

State of California  
AIR RESOURCES BOARD

Resolution 89-30

March 9, 1989

Agenda Item No.: 89-4-1

WHEREAS, Sections 39600 and 39601 of the Health and Safety Code authorize the Air Resources Board (the "Board") to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, in Section 43000 of the Health and Safety Code, the Legislature has declared that the emission of air pollutants from motor vehicles is the primary cause of air pollution in many parts of the state and, in Sections 39002 and 39003 of the Health and Safety Code, has charged the Air Resources Board with the responsibility for systematically attacking the serious air pollution problem caused by motor vehicles;

WHEREAS, Sections 43013, 43101, and 43104 of the Health and Safety Code authorize the Board to adopt emission standards and test procedures to control air pollution caused by motor vehicles;

WHEREAS, the Board has adopted Title 13, California Code of Regulations (CCR), Section 1966.8 and the incorporated "California Exhaust Emission Standards and Test Procedures for 1985 and Subsequent Model Heavy-Duty Diesel-Powered Engines and Vehicles" and "California Exhaust Emission Standards and Test Procedures for 1987 and Subsequent Model Heavy-Duty Gasoline-Powered Engines and Vehicles"; Title 13, CCR, Section 1960.1 and the incorporated "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles"; Title 13, CCR, Section 1965 and the incorporated "California Motor Vehicle Emission Control Label Specifications"; Title 13, CCR, Section 1976 and the incorporated "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Liquefied Petroleum Gas- or Gasoline-Powered Motor Vehicles"; and Title 13, CCR, Section 2290 and the incorporated "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks";

WHEREAS, the staff has proposed amendments to Section 1966.8 and 1960.1 of Title 13, California Code of Regulations and the documents incorporated by reference therein, which would provide for the exhaust emission testing and certification of methanol-fueled vehicles and engines, and which would specify formaldehyde emission standards and test procedures for methanol-fueled vehicles and engines;

WHEREAS, the staff has proposed amendments to Section 1965 of Title 13, California Code of Regulations and the documents incorporated by reference therein, which would make emission control label specifications applicable to all classes of methanol-fueled vehicles and engines;

Measure	Control	Estimated <sup>a</sup> Reductions	Adoption	Implementation
11. Aerospace Coatings:	Lower exemption limits and expand applicability of rule.	0.5	1990-91	1991-95
12. Wood Furniture & Cabinet Coatings:	Reduce low-solvent coating limits.	1.0	1990-91	1991
13. Polyester Resin Operations:	Reduce styrene resin limits.	1.0	1990-91	1991-92
14. Adhesives:	Require low-solvent adhesives.	1.0	1990-91	1990-92
15. Magnet Wire Coatings:	Expand scope of rule to transformers, and require motors, armatures to use low-solvent coatings.	0.5	1991-92	1990
16. Aerospace, Metal Parts, Plastic Products Coatings:	Strengthen transfer efficiency.	2.0	1991-92	1992-93
17. Marine Vessel Housekeeping:	Explore transferring operations outside California coastal waters.	b.	b.	
18. Publicly-Owned Waste Water Treatment Plants:	Explore requiring headworks to be controlled.	b.	b.	
<b>TOTAL:</b>		<b>18.7</b>		

a. Estimates are preliminary and are in tons per day of reactive organic compounds.

b. Insufficient information is available to project emission reduction or implementation and adoption dates.

Table B. Contingency Stationary Source Control Measures Schedule (March 1989)

Measure	Control	Estimated <sup>a</sup> Reductions	Adoption	Implementation
1. Marine Vessel Lightering:	Require control during marine vessel to marine vessel transfer of gasoline and crude oil.	3.0	1989	1991
2. Large Appliance and Metal Furniture Coatings:	Reduce solvent limits for wash primers.	<0.5	1989	1990
3. Miscellaneous Metal Parts and Products:	Reduce solvent limits for washer primers; redefine high gloss coatings; review other specialty coatings limits.	0.5	1989	1990
4. Plastic Parts & Product Coatings:	Redefine high gloss coatings definition.	<0.5	1989	1990
5. Refinery Waste Water Treatment Plants:	Require improved control of API separators, DAF units & ponds.	2.2	1989-90	1990-92
6. General Solvent and Surface Coatings	Redefine complying solvent to be 420g/l VOC.	2.0	1989-90	1990-91
7. Container, Closure & Coil Coatings:	Require low-solvent coatings for drum reconditioners.	0.5	1989-90	1990-91
8. Graphic Arts Coating Operations:	Improve compliance by requiring the use of stack monitors.	<0.5	1989-91	1992
9. Architectural Coatings:	a) TRG recommendations	b	1989	1990
	b) Develop additional limits for bridge and storage tank coatings.	0.5	1990	1990-91
10. Refinery Process:	a) Reduce exemptions.	<0.5	1989-90	1989-92
	b) Require improved controls on compressors, pressure relief valves and process unit turnarounds.	2.0	1990	1990-92

Table A. Adopted stationary source contingency measures.

