

**Houston-Galveston Area Council of Governments Meeting with Texas
Commission on Environmental Quality and 2nd Marine/ Ports
Stakeholders concerning the Houston-Galveston-Brazoria Eight-Hour
Ozone State Implementation Plan**

MEETING SUMMARY

June 19, 2008

H-GAC Conference Room A
3555 Timmons Lane, 2nd Floor
Houston, Texas 77027

Persons Present:

Theo Vosub (TCEQ), Donna Huff (TCEQ), Mark Rodriguez (TxDOT Ferry), Addie Wiseman (AWO), Kenneth Gathright (Port of Houston), Bob Fry (MegaFleet), Shelby Startz (Jacinto Port), Blake Beall (Kirby Corp), Amy Husted (Kirby Corp), Tom Tray (Bay-Houston Towing), Sherry Felder (Channel Shipyard)

Staff Present:

Shelley Whitworth, Graciela Lubertino, Andrew DeCandis, Kelli Angelone

TCEQ Presentation:

Inventories and TCEQ Methodology

A TCEQ representative explained a handout entitled, "Houston Area Locomotives, Railroad Maintenance, Commercial Marine Vessels and Recreational Boating Emissions as Reported in 2000, 2002 and 2005" [check H-GAC State Implementation Plan website for copy of handout]. The handout mostly showed emissions reductions in the Houston ports industry over the years of 2000-2005. This reduction was attributed by TCEQ to more accurate estimation methods. A Kirby Corp representative mentioned the reduction may also be attributed to availability of TERP funds and past MOUs (Memoranda of Understanding), and the ports and marine industry in Houston has been very aggressive in working on air quality improvements. The handout also demonstrated some of TCEQ's methodology for estimating the emissions inventory for the ports industry and discussed some studies they are working on in the Houston ports area.

TCEQ was asked by industry representatives about aggregated ship data: is the data available broken into ocean-going versus inland vessels? TCEQ said that data was available, but possibly difficult to retrieve.

H-GAC Presentation:

Ports Mobile Control Strategies & Third Party TERP Grants

Shelley Whitworth noted that the marine sector is the largest sector in NOx emissions in the HGB area. She asked industry representatives if their projected activities growth was available to factor into the State Implementation Plan modeling data. Kenneth Gathright answered that he did not know because that was a different department. TCEQ added that they had data on the projected growth of the area. One industry representative added that the projected growth data might be skewed because it would be in trucking more than actual marine vessels at the port.

Scrubber technology on ship stacks was used as an example of a marine technology that might reduce emissions. Kenneth Gathright mentioned that scrubbers do not reduce NOx emissions per se, but that it was a good example.

Shelley Whitworth mentioned that the Master List would include input from the public. An industry representative asked about the California law restricting emissions on foreign ocean-going vessels in their port area. Consensus was that that law was recently overturned in the Supreme Court. It was then emphasized by H-GAC that the control strategies mentioned in the list were only proposed as voluntary although they might be phrased in undiplomatic terms. H-GAC is available to help put TERP proposals or other projects together such as MOUs.

Tom Tray asked about control strategies 36A and 36B: “California Marine Vessel Main and Auxiliary Engine Rule” and “California Harbor Craft Rule”. It was explained that these two were added when TCEQ included them in a previous presentation.

Also, H-GAC has submitted a third party TERP proposal on behalf of several groups, including two ports.

H-GAC representatives pointed out that of the control strategies, none were being proposed to industry as possible rules, only as strategies that they themselves might adopt in order to improve air quality and do their part for the State Implementation Plan by entering into a Memorandum of Agreement or Understanding with H-GAC or TCEQ.

ACTION ITEMS: H-GAC

1) H-GAC should work to further clarify and accurately describe the control strategies outlined in the Master List so that industry groups can provide more meaningful comment.

ACTION ITEMS: TCEQ

1) Find out about aggregated marine vessel data.

ACTION ITEMS: Industry Groups

1) Groups should consult among themselves to decide on Memoranda of Agreement or Understanding that they would be able to enter into with H-GAC or TCEQ.