Air Compliance News™

Volume 12, Issue 2 Spring 2006

From the Desk of…

Louise Barton
Sales/Marketing Director,
Air Compliance Testing

www.aircomp.com

We officially sent the pages for our new web site to the Internet on Friday April 21, 2006. If you haven't been to **www.aircomp.com** lately, please take a moment to check it out and refresh your cached memory of our site. We've greatly expanded the amount of information available. You can now view descriptions of our services and capabilities, including:

- Stack Emission Testing
- CEMS Services (RATA's, Maintenance, etc.)
- Ambient Air Monitoring
- OSHA Industrial Hygiene Monitoring
- Mercury Testing
- Indoor Air Quality Monitoring
- Capture Efficiency/Destruction Efficiency Testing
- Leak Detection and Repair (LDAR) Programs

It is always a surprise when one our clients isn't aware of all the services we provide. Our hope is that the new information available on our site will help get the word out about our capabilities!

Louise Barton

EPA Reviews Air Toxics Standards for Four Industries

On March 31, 2006, EPA issued rules finding that additional reductions in air toxics emissions were not necessary for four industry categories: cooling towers, ethylene oxide sterilization plants, magnetic tape manufacturing operations and gasoline distribution terminals. EPA made these findings based on analyses that show existing air toxics standards for these industries are sufficiently protecting public health.

Since 1990 EPA has issued 96 hazardous air pollutant regulations that require 174 industry source categories to eliminate 1.7 million tons per year of hazardous air pollutants. The Clean Air Act requires EPA to assess the impact of these regulations eight years after they are issued. EPA must require additional emissions reductions if the review shows that the standards do not sufficiently protect human health or the environment. The agency also must require additional reductions if new emission-control technology or pollution prevention practices have become available.

In each of the four cases, EPA's existing air toxics standards limit emissions were reviewed. EPA analyzed the remaining air toxic emissions from these facilities and found that the risks to humans, as well as ecological effects, were low enough that no additional controls were warranted. In addition, the technology assessment for each industry did not identify any advancement in emissions control or prevention practices. For more information on these, visit:

Cooling Towers:
www.epa.gov/ttn/oarpg/t3/fact_sheets/finalipctrisk_fs.html

Ethylene oxide sterilization plants:
www.epa.gov/ttn/oarpg/t3/fact_sheets/finaleorisk_fs.html

Magnetic Tape Manufacturing:
www.epa.gov/ttn/oarpg/t3/fact_sheets/finalmagtaperisk_fs.html

Gasoline Distribution Terminals:
www.epa.gov/ttn/oarpg/t3/fact_sheets/finalgasdistrisk_fs.html

Improving Gas Mileage

Sadly, taking personal responsibility for the effects of excessive fuel consumption in our personal vehicles has not resulted in a big reduction in the amount of driving we all do. But now that the price of gasoline is reaching the $3.00/gallon mark, we're all taking a more serious look at ways to conserve fuel and improve our gas mileage. Here are a few tips from www.fueleconomy.gov:

Observe the Speed Limit. Although each vehicle reaches its optimal fuel economy at a different speed, gas mileage usually decreases rapidly above 60 mph. As a rule of thumb, you can assume that each 5 mph you drive over 60 mph is like paying an additional $0.20/ gallon for gas.

Go easy on the brakes and gas pedal. Avoid "jackrabbit" starts by accelerating gradually whenever possible, even when taunted by that red sports car next to you at the light. Also, anticipate stops to avoid sudden braking.

Avoid long idles. Turn off the engine if you anticipate a lengthy wait. Idling burns more gas than restarting the engine. Instead of idling at a fast food drive-up window, park the car and go in. If you're eating fast food, you can probably use the extra exercise anyway!

Avoid carrying unneeded items in the trunk. Extra weight decreases gas mileage. The extra 130 pounds from that dead body in your trunk could reduce your mileage by up to 2%. The reduction is relative to the vehicle's weight, so it affects smaller vehicles more than larger ones. Of course, if you get caught with the dead body, you'll be saving a LOT of fuel, since driving is rarely a privilege awarded to prisoners.

Avoid high speeds. You can improve your gas mileage about 15 percent by driving at 55 mph rather than 65 mph.

Keep tires properly inflated and aligned. Periodic wheel alignments and keeping tires inflated to the maximum recommended pressure can improve your gas mileage.

Get regular engine tune-ups and car maintenance checks. Tune-ups improve performance as well as gas mileage. Check your owner's manual for recommended maintenance schedules. By following the manufacturer's recommendations, you should avoid fuel economy problems.

HPVIS

A new database is now available from EPA to provide information on potential hazards associated with the most widely used industrial chemicals. The High Production Volume Information System (HPVIS) provides complete and easy access to technical health and environmental effect information on chemicals that are manufactured in exceptionally large amounts.

HPVIS allows users to search for summary information, test plans, and new data on over 2,000 high production volume chemicals as they are developed. HPVIS offers several options for accessing the data including, standard reports, customized requests, and the ability to review data for either individual chemicals or categories of chemicals.

