

8/14/01

FACT SHEET

FINAL REGULATION TO REDUCE TOXIC AIR POLLUTANT EMISSIONS FROM THE BOAT MANUFACTURING INDUSTRY

TODAY'S ACTION

- C The Environmental Protection Agency (EPA) is issuing a final regulation to reduce emissions of toxic air pollutants, also known as air toxics, from the boat manufacturing industry. Toxic air pollutants are those pollutants known or suspected of causing cancer or other serious health effects.
- C The final regulation covers resin and gel coat operations at fiberglass boat manufacturers, paint and coating operations at aluminum boat manufacturers, and carpet and fabric adhesive operations at all boat manufacturers. Air toxics are released during application and curing from the resins, gel coats, adhesives, coatings, and solvents used in boat manufacturing.
- C EPA developed today's final regulation in close partnership with major stakeholders, including industry representatives and state and local agencies.

HEALTH AND ENVIRONMENTAL BENEFITS

- C The final regulation will primarily reduce emissions of styrene, methyl methacrylate, methylene chloride, toluene, xylene, and other air toxics from fiberglass and aluminum boat manufacturing facilities. These air toxics include possible and probable human carcinogens and compounds that cause health problems with the central nervous system, liver, and kidneys.
- C Today's final regulation will reduce air toxics emissions from boat manufacturers by about 3,130 tons annually, representing a 35 percent reduction from current levels.
- C Today's action demonstrates EPA's commitment to making pollution prevention an integral part of regulatory actions whenever possible. All of the control requirements outlined in the final regulation are based on cost-effective pollution prevention techniques. The EPA's final regulation provides a variety of options for meeting the standards.

BACKGROUND

- C Under the Clean Air Act (CAA), EPA is required to regulate emissions of 188 air toxics listed in the CAA. EPA included boat manufacturing in the list of industries that are major sources of air toxics. "Major" sources are those that emit 10 tons/year or more of a single listed air toxic or 25 tons/year or more of a combination of air toxics. For listed categories of major sources, the

CAA requires EPA to develop standards that require the application of stringent air pollution controls, known as maximum achievable control technology (MACT).

WHO WILL BE AFFECTED BY EPA'S FINAL REGULATION?

- C** The final regulation will affect approximately 119 existing boat manufacturing facilities, plus any similar facilities built in the future. These existing sources include 107 fiberglass boat manufacturers, 11 aluminum boat manufacturers, and one facility building both aluminum and fiberglass boats.
- C The final regulation will apply only to those boat manufacturers that meet the CAA definition of "major source."
- C The standards for aluminum boat painting operations will apply only to recreational aluminum boats and will not apply to coatings used on any aluminum boats intended for commercial or military purposes because such coatings are covered by another regulation.

FINAL REGULATION REQUIREMENTS

- C The final standards are based on equipment and work practice requirements, and limitations on the amount of air toxics in the materials used.
- C The standards are the same for new and existing boat manufacturing facilities.

Fiberglass Boat Resin and Gel Coat Operations

- C Boat manufacturers must purchase and use resins and gel coats that meet certain air toxics content limits, depending on the type of material.
- C Boat manufacturers will also need to apply resin using nonspray (nonatomizing) technology, such as resin flowcoaters, pressure-fed rollers, or resin impregnators, in place of resin spray guns.
- C Boat manufacturers must use solvents with less than 5 percent air toxic content for routine cleaning of resin and gel coat application equipment.
- C Boat manufacturers must install covers on large (55 gallon and above) resin and gel coat mixing containers.
- C Boat manufacturers will have the flexibility to comply by averaging air toxics contents of materials used within a single operation or among several resin and gel coat operations.

Aluminum Boat Painting Operations

- c Boat manufacturers must purchase and use paints and other coatings that meet certain air toxics content limits.
- c Boat manufacturers must limit the amount of solvents containing air toxics to clean boats before painting.
- c Paint spray guns must be cleaned using solvents with less than 5 percent air toxics or in a way that captures the cleaning solvent emissions.

Carpet and Fabric Adhesive Operations

- c Boat manufacturers must use carpet and fabric adhesives with less than 5 percent air toxics content.

FINAL REGULATION COSTS

- c EPA estimates that the total annualized cost of this regulation for the entire industry is \$14 million.
- c The costs reflect the higher cost of lower-emitting materials and the cost to switch from atomizing resin spray guns to non-atomizing resin flow coaters. The costs include the cost to test new lower-emitting resins and gel coats.
- c The estimated cost includes the cost of monitoring, recordkeeping and reporting.

FOR FURTHER INFORMATION . . .

- c For further information about the final regulation, contact Mark Morris of EPA's Office of Air Quality Planning and Standards at (919) 541-5416. The final regulation can be accessed from the Clean Air Act Amendments bulletin board of EPA's Technology Transfer Network (TTN) at the following Internet address: <http://www.epa.gov/ttncaaa1/t3pfpr.html>.
- c For further information about how to access the TTN, call (919) 541-5384.