSWCD trabaja con organizaciones del barrio Bronx para ofrecer estos apoyo, gratis, a su empresa mientras estas practicas se hacen las normas.

Dentro de este paquete está una encuesta que nos ayudará analizar las necesidades de su empresa. Estamos seguros que ahora es el momento ideal para esta encuesta; queremos darles a las talleres automóviles la oportunidad para saltar adelante en la preparación para los cambios de las leyes. Las respuestas a la encuesta nos ayudarán en el desarrollo de una practica que facilitará la adopción de operaciones que aumentarán la producción, bajarán los costos, y mejorar la imagen publica de la empresa.

Los empleados de la NYCSWCD les visitaremos a sus oficinas dentro de dos semanas. Les agradeceremos el cumplimiento de las encuestas anteriormente, sino que estaremos preparados para recibir sus respuestas directamente durante la visita. Es una gran oportunidad para que ustedes puedan participar en un programa que les ayudarán con los cambios requeridos por los cambios de las leyes. Les agradecemos por su disponibilidad y cooperación, y tenemos ganas de trabajar con ustedes.

Sinceramente,

Aubrey McMahon
Directora de Programa de Stewardship



NEW YORK CITY SOIL AND WATER CONSERVATION DISTRICT

121 Sixth Avenue, Suite 501, New York, NY ♦ 10013 212-431-9676 ♦ 212-965-1859 fax ♦ info@nycswcd.net

BUSINESS-ENVIRONMENTAL STEWARDSHIP SURVEY

for the Automotive Industry in New York City

1. What type of automotive work does your business primarily do? (Circle or write in all that apply)

Mechanical Repair

Collision Repair

Other: _____

2. How many oil changes do you do on a weekly basis?

less than 1

between 2 and 10

more than 10

3. How and where do you store used oil?

4. Do you do any of the following? If not, would you like to learn? (Circle all that apply)

Re-use Solvents as long as possible before replacing them.

Yes No I'd like to learn

Use dry cleaning methods for shop floors whenever possible

Yes No I'd like to learn

Recycle used petroleum-based fluids through a recycling service

Yes No I'd like to learn

Have a comprehensive emergency spill management plan

Yes No I'd like to learn

Clean and degrease parts in contained areas with sealed floors

Yes No I'd like to learn

5. Do you want to learn about environmental regulations (to avoid fines)?

Yes No

6. Do you think participating in an environmental stewardship program could improve your business's image?

Yes No

7. What is your position?

Owner

Manager

Employee

Other _____

8. If you would like to participate in our program, please write your contact information here:

Please feel free to include any additional comments or questions on a separate sheet with this survey or contact:

Joshua Wiese, *Stewardship Program Assistant*, New York City Soil & Water Conservation District

email: joshua@nycswcd.net or phone: (212) 431-9676 x392.



NEW YORK CITY SOIL AND WATER CONSERVATION DISTRICT

121 Sixth Avenue, Suite 501, New York, NY • 10013 212-431-9676 • 212-965-1859 fax • info@nycswcd.net

Encuesta sobre las relaciones, empresa con el medio ambiente

para el sector automóvil de la ciudad New York

1. ¿Sobre todo, que tipo de trabajo hacen ustedes con los automóviles? (Dibujar un círculo o escribir todos que les apliquen.)

Reparación mecánico Reparación tras un choque Otro: _____

2. ¿Cuántos cambios de aceite hacen por semana?

menos que 1 entre 2 y 10 más que 10

3. ¿Dónde y en que manera guarda el aceite usado?

4. ¿Hace una de las siguientes practicas? Si no, quiere usted aprenderlas? (Dibujar un círculo alrededor todos que apliquen.)

Usar de nuevo los solventes las cuantas veces posibles antes de cambiarlos Si No Quiero aprender

Limpia los suelos sin agua cuando sea posible Si No Quiero aprender

Reciclar fluidos basados en el petróleo por un servicio de reciclaje Si No Quiero aprender

Tener un esquema comprensiva para manejar las emergencias Si No Quiero aprender

Limpia, especialmente la limpieza de aceite o partes cubiertas en aceite, en cuartos con suelos lacrados. Si No Quiero aprender

5. ¿Usted desea aprender sobre las regulaciones del medio ambiente? (para evitar multas)

Si No

6. ¿Usted piensa que participando en una programa de responsabilidad de medio ambiental puede mejorar la imagen de su negocio?

