

# Shipbuilding and Ship Repair MACT

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# Background

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- “Major Sources” regulated through NESHAP
  - 10 tpy of any one HAP or 25 tpy of any combination
- Subpart II – Ship Building and Ship Repair
- Sec. 112(f)(2) Residual Risk
  - Assess remaining risk within 8 years of MACT promulgation
  - Benzene framework if risks above 1 in a million
  - Prevent adverse environmental effect
    - Considers cost
- Sec. 112(d)(6) – Technology Review
  - Every 8 years
  - Evaluate developments in practices, processes, and control technologies

# Process

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- Over 30 overdue MACT standards
  - Group 1 (8 standards) complete
  - Group 2
    - 11 Standards
      - Subpart II (Shipbuilding)
    - Grouped and streamlined review
- Subpart II will be addressed after aerospace
  - Aerospace (Summer 2009)
  - Shipbuilding (late 2009, early 2010)

# EPA's Streamlined Approach

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- Group MACT standards
  - Shipbuilding in Group 2C
- Use NEI data w/ industry data
  - Several shipyards supplied data
- Model MACT to obtain risks
  - NSRP RR Task Force supplied comments in Summer 2007
    - EPA relied on inaccurate, generalized, and improperly aggregated data
      - Emissions factors
      - Emissions calculations
      - Speciation of cancer/non-cancer constituents
      - Fate and transport
      - Modeling assumptions
- Promulgate

# Shipbuilding and Ship Repair

- 70 Major Source facilities
  - 35 in 1995 NESHAP
- Risk Drivers
  - Welding, cutting
    - Cr(6)
    - Manganese
  - Coatings
    - Solvents



# Suggested Action

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- Stay involved
- Aerospace should wrap up in Summer 2009
- Shipbuilding will follow
  - Meet with EPA staff and new appointees
- Sierra Club litigation
  - N.D. California – incidental discharge court
  - All outstanding MACT standards
    - Including Shipbuilding
    - No intervention necessary
  - Monitor EPA response
- Get ahead of proposed rule
  - DQA challenge?