

## Public Workshop, DAQ-TMS, DNREC

Revisions to Regulation 1124 Sections 26 and 36, and Regulation 1351

April 16, 2019. 10 AM, 391 Lukens Drive, New Castle, DE

## Sign-in

Name & Affiliation	Telephone	E-mail Address	Join Review Committee?
Frank Gao, DAQ-DNREC F.G.	302-323-4542	Frank.Gao@delaware.gov	Yes
Jim Coverdale, DAQ-DNREC JL	302-739-9402	James.Coverdale@delaware.gov	Yes
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## Sign-in

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## Public Workshop, DAQ-TMS, DNREC

Revisions to Regulation 1124 Sections 26 and 36, and Regulation 1351

April 16, 2019. 6:30 PM, DNREC Auditorium, Dover, DE

## Sign-in

Name & Affiliation	Telephone	E-mail Address	Join Review Committee?
Frank Gao, <i>F.G.</i> DAQ-DNREC	302-323-4542	Frank.Gao@delaware.gov	Yes
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<i>(Note: Mark Barker said "yes" for committee)</i>			

# *Division of Air Quality*



Public Workshop – Amendments to Air  
Regulation 1124 Sections 26 and 36  
April 16, 2019

*Blue Skies Delaware; Clean Air for Life*

# ***Purpose of this Workshop***

- To introduce to the public potential amendments to Air Regulation 1124 Sections 26 and 36;
- To receive feedback from both the regulated community and the public on measures to control gasoline vapor emissions from Gasoline Dispensing Facilities (GDFs);



# Why we are doing this?

- Why Section 26 and Section 36?
  - To control gasoline vapor emissions at gas stations;
- Why control gasoline vapor?
  - It is contributing to formation of ozone (O<sub>3</sub>, i.e., smog) in air;
  - Smog is harmful to public health and welfare;
  - Gasoline vapor contains air toxics;



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## ***Gas Stations with Stage I/Stage II in DE and Vehicle ORVR system***

- Since mid-1990s, 278 gasoline stations in DE (with throughputs >10,000 gal/mo.) installed :
  - Regular Stage I systems;
  - Vacuum-assist Stage II systems;
- In 1998, auto manufacturers introduced vehicles with Onboard Refueling Vapor Recovery (ORVR) systems nation-wide as an additional control of vapor emissions from vehicles' tanks during refueling;



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# Gasoline and Vapor at GDF

Gasoline vapor: Toxics and VOC



**Stage I**

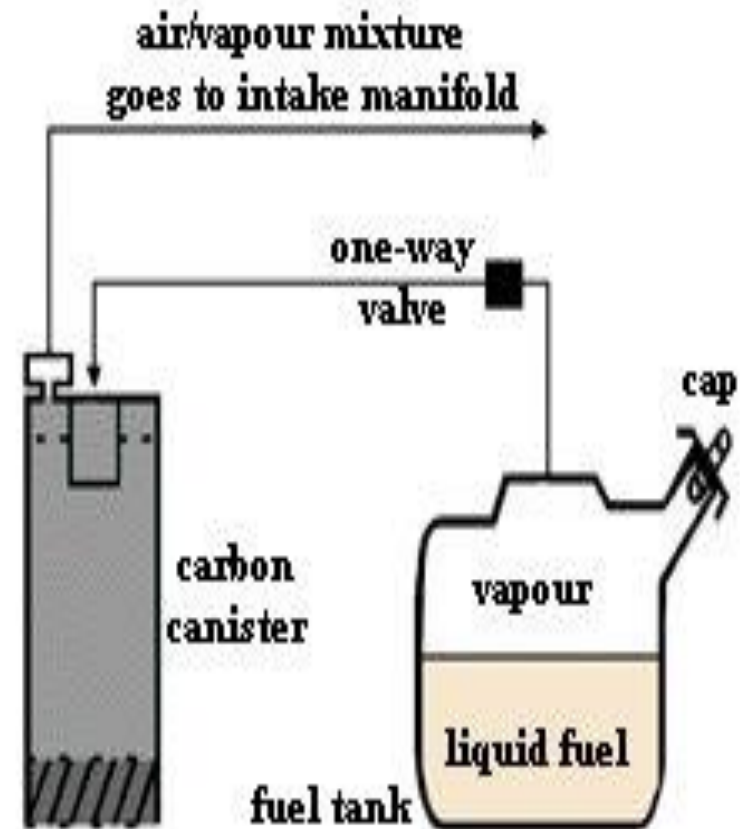
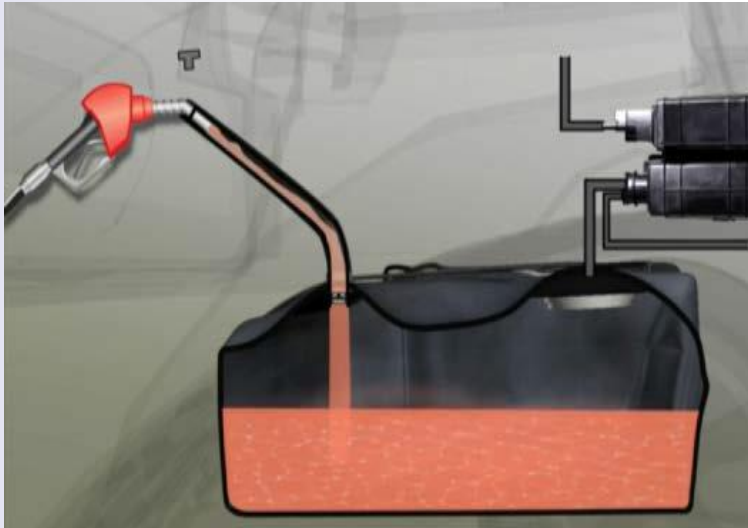
**Stage II**

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## *Onboard Refueling Vapor Recovery (ORVR)*



## ***Solve Incompatibility of Stage II and ORVR***

- Beginning 1998, ORVR-equipped vehicles are on the road, and incompatibility has become an a broader concern;
- In 2012, EPA allowed removal of Stage II control in OTR states; but...required
  - Vapor emissions could not increase, or
  - States required additional VOC controls on other sources to accommodate vapor emission increases as a result of Stage II removal;



## ***DE 2015 Stage II rule revision for a trial period***

- September 2015, DAQ adopted amendments (the 2015 rule) to allow voluntary decommission of Stage II;
- While removing Stage II requirement, DAQ adopted new requirements to ensure USTs to remain vapor-tight.



## ***2017 DAQ field observations***

- To evaluate effectiveness of the 2015 rule, DAQ staff conducted extensive field observations, including
  - At decommissioned sites, and
  - At Stage II sites (non-decom. sites)
- During DAQ field observations, we received cooperation and opinions from station owners/operators, and testing contractors.



## ***Draft amendments to Sections 26/36***

### Considerations in the 2019 Draft:

- ☐ Goal: Ensure USTs to be vapor tight;
- ☐ Consider removal Stage II:
- ☐ To avoid excess vapor emission due to Stage II and vehicle incompatibility;
- ☐ Consider upgrade regular Stage I to EVR
- ☐ To ensure better vapor emission control;
- ☐ Consider same compliance schedule with TMS's new requirements;



# ***Next Steps...***

## ***DAQ to organize Review Committee***

1. First meeting: May 8, 2019;
  - At TMS, Lukens Drive, New Castle.
2. Second meeting: June 12, 2019;
  - Location to be determined.
3. Third meeting: July 17, 2019
  - Location to be determined.