Si No

7. ¿Cuál es su posición?

Dueño Encargado Empleado Otro _____

8. Si usted quieren participar en nuestro programa, escriba por favor su información del contacto aqui:

Si usted tiene preguntas o comentarios adicionales porfavor incluye en una otra hoja a esta encuesta o favor de contactar:
Joshua Wiese, Stewardship Program Assistant, New York City Soil & Water Conservation District
email: joshua@nycswcd.net or phone: (212) 431-9676 x392.

Residents Can Help Their Towns Protect Their Water

For Car Care

- Don't dump anything into a storm drain, it's only for stormwater
- Check your driveway or garage for leaks from your car.
- Wash your car at a car wash, not on the driveway.
- Fix car or truck leaks.
- If you change your car's oil, take the used oil to you service station to recycle it.
- Use lawn fertilizer sparingly.

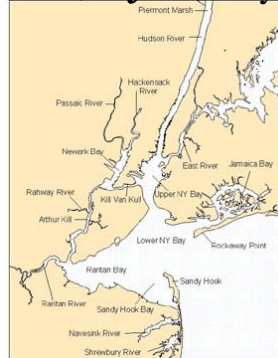
For Yard Care

- Leave grass clippings after mowing
- Plant trees and protect mature trees.
- Use a pooper scooper if you have a pet.
- Direct gutter downspouts away from pavement or to a rain barrel.
- Sweep, don't hose, your sidewalk.
- Water yard only when necessary.
- Do not litter.

Friends of the Estuary

Friends of the Estuary (FOTE) is a regional partnership seeking the protection of the New York/New Jersey Harbor Estuary through storm-water pollution prevention. We are pioneering programs to help both businesses and residents become stewards of our local waterways. The Friends of the Estuary program will assist local businesses by providing materials, guidelines, and trainings on how to reduce impacts on the estuary.

NY/NJ Estuary



Participating Organizations

Association of New Jersey Environmental
Commissions (ANJEC) 973-549-7547

New York Academy of Sciences,
Harbor Project

Future City Inc. & the Elizabeth River/Arthur
Kill Watershed Association

Council on the Environment of New York City
New York City Soil and Water
Conservation District

Keeping Our Waters Clean and Healthy

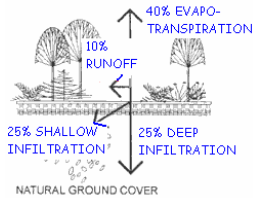


The Solution Is All of Us

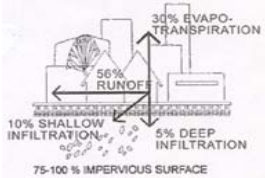
Friends of the Estuary

Stormwater from rain and snow is the source of fresh water that feeds our streams, rivers, lakes and underground aquifers. Keeping stormwater clean and in good supply will protect our drinking water and preserve streams and oceans for recreation and wildlife habitat.

How we use land directly affects the way stormwater flows. When land is undisturbed, over half of precipitation infiltrates the soil and only about 10 percent runs off the surface.



Roads, pavement and buildings (impervious surfaces) reduce the area where stormwater can soak into the soils to replenish water supplies. This means less water recharges underground aquifers, making them unable to keep up with the amount wells pump out.

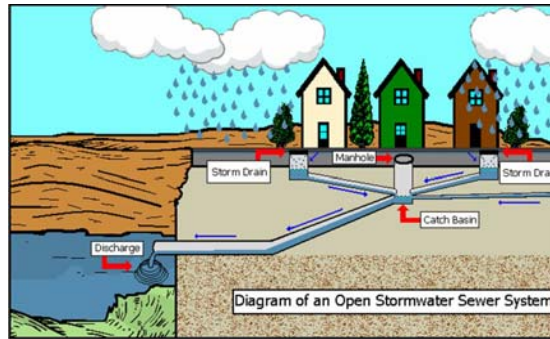


The impervious surfaces also cause problems with our lakes, rivers and oceans. Much more water flows quickly over the land, resulting in greater and more frequent flooding. It causes erosion, eating away the banks of rivers and streams. Roadways and storm sewers act like superhighways for stormwater, speeding its flow.

