

H-GAC, TCEQ, and Industrial Mobile Stakeholders Short List SIP Meeting

MEETING SUMMARY

December 16, 2008

3:00pm to 4:30pm

H-GAC Transportation Conference Room

3555 Timmons Lane, 5th Floor

Houston, Texas 77027

Persons Present:

Judy Bigon (ExxonMobil)

Staff Present:

Shelley Whitworth (H-GAC), Graciela Lubertino (H-GAC), Kelli Angelone (H-GAC), Connie Chao (H-GAC), Mary Schuwerk (H-GAC), Ben Finley (H-GAC)

H-GAC Discussion : Emissions Inventory and Control Strategies

H-GAC showed the ExxonMobil representative what part of the off-road NOx inventory was concerned with industrial mobile sources, then explained the relevant control strategies for off-road, marine, rail, and anti-idling.

PUBLIC COMMENTS:

- 1) ExxonMobil said they have a switch engine, but don't know if it has been replaced or retrofitted through TERP. Most of their transport operates under Union Pacific.
- 2) ExxonMobil said they have mostly harborcraft and tankers docking and operating around their pier.
 - a. They were advised by H-GAC that those should be considered for possible VMEPs.
- 3) ExxonMobil did not know for sure whether their forklifts are leased or owned, nor how old they are, and said they would find out.
- 4) ExxonMobil asked how much of the 5.87 tons per day shown for industrial mobile we were hoping to get industry to reduce because they were concerned about cost-effectiveness of reducing emissions of mobile sources when the point source controls were probably more cost-effective.
 - a. H-GAC replied that the Deer Park monitor showed a necessary 100 tons per day reduction from the surrounding area to come into compliance according to TCEQ models, so H-GAC is trying to get reductions from any source they are able to.
- 5) H-GAC asked ExxonMobil to also look at their on-road fleets of tanker trucks for on-road reductions, and at their handful of construction equipment for anti-idling and possible retrofitting/replacement.
 - a. ExxonMobil replied that the tanker trucks were run by another division of the company and that another contact would have to be supplied for information regarding the trucks.

ACTION ITEM: H-GAC

- 1) **HGAC should send to the industrial mobile stakeholders some sample MOAs from the last SIP.**
- 2) **H-GAC should look into the forklift and switch engine cost-effectiveness for stakeholders to see.**
- 3) **H-GAC should consult contacts at TXOGA to ensure better participation for this stakeholder group at future meetings.**

ACTION ITEM: Industry Groups

- 1) **Industry representatives should look into how many forklifts make up their fleet and if those forklifts had already participated in the TERP program.**
- 2) **ExxonMobil should find out what the cost-effectiveness is for point source controls.**
- 3) **Groups should consult among themselves to decide on Memoranda of Agreement or Understanding that they would be able to enter into with HGAC or TCEQ.**