Measure	Control <sup>a</sup>	Estimated <sup>b</sup> Reductions	Adoption	Implementation
1. Bulk Gasoline Distribution:	Lower allowable limits from 0.55 to 0.08 lbs VOC/1000 gal. for gasoline distribution at terminals. Requires control by carbon adsorption, incineration or high efficiency compressor.	1.7	1987	1988
2. New Source Review:	Increase onsite offset ratio from 1:1 to 1.1:1.	0.2	1984	1984
3. Floppy and Rigid Disc Manufacturing:	Require carbon adsorption control for coating operations.	0.3	1985	1987
4. Cutback Asphalt:	Strengthen existing limits by prohibiting the use of medium cure asphalt.	1.6	1987	1988
5. Miscellaneous Metal Parts, Plastic Parts and Large Appliances - Metal Furniture:	Strengthen existing limits by lowering facility exemption to 20 gal/yr from 500 gal/year. <sup>c</sup>	1.0	1985	1987
6. Marine Coatings:	Require low solvent coatings for the painting of large marine vessels.	1.0	1988	1989-92
7. Marine Loading:	Require 95% control of loading of gasoline and crude oil.	5.7 <sup>d</sup>	1988	1989-91
8. Solvent Cleaning Operations:	Require additional operational controls.	1.0	1988	1990
9. Solvent Clean-up:	Require minimization and recovery of clean-up solvents at all coating and painting operations.	2.0 - 3.0	1988	1989-90
TOTAL		14.5 - 15.5		

FOOTNOTES: a. All coating limitations are expressed as lbs. of VOC, excluding water.  
 b. Estimates are annual average tons per day (tpd) of reactive organic emissions.  
 c. Limits are: Baked Coatings = 2.3 lb/gal; Air-Dried Coatings = 2.8 lb/gal.  
 d. Emissions as high as 50 tons on a single day have been estimated for 1987 with the typical high day emissions calculated to be 26 tpd. Emission reductions on these days are estimated to be 47.5 and 24.7 tpd respectively.

to control emissions from consumer products by January 1, 1992; and present to the Board proposed regulations to control emissions from utility engines by November 15, 1991.

BE IT FURTHER RESOLVED, that the Executive Officer shall work with the District, the Association of Bay Area Governments, and the Metropolitan Transportation Commission to develop the air quality plan to achieve the state standards as required by the California Clean Air Act and AB 3971.

BE IT FURTHER RESOLVED, that by September 1989, a progress report on the adoption of the measures specified in Attachment A and the development of additional control measures necessary to attain the ozone and CO NAAQS and on progress in responding to the planning requirements of the California Clean Air Act be presented to the Board.

BE IT FURTHER RESOLVED, that the staff shall continue to work with the District regarding the recommendations contained in the 1988 Joint ARB/EPA Evaluation Report and shall report to the Board on the status of the District's actions in response to that evaluation at the September 1989 meeting.

I hereby certify that the above is a true and correct copy of Resolution 89-31, as adopted by the Air Resources Board.

  
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Cary Allison, Board Secretary

4. An improved understanding of the relationship of emissions of ozone precursors (oxide of nitrogen and hydrocarbons) and air quality both within the Bay Area and in downwind air basins.

WHEREAS, the District is currently working toward the adoption of measures to control emissions from the following: metal parts and products, adhesives, polyester resin operations, wood furniture and cabinet coatings, refinery fugitives emissions, lightering operations, architecture coatings, commercial bakeries, and automobile refinishing;

WHEREAS, a schedule to adopt contingency measures, set forth as Attachment A, has been developed by the District and will be considered for approval by the District Board on March 16, 1989;

WHEREAS, the California Clean Air Act requires the Board to consider the adoption of measures to control emissions from utility engines by November 15, 1991 and consumer solvents by January 1, 1992;

WHEREAS, the Board finds that:

1. Although emissions in the Bay Area have been significantly reduced since 1980 and air quality has improved, the Bay Area has not attained the NAAQS as anticipated in the District's 1982 Plan,
2. Several measures committed to in the 1982 Plan have not been adopted, including commercial bakeries and auto refinishing rules,
3. The Bay Area Air Quality Management District must establish a new schedule for the adoption of control measures that were committed to in the 1982 Plan but have not yet been implemented, and
4. A revised air quality management plan and additional control measures beyond what was included in the 1982 Plan will be needed to achieve state and national standards.

NOW, THEREFORE BE IT RESOLVED, that the Board urges the District Board to approve the schedule set forth in Attachment A.

BE IT FURTHER RESOLVED, that the Executive Officer shall forward to the EPA the schedule for the adoption of the measures set forth in Attachment A at such time as it is approved by the District Board.

BE IT FURTHER RESOLVED, that the Executive Officer shall work with the District to assure the timely adoption of the measures set forth in Attachment A, including the adoption of the commercial bakeries and auto refinishing rules by September 30, 1989, and to develop additional measures to achieve the NAAQS.

BE IT FURTHER RESOLVED, that the Executive Officer shall present to the Board by July 1989 a plan for development of measures to control emissions from consumer products, to be followed by a series of proposed regulations