As storm water flows across land, it picks up all sorts of contaminants - litter, pesticides, fertilizer, pet wastes, petroleum products, and road salts. The increased volume and speed of stormwater runoff from paved surfaces wash more of these pollutants into water bodies. This can cause fish kills, and cause force beach closings.



CLEAN WATER LAWS REQUIRE YOUR TOWN TO MANAGE STORMWATER



Towns must make sure that the storm systems are maintained and that no one uses the system's drains and pipes to get rid of pollutants.

Public Works Departments have to practice good "house" keeping by sweeping the streets, keeping road salt under cover, cleaning the storm drains and checking the discharge from the pipes to make sure no one is dumping.



Towns have to pass local laws:

- Pooper scooper laws
- Anti-littering laws
- Leaf and yard waste laws

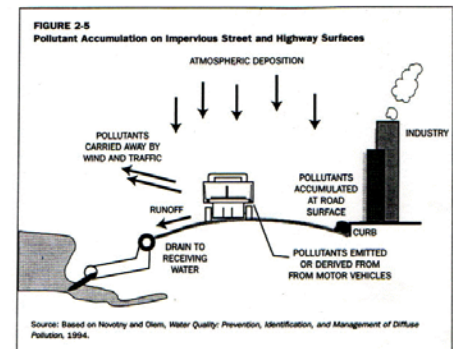
Used Motor Oil Needs Careful Disposal

Improper disposal of used motor oil can lead to water pollution. Rain water will carry oil that is dumped on the ground or down storm drains to nearby waterways including local streams, rivers, and harbors harming the ecosystem and wildlife. Unlike sewage, stormwater (and all that it contains) is not treated before it goes into waterways.

As it is used, motor oil becomes contaminated with toxic chemicals and metals. Oil spilled into surface water hurts fish by reducing oxygen the fish need to survive.

People who change their own motor oil—called "do-it-yourselfers"—each year dump nearly 120 million gallons of recyclable motor oil on the ground, pour it down storm drains, or put it in trash cans.

Used motor oil from cars, motorcycles, boats, lawnmowers, and farm equipment can be recycled and re-refined.



Source: Based on Novotny and Olem, Water Quality: Prevention, Identification, and Management of Diffuse Pollution, 1994.

Find out more about oil recycling

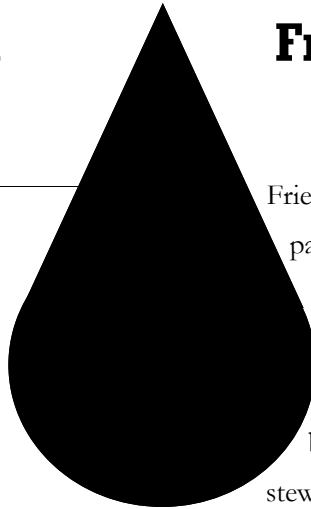
Earth 911—Website: www.earth911.com.

U.S. EPA—Website: <http://www.epa.gov/epaoswer/hazwaste/usedoil/index.htm>. Phone 1.800.Cleanup.

American Petroleum Institute—Website: <http://www.recycleoil.org/>

A Few Locations for Do It Yourselfers to recycle motor Oil

(LOCAL INFORMATION
HERE)



Friends of the Estuary

Friends of the Estuary (FOTE) is a regional partnership seeking the protection of the New York/New Jersey Harbor Estuary through stormwater pollution prevention. We are pioneering programs to help both businesses and residents become stewards of our local waterways. The Friends of the Estuary program will assist local businesses by providing materials, guidelines, and trainings on how to reduce impacts on the estuary.

Participating Organizations

Association of New Jersey Environmental Commissions
New York Academy of Sciences, Harbor Project
Future City Inc. & the Elizabeth River/Arthur Kill Watershed Association
Council on the Environment of New York City
New York City Soil and Water Conservation District

**The Solution
Is Us
Coming together
To Keep Our
Estuary
Healthy**

Friends of the Estuary Motor Oil Recycling Initiative

A regional partnership seeking the protection of the New York/New Jersey Harbor Estuary through stormwater pollution prevention.