For more information go to: www.epa.gov/hpvis

Ozone Air Quality Criteria Released

In February, EPA announced the release of EPA's final document, *Air Quality Criteria for Ozone and Other Photochemical Oxidants.*

The Clean Air Act requires periodic review of the National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants, including ozone. Under the review process, EPA's Office of Research and Development develops a criteria document - a compilation and evaluation by U.S. EPA scientific staff and other expert authors of the latest scientific knowledge relevant to assessing the health and welfare effects of the air pollutant. In this case, the Ozone Criteria Document presents the latest available pertinent information on atmospheric science, air quality, exposure, dosimetry, health effects, and environmental effects of ozone and other related photochemical oxidants. Development of the Ozone Criteria Document has included extensive review by the Clean Air Scientific Advisory Committee (CASAC) and the public.

The next step is for EPA's Office of Air Quality Planning and Standards to prepare a "staff paper" that "bridges the gap" between scientific assessments in the criteria document and judgments required of the EPA Administrator in evaluating whether to retain or revise the Ozone NAAQS. For more information on this process, go to:
www.epa.gov/ttn/naaqs/standards/ozone/s_03_index.html.

Clean Air Interstate Rule Signed

On March 10, 2005, Acting EPA Administrator, Stephen L. Johnson, signed a final Clean Air Interstate Rule that requires most of the States in the eastern half of the United States to adopt regulations that will reduce emissions of sulfur dioxide and nitrogen oxides. This rule, published on May 12, 2005, finds that a number of States contribute to another State's air quality problems and should, therefore, reduce emissions to address this problem. It is expected that most, if not all, States will develop regulations to reduce emissions from fossil fuel-fired power plants as these sources are the most cost-effective to control.

CAIR will permanently cap emissions of sulfur dioxide (SO_2) and nitrogen oxides (NOx) in the eastern United States. CAIR achieves large reductions of SO_2 and/or NOx emissions across 28 eastern states and the District of Columbia. When fully implemented, CAIR will reduce SO_2 emissions in these states by over 70 percent and NOx emissions by over 60 percent from 2003 levels.

U.S. Greenhouse Gas Inventory Report Released

EPA's April 17, 2006 report on greenhouse gas emissions, prepared for the United Nations Framework on Climate Change, shows that the United States is making progress in reducing the emissions of some critical gases as it works toward cutting our greenhouse gas intensity 18% by 2012. After gathering comments from a broad range of stakeholders around the country, the agency has published the "Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2004." The report analyzes the sources of greenhouse gas emissions.

The report shows that both methane and nitrous oxide emissions have decreased from 1990 levels by 10% and 2%, respectively. Overall, greenhouse gas emissions during 2004 increased by 1.7% from the previous year. This increase, which occurred during a period of economic expansion, was due primarily to an increase in carbon dioxide emissions associated with fuel and electricity consumption. Fossil fuel combustion was the largest source of emissions, accounting for 80% of the total. While the U.S. economy expanded by 51% from 1990 to 2004, emissions have grown by only 15.8% over the same period.

> Science is a wonderful thing if one does not have to earn one's living at it.
> *- Albert Einstein*

The Intercontinental Chemical Transport Experiment

The Intercontinental Chemical Transport Experiment (INTEX-B) was conducted during a 10-week period from March 1 to May 15, 2006. The first phase of the study was performed during March and focused on Mexico City pollution outflow, while the second phase was performed during April and May and focused on Asian pollution outflow.

The INTEX-B mission is sponsored by the Tropospheric Chemistry Program at NASA Headquarters. The experiment was the second of a broader two-phase NASA project to study the transport and evolution of gases and aerosols, across continents and to assess their impact on regional air quality and climate. During INTEX-B, researchers pursued the origins of pollution that ultimately finds its way to North America and affects air in the troposphere, the lower part of the atmosphere where we live and breathe.

As part of INTEX-B, NASA participated in a field study called Megacity Impacts of Regional and Global Environments (MIRAGE), led by the National Center for Atmospheric Research (NCAR), Boulder, Colo. The results are expected to be applicable to the world's megacities, those with 10 million or more inhabitants. Other participants include the National Oceanic and Atmospheric Administration, the U.S. Department of Energy, several U.S. universities, and more than a dozen Mexican partners.

Both high-flying NASA DC-8 and DLR Falcon-20 aircraft and low-flying aircraft like the National Science Foundation (NSF)/National Center for Atmospheric Research's (NCAR) C-130 and the U.S. Department Of Energy's (DOE) G-1, were used to provide a comprehensive radiation, chemical, physical, and visual measurements of gases and aerosols. INTEX-B researchers also closely coordinated their observations from planes with that of NASA satellites. For more detail, go to www.nasa.gov.

Our Mission Statement: To be a high quality provider in the Environmental Services Industry that is focused on growth and on diversification through new products and acquisitions.

Our Core Values:
Customer Satisfaction
Flexibility
Rigorous Attention to Detail
Employee Empowerment and Accountability
Continuous Improvement

Upcoming Events...

- **Manufacturer's Education Council: 2006 Environmental Permitting in Ohio**, Columbus, OH July 27 - 28. Contact the Manufacturer's Education Council at 614-229-7990 or go to http://www.mecseminars.com/ for information. ***Stop in to say hello!***
- **The Allegheny Mountain Section of the Air & Waste Management Association,** Wexford, PA May 23, 2006. Go to http://www.ams-awma.org/May06air.htm for agenda and registration information.

Air Compliance Testing, Inc.

P.O. Box 41156
Cleveland, Ohio 44141

Excellence in Emission Testing

- **Valid Results - Guaranteed**
- **Experienced, Educated Staff**
- **Engineer Supervised Testing**
- **Test Protocol Negotiations**