

**MIRATECH CORPORATION
EMISSIONS MONITOR
February 2010**

California Issues Harbor Craft Advisory

On 12 January 2010 The California Air Resources Board (ARB) released a [Commercial Harbor Craft Regulatory Advisory](#) to clarify ARB's Commercial Harbor Craft Regulation Initial Report and Annual Record Keeping requirements.



The Commercial Harbor Craft regulation does not require vessel engine owners and operators to submit a yearly report. (That initial report that was due to the Air Resources Board on March 31, 2009, and was a one-time requirement.) However, owners and operators are required to update this report annually.

These updated records do not need to be submitted to the ARB, but must be maintained on the vessel or at central dockside location and must be made available for inspection upon request by an ARB agent or employee.

The regulation requires a report to be sent to ARB when certain changes in use or ownership occur, including:

- Significant change in engine annual operating hours
- Change in vessel use category
- Transfer of vessels (e.g. vessel transferred from out of state to Regulated California Waters)
- Change of ownership of vessel or engine
- Compliance with in-use engine requirements

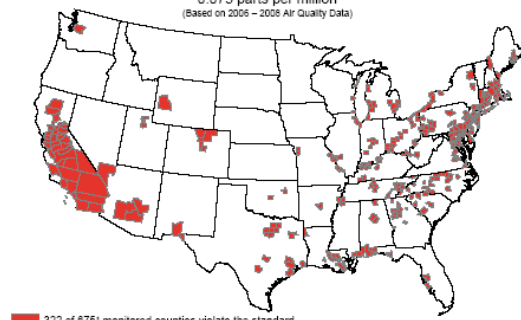
Note in-use engine emission requirements apply only to diesel engines on vessels used as ferries, excursion vessels, tugboats, and towboats.

For questions about reporting and recordkeeping requirements or any other regulatory matter, contact ARB staff for assistance toll-free at 1-888-442-7238, or via e-mail at harborcraft@arb.ca.gov. More information is available at the [harborcraft section](#) of CARB 's Web site.

EPA Says Stricter Standards Are Needed for Smog Control

On 7 January 2007 the U.S. Environmental Protection Agency (EPA) [announced](#) it is proposing the strictest health standards to date for ground level ozone, or

Counties With Monitors Violating the March 2008 Ground-Level Ozone Standards
0.075 parts per million
(Based on 2005 - 2006 Air Quality Data)



smog. The agency is proposing to set the “primary” standard, which protects public health, at a level between 0.060 and 0.070 parts per million (ppm) measured over eight hours.

The New York Times [reports](#) the standard would replace one set by the Bush administration in March 2008, which has been challenged in court by state officials and environmental advocates as too weak to adequately protect human health and the environment. The new rule would replace the standard of 0.075 parts per million imposed by the Bush administration over the objection of an E.P.A. scientific panel, which wanted a tighter limit.

Under the current standard of 0.075 parts per million, 322 counties of the 675 that monitor ozone levels are out of compliance. If the 0.070 limit is adopted, 515 counties would be out of compliance. Only 15 of the 675 monitored counties now meet the 0.060 standard, according to the Times.

Ground level ozone is formed when nitrogen oxides, volatile organic compounds, carbon monoxide and water react in the presence of sunlight.

EPA has placed a [Fact Sheet](#) of its proposal on its Internet Web site. EPA will take public comment for 60 days from 19 January 2010, the date the [proposed rule](#) was published in the Federal Register. EPA says it expects to issue final standards by August 31, 2010.

EPA Sets Stricter Emissions Standards for Nitrogen Dioxide

On 25 January 2010 the U.S. Environmental Protection Agency (EPA) [announced](#) a new national air quality standard for nitrogen dioxide (NO₂). EPA says it is the first new standard for NO₂ in 35 years.

The agency set the new one-hour standard for NO₂ at a level of 100 parts per billion (ppb). NO₂ is formed from vehicle, power plant and other industrial emissions, and contributes to the formation of fine particle pollution and smog. EPA is establishing new monitoring requirements in urban areas that will measure NO₂ levels around major roads and across the community. Monitors must be located near roadways in cities with at least 500,000 residents. Larger cities and areas with major roadways will have additional monitors.

EPA expects to identify or designate areas not meeting the new standard, based on the existing community-wide monitoring network, by January 2012. New monitors must begin operating no later than January 1, 2013.

More information about NO₂ can be found at EPA’s [Nitrogen Dioxides](#) Web site.



Texas Removes Pollutants from Watch List in Four Texas Cities

On 22 January 2010, the Texas Commission on Environmental Quality (TCEQ) [announced](#) it is removing pollutants from the Air Pollutant Watch Lists (APWL) in the Lynchburg Ferry area of Houston, Texas City, and Beaumont. The TCEQ is removing the Corpus Christi area from the APWL entirely.



**TEXAS COMMISSION
ON ENVIRONMENTAL QUALITY**

- **Lynchburg Ferry**—Benzene will be removed from the Lynchburg Ferry APWL. Benzene levels in the Lynchburg Ferry area have been dropping steadily since 2005 and by 65% from 2005 through 2008. The current level, .9 parts per billion (ppb), is well below the effects screening level (ESL) of 1.4 ppb.
- **Texas City**—Acrolein, butyraldehyde, and valeraldehyde will be removed from the Texas City APWL. These compounds were placed on the APWL due to odor complaints which have dropped to extremely low levels and ambient concentrations of these chemicals are at levels that are no longer expected to cause nuisance odor complaints.
- **Beaumont**—Benzene will be removed from the Beaumont APWL. The latest year for which data is available, 2008, shows a reading just over .8 ppb, well below the 1.4 ppb ESL. The TCEQ is in the process of relocating the existing monitoring site to a residential area so it will be closer to the recently expanded ExxonMobil facility.
- **Corpus Christi**—Benzene will be removed from the Corpus Christi APWL and, because it is the only pollutant on the list, the APWL will be removed. Since 2002, benzene levels have been on a steady decline. In 2008, the benzene level was .9 ppb, well below the 1.4 ppb ESL.