Why recycle used motor oil?

Improper disposal of used motor oil can lead to water pollution. Oil that is dumped on the ground or down storm drains is transported via rain water to nearby waterways including local

Used oil from one oil change can contaminate 1 million gallons of fresh water—a years' supply for 50 people!

streams, rivers, and harbors harming the ecosystem and wild-

life. Unlike wastewater, stormwater (and all that it contains) is not treated before it is released to waterways.

Used motor oil is insoluble, persistent and through normal use becomes contaminated with toxic chemicals and metals. Oil that ends up in surface water disrupts the ecosystem by reducing oxygen levels in the water and by sticking to sand, rocks, plants and wildlife.

Properly changing and recycling your oil can

Used motor oil from cars, motorcycles, boats, lawnmowers, and farm equipment can be recycled and re-refined.

divert millions of gallons away from environment back into the economy. This includes motor oil from cars, motorcycles, boats, lawnmowers, and farm equipment.

Three easy steps for recycling used motor oil.

1 Remove. Avoid spilling any oil on the ground. Use a dirt-free pan or container that can hold as many quarts as your car's crankcase and that has NOT been used for paint, cleaning solvents, antifreeze, or anything other than motor oil. When refilling, use a funnel to avoid oil spillage.

2 Contain. Using a funnel, put used oil in a clean plastic container with a *tight lid* (a rinsed plastic milk jug would work). Never use containers that once held household chemicals. Do not mix the oil with anything else such as paint, gasoline, antifreeze, or any material that will contaminate the oil.

3 Recycle. Take used motor oil to a service station, lube center, automotive store, or facility that collects used motor oil for recycling*. Oil filters can usually be taken to the same recycling centers that accept used oil. If no local facilities recycle oil filters, drain by punching a hole in the top and inverting over your drain pan, wrap in newspaper and dispose of with regular garbage.

*All service stations in New York and New Jersey selling 500 gallons of new oil per year and performing vehicle services must accept from the public at no charge 5-10 gallons of used oil per person per day .

What do I do if oil is spilled during a change?

If motor oil is spilled while changing your oil:

- First, stop the source of the spill. This may be done with a rag or plug.
- Second, contain the spilled oil by dumping sand or other non-biodegradable absorbent materials on and around spilled oil.
- Third, remove any excess oil from the clean up materials to be recycled, and dispose in the garbage.
- Finally, make sure that oil will not leak while motor is running.

What happens to oil after it is collected at a recycling center?

Used motor oil that is collected for recycling can either be re-refined, re-conditioned or re-processed. Re-refining consists of removing contaminants and adding fresh additives to produce a product that can be used in a vehicle. Re-refined oil meets the same automotive standards established for virgin oil and is growing in popularity.

Más información acerca del reciclaje de aceite

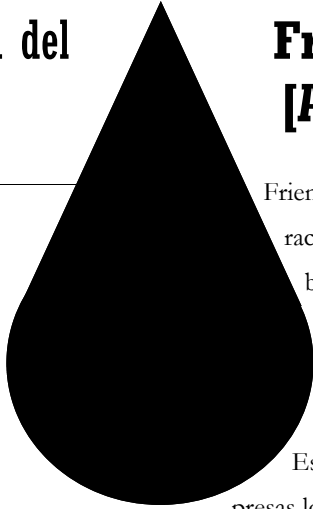
Earth 911—Website: www.earth911.com.

U.S. EPA—Website: <http://www.epa.gov/epaoswer/hazwaste/usedoil/index.htm>. Tel: 1.800.Cleanup.

American Petroleum Institute—Website: <http://www.recycleoil.org/>

Lugares para reciclar el aceite de motor usado

(LOCAL INFORMATION
HERE)



Friends of the Estuary [Amigos del Estuario]

Friends of the Estuary (FOTE) es una colaboración regional para proteger el estuario de la bahía de New York y New Jersey. Somos pioneros en programas para ayudar a empresas y residentes a proteger nuestros cuerpos de agua. Nuestro programa “Friends of the Estuary” (Amigos del Estuario) ayudará a empresas locales dando materiales, pautas y entrenamiento para reducir los efectos negativos en el estuario.

