

ITEM	11
MANAGER'S REPORT NO.	6
COUNCIL MEETING	92/01/27

TO: ACTING MUNICIPAL MANAGER 1992 JANUARY 22

FROM: ACTING CHIEF PUBLIC HEALTH INSPECTOR

SUBJECT: DRAFT G.V.R.D. AIR QUALITY MANAGEMENT BYLAW

PURPOSE: TO PROVIDE COUNCIL WITH COMMENTS ON THE DRAFT
G.V.R.D. AIR QUALITY MANAGEMENT BYLAW.

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Ms. Chris Dornhecker, Air Quality and Source Control Department, G.V.R.D., 4330 Kingsway, Burnaby, B.C., V5H 4G8.

REPORT

1.0 INTRODUCTION:

During the regular Council Meeting on 1991 December 09, correspondence was received from G.V.R.D. regarding G.V.R.D.'s Draft Air Quality Management Bylaw for Council's consideration and comments.

The purpose of this report is to inform the Council on staff's comments on the subject draft bylaw.

2.0 BACKGROUND:

The B.C. Waste Management Act designates the G.V.R.D. as the agency responsible for air quality management in the district. The act enables the district to regulate point source air emissions and ambient air quality through the approval provisions contained in the act, or by bylaws authorized by the G.V.R.D. Board of Directors.

During 1988, in view of the changing air quality issues and the need to adopt air pollution control practices that will ensure the achievement of the G.V.R.D. objectives, the development of a multi-staged Air Management Plan was initiated.

In 1989 September, the G.V.R.D. completed Stage 1 of the Air Quality Management Plan (AQMP). The Stage 1 AQMP provided an assessment of current and future air quality in the region based on historical ambient air quality monitoring and detailed 1985 emission inventory data. It also provided a projection of future air quality based on growth forecasts for population, economic activity, and motor vehicle traffic to the years 1995 and 2005.

In 1990, a public consultation program called "Choosing Our Future" was undertaken by the District to determine the concerns, values, and goals that residents hold for future of the region. Based on the response of this program and the findings of the Stage 1 AQMP, the G.V.R.D. Board of Directors adopted an emission reduction goal under the Creating Our Future initiative. The reduction goal aims towards reducing by 50 percent, total emissions of sulphur and nitrogen oxides, particulates, carbon monoxide and volatile organic compounds by the year 2000.

The Draft G.V.R.D. Air Quality Management Bylaw provides a link between Stage 1 AQMP and the Stage 2 AQMP, which is in a process of being finalized. The Stage 2 AQMP evaluates the potential for emission reductions from commercial and industrial sources and identifies priority emission reduction measures.

The Stage 3 AQMP, intended to be completed by the end of 1992, will deal with a long term strategy for transportation planning and motor vehicle emissions.

3.0 DRAFT G.V.R.D. AIR QUALITY MANAGEMENT BYLAW:

Environmental Health Services staff have reviewed the subject draft bylaw and have also attended an initial G.V.R.D. Air Management Advisory Committee meeting held on 1992 January 16.

Overall, staff agree in principal with the intent of the draft bylaw. The G.V.R.D. Air Quality Management Bylaw, which contains a district fee system based on permit administrative activities and emission rate of contaminants, will enable the district to fund, implement and enforce the more stringent programs to be recommended in 1992.

Presently in Burnaby, there are 27 permitted point source dischargers from a total of approximately 285 permitted dischargers in G.V.R.D. that will be affected by the enactment of the subject Bylaw.

It should be noted that the emissions from mobile sources which are recognized to be a contributory factor to the general ambient air quality deterioration and for which curtailment measures are being undertaken in the overall Regional Air Management Plan, are not regulated by the draft bylaw. As such, staff's comments noted below are directed towards emissions from point source dischargers only.

3.1 General Comments

- a) The supplementary information provided with the draft bylaw indicates that the proposed fee system, intended to recover the district's cost of operating the plan, will divide the cost equitably between business and industrial dischargers, and motor vehicle sources.

The current distribution of emissions will result in approximately 50 percent of air quality program costs directed to the motor vehicle sector which will be initially funded through municipal taxes and the balance directed to Air Quality Management Permit holders.

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Furthermore, the member municipalities tax requisitions for the air management function will decrease to zero as the proposed emission fees in the draft bylaw and the future fees addressing motor vehicle emissions are implemented.

However, what is not clearly stated is the timelines when the funding from municipal taxes will decrease to zero.

- b) Staff at present cannot comment on incentives or policies that would be used by the G.V.R.D., other than the fee system, to further achieve the district's air pollution reduction goal particularly for the point source dischargers as the information presently provided in this area is limited.

3.2 Comments Specific to the Draft Bylaw

- a) In viewing Schedule C of the draft bylaw, it has been noted that vapour controls for recovery of emissions during bulk transfer of gasoline from transport vehicles to the motor vehicle fuel gasoline storage tanks are mandated.

However, what appears to be lacking is mandating of the vapour recovery system during dispensing from fuel dispensing nozzles to motor vehicles. The technology for this does presently exist and many cities in United States have had this system in place for the past few years.

4.0 CONCLUSION:

Environmental Health Services staff have reviewed the subject draft G.V.R.D. Air Management Bylaw. Overall, staff agree in principal with the intent of the subject bylaw. However, clarifications are required regarding timelines when the funding from the municipal taxes will decrease to zero specifically for initial contribution to air quality program costs directed to the motor vehicle sector.

Furthermore, while staff cannot comment on additional incentives or policies that would be used by the district to meet the G.V.R.D.'s air pollution reduction goal, staff recommend the incorporation in the draft bylaw, vapour recovery system during dispensing from fuel dispensing nozzles to motor vehicles.



K.C. Johnston, C.P.H.I.(C)
ACTING CHIEF PUBLIC HEALTH INSPECTOR

DD/KCJ/gl

cc: Medical Health Officer
Director Administrative &
Community Services

