

## Transportation Committee

Redondo Beach CA, March 11, 2015

### Minutes

Attendees: M. Dvorchak, R. Loof, E. Bockus, J. Bade, J. Raymont, M. Driscoll, F. Beu, B. Ozu, D. Monteleone, A. Polykarpov, J. Heathcote, T. Carignano, R. Wright, T. Berejka

Previous Attendees from last meeting:

A. Landis, J. Bade, T. Berejka, K. Carr, M. Ruffin, C. Corniello, F. Beu, E. Bockus, M. Stowe, V. Genova, T. Krotine, S. Baily, T. Carignano, J. Raymont, A. Stecer, P. Mills, Y. Liao, R. Walker, E. Knoblauch, M. Jackson, C. Hofer, C. Vitale, I. Cokgor