Organizaciones involucradas

Association of New Jersey Environmental Commissions
New York Academy of Sciences, Harbor Project
Future City Inc. & the Elizabeth River/Arthur Kill Watershed Association
Council on the Environment of New York City
New York City Soil and Water Conservation District



Friends of the Estuary
[Amigos del estuario]
Iniciativa para Reciclar Aceite de Motor
Una colaboración regional para proteger el Puerto de New York/New Jersey previniendo la contaminación del agua de lluvia .

Por qué hay que reciclar el aceite de motor usado?

Si el aceite lubricante de motor usado es desechado inadecuadamente puede contaminar el agua. Si Ud. tira el aceite en la tierra o alcantarilla, el agua de lluvia lo llevará hasta ríos, lagos, y otros cuerpos de

El aceite de un solo cambio de aceite puede contaminar 1 millón de galones de agua—suficiente para 50 personas durante 1 año!

agua, dañando el ecosistema y la vida silvestre.

El agua de lluvia (y todo lo que contiene) NO es tratada (como el agua de desecho) antes de ser descargada a un cuerpo de agua.

El aceite de motor se contamina con sustancias tóxicas y metales durante el uso normal. Este aceite es insoluble y persistente y si llega a cuerpos de agua, disminuye la cantidad de oxígeno en el agua, o se adhiere a la arena, rocas, plantas y vida silvestre, afectándolos negativamente.

Si Ud. cambia el aceite adecuadamente y lo recicla,

puede evitar que millones de galones lleguen al medio ambiente. Esto

incluye motor de automóviles, motocicletas, botes, cortadoras de césped, y maquinaria agraria.

El aceite lubricante de motor usado de automóviles, motocicletas, botes, cortadoras de césped, y maquinaria agraria se puede reciclar y re-refinar.

Tres pasos sencillos para reciclar aceite de motor usado.

1 Remueva. Evite derramar aceite en el suelo. Use un recipiente limpio, sin tierra, lo suficientemente grande para contener todo el aceite del cárter del motor de su auto. El recipiente **no** debe haber sido usado para pintura, solventes, anticongelantes, u otros fluidos que no sean aceite de motor. Utilice un embudo para evitar derrames al verter el aceite nuevo.

2 Envase. Usando un embudo, ponga el aceite usado en un recipiente de plástico limpio con tapa hermética (por ejemplo, un envase de leche enjuagado). Nunca use recipientes que hayan contenido productos químicos. No mezcle el aceite con otros productos como pintura, gasolina, anticongelantes u otros materiales que puedan contaminar el aceite.

3 Recicle. Lleve el aceite usado a una estación de servicio, taller de lubricación, taller mecánico, u otro lugar que recolecte aceite para ser reciclado.* Los filtros de aceite en general pueden llevarse a los mismos lugares que aceptan aceite usado. Si ningún establecimiento recicla los filtros, drénelo hacienda un agujero en la parte superior y dándolo vuelta sobre un recipiente, envuelva el fitro en papel de periódico y tírelo a la basura.

*Todas las estaciones de servicio en New York y New Jersey que vendan 500 galones de aceite nuevo por año y que provean servicios a vehículos deben aceptar 5 a 10 galones de aceite usado por persona por día.

Qué hago si se derrama aceite durante un cambio?

Si el aceite se derrama cuando lo está cambiando:

- Primero, detenga la causa del derrame, con un trapo o tapón.
- Segundo, contenga el derrame echando arena u otro material absorbente (que NO sea biodegradable) encima y alrededor del aceite.
- Tercero, remueva el exceso de aceite del material absorbente. Recicle el aceite y deseche el absorbente.
- Finalmente, asegúrese de que su motor no pierda aceite.

Qué ocurre con el aceite después de ser recolectado en el centro de reciclaje?

El aceite de motor para reciclar puede ser re-refinado, reacondicionado, or reprocesado. El re-refinamiento remueve contaminantes y agrega aditivos, dando un producto que puede ser usado nuevamente en vehículos. El aceite re-refinado cumple con los mismos estándares requeridos para aceite nuevo o virgen y está siendo cada vez más aceptado.