

FOR the purpose of requesting the Air Management Administration of the Department of Health and Mental Hygiene to furnish--a report to the General Assembly outlining proposed regulations pertinent information on Stage II Vapor Recovery Controls and other alternative strategies for the control of Volatile Organic Compounds prior to any administrative decision to adopt such--regulations additional Volatile Organic Compounds Emission Controls.

WHEREAS, Maryland is part of an Air Quality--Control--Region required by the U. S. Clean Air Act to implement controls of Stage II Vapor Emissions to attain the national ozone standard; and

WHEREAS, The Baltimore and Washington Air Quality Control regions are not in compliance with the National Ambient Air Quality standard for ozone and Maryland is required by the U.S. Clean Air Act to meet the National Ambient Air Quality standard for ozone by 1987; and

WHEREAS, The strategy for meeting the National Ambient Air Quality standard for ozone is to control emissions of Volatile Organic Compounds (VOC), and although Maryland has adopted a vehicle emission inspection program and certain controls on industrial emissions of VOC, additional reductions in VOC emissions are necessary to meet the ozone standard; and

WHEREAS, Vapors that escape when motor vehicles are refueled remain a major uncontrolled source of VOC emissions in the Baltimore and Washington regions; and

WHEREAS, Stage--II Emissions from refueling motor vehicles can be controlled by (1) installation at a service station of equipment that transfers the vapors from a motor vehicle gas tank to the underground storage tank, termed "Stage II Controls", or (2) installation of carbon canisters and -a- fill pipe seal installed--on--the--motor--vehicle--is seals on new motor vehicles whereby the displaced vapors are absorbed adsorbed by the carbon as the gas tank is filled with gasoline, termed "On-board Controls"; and

WHEREAS, Studies--have--been--conducted--by--the--U. S. Environmental--Protection--Agency--detailing--the--costs,--efficiency, and--effectiveness--of--both--systems--and--indicating--that--the adoption--of--Stage--II--Controls--will--result--in--substantial--cost--to the individual service stations and the ultimate consumer,--while the--implementation--of--On-board--Controls--can--be--accomplished--at--a minimum--cost--per--vehicle--and--with--a--higher--rate--of--effectiveness than--the--"Stage--II--Controls";--and

WHEREAS, The--U. S. --Environmental--Protection--Agency--studies appear--to--favor--On-board--Controls--while--the--Air--Management Administration--of--the--Department--of--Health--and--Mental--Hygiene, charged--with--the--responsibility--for--selecting--one--of--the--systems appears--to--favor--Stage--II--Controls,--and--it--is--expected--that--the Environmental--Protection--Agency--will--make--a--recommendation--for