

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

APPROVED MINUTES

Advisory Council Executive Committee Meeting
9:00 a.m., Wednesday, May 14, 2003

1. **Call to Order – Roll Call.** 9:08 a.m. Quorum Not Present: William Hanna, Chairperson, Elinor Blake, Robert Sawyer, Ph.D., P.E. Absent: Rob Harley, Ph.D., Kraig Kurucz, Brian Zamora.

Also Present: Stan Hayes.

2. **Public Comment Period.** There were no public comments.
3. **Approval of Minutes of March 12, 2003.** There being no quorum present, approval of the minutes was deferred to the next meeting.
4. **Standing Committee Chair Reports on Committee Work Plans and Recommendations.** Ms. Blake presented the report of the Public Health Committee and stated that the Committee heard a presentation from Jim McGrath of the Port of Oakland on maritime emissions. In addition, Victor Douglas, Air Quality Specialist, Compliance and Enforcement Division, presented information to the Committee on AB 2650 (Lowenthal) that limits truck idling at three shipping ports in California (Oakland, Long Beach and Los Angeles) to 30 minutes. Ms. Blake announced that the Committee would be meeting next week in Rodeo and would receive input from community groups who are interested in refinery emissions and fence line monitoring. All members of the Advisory Council will be invited to attend this meeting.

Chairperson Hanna presented the report of the Technical Committee and stated that the Committee received a presentation on refinery flares and that the Western States Petroleum Association (WSPA) has provided reference materials on Refinery Flaring for the Committee to review. The Committee looked at the technical aspects of how the flares work and when they flare. Dr. Sawyer noted that there is disagreement on how much the flares put out. Peter Hess, Deputy APCO, stated that combustion efficiency is a key issue. Mr. Hess noted that the Flare Monitoring rule would go to the Board of Directors on May 21st. Mr. Hess stated that there are studies throughout the United States and in Canada on the issue of combustion efficiency. Staff will make a presentation to the Technical Committee on the issue of what is being done to measure efficiency. Mr. Hess stated that there are many factors involved in measuring efficiency, such as wind, the VOC composition of the material going in the flare, and how fast it is coming out the flare tip. Mr. Hess reported that in July a remote sensing device would be used at a facility in Canada and Air District staff will be looking at it. Mr. Hess stated that the staff would like to take the Marine Loading Technical Assessment document to the Technical Committee.

Mr. Hess presented a report on the Air Quality Planning Committee and stated that the Committee has been following the legislation closely, which includes California Clean Air Act (CCAA) amendments and the issues of Inspection and Maintenance (I & M). Mr. Hess noted there are many environmental bills in the legislature. At the next meeting of the Committee, there will be

continued discussions on legislation. Staff will present a status report on the I & M improvements, which will be taken to the I & M Review Committee. Ms. Blake noted that a report on the California Air Resources Board (CARB) proposed changes to pollutant transport regulations was given to the Committee.

Chairperson Hanna noted that the resolutions of the Advisory Council were presented to and accepted by the Board of Directors. In addition, the recommendations of the Applicant Selection Working Group on the three new appointments and re-assignment of one category were approved by the full Board. Chairperson Hanna stated that the Sonoma County CO2 registry issue would be taken back to the Board on June 4, 2003. The Particulate Matter report was also accepted by the Board. In response to a question from Ms. Blake, Mr. Hess stated that the I & M report did not require any action. Mr. Hess stated that staff will prepare a report on the Sonoma County Climate Protection Campaign issue and will include the Advisory Council document in that report.

Mr. Hayes opined that if the Board decides they want to move forward on the Sonoma County Climate Protection Campaign, that the Board should require the funding be conditional; such as coordination with the California Climate Action registry that is headquartered in Los Angeles.

- 5. Staff Comments on Items of Upcoming Importance.** Mr. Hess stated that maritime emissions are being discussed and that the focus of the discussions by the Council should be on “cold ironing.” There is the issue of when the ships come into port in the Bay Area, should their boilers be turned off or leave the boilers fired. Other areas interested in this topic are Vancouver, Seattle, Los Angeles and Long Beach, and there should be coordination with them. Mr. Hess noted that there would be a conference scheduled in the Fall with the Vancouver/Seattle group and arrangements would be made for a few Council members to go to the conference. Mr. Hess noted that studies have been conducted in Los Angeles and Long Beach and stated there are some issues with the Coast Guard that need to be resolved.

In response to a question from Ms. Blake, Mr. Hess stated that there is legislation that addresses truck idling; tugs are being retrofitted through the Transportation Fund for Clean Air (TFCA); and ground support equipment has been addressed. Mr. Hess stated that the Planning Committee has started discussions on the issue of changing the mode of transport of boxes out of the Port of Oakland by way of trucks to unit trains.

In response to comments from Dr. Sawyer, Mr. Hess stated that the Port of Oakland is looking at a retrofit program for the trucks. Dr. Sawyer stated that the locomotives would be a trade-off since they are uncontrolled and are high emitters. Mr. Hess stated that there is a committee that will study the use of locomotives, similar to the committee that was put together to look at the ferry system. Mr. Hess commented this is an issue that the Council can look at - is it better or not, and if a unit train is a possibility, what conditions or controls should be used with the unit train to take these boxes from the Bay Area to Tracy or the Central Valley.

Ms. Blake noted that cold ironing, which is using the auxiliary diesel, would reduce maritime emissions by 4% and that the bigger issue is marine engines, not just the tugs.

Chairperson Hanna inquired about having a dockside umbilical to provide power to the ship. Mr. Hess stated that when the Navy ships were docked at the City of Alameda, they cold ironed and that is why the City of Alameda put in the power plants, which are still there to provide power to the Navy. They are well-controlled gas turbine engines. The ships are in port from 24 to 36 hours

and the ships that anchor out just idle. Ms. Blake stated that the cold ironing was described as ships using an auxiliary diesel engine for power instead of their main engine while they were in port. Presumably they could plug into something at the dock and use electricity instead and this resulted in the 4% emission reduction. Ms. Blake stated that there should be follow-up on cold ironing, the Council should also remain open to other options.

Chairperson Hanna stated that the Council would be following the unit trains and the cold ironing issues. Mr. Hess noted the District is also looking at the characterization of the maritime emissions, both outside the gate and within the gate, so they can be accurately portrayed in the Ozone Attainment Plan.

Mr. Hess stated that the results of the ozone modeling should be available by the end of the summer and the staff would like to bring that back to the appropriate Committee(s) or the full Council. The District will have the consultant come in and present the results of the modeling. Chairperson Hanna stated that it should come before the full Council in September. Mr. Hess noted that Mr. Altshuler and Dr. Holtzclaw represent the Advisory Council on the Modeling Advisory Committee.

Mr. Hess then provided a report on the toxic tour of May 13th .stating the tour was in conjunction with Communities for a Better Environment (CBE) and the Air District. There were about 30 people on the tour, including one Board member. The tour started in Richmond and went to the Crockett area and stopped at the Rodeo refinery. There was discussion on the fence line monitoring and the community wanting access to the results in real time. Ms. Blake opined that the local health departments should be notified when these tours take place. Mr. Hess stated that two people from the Hazardous Materials Commission were on the tour.

6. **Committee Member Comments/Other Business.** In response to a question by Dr. Sawyer, Mr. Hess stated that the Board has started a search for an Executive Officer; the consultant will screen the applicants; and the interviews will take place in late July and/or early August.
- 7 **Time and Place of Next Meeting.** 9:00 a.m., Wednesday, July 9, 2003, 939 Ellis Street, San Francisco, California 94109.
8. **Adjournment.** 9:45 a.m.

Mary Romaidis
Clerk of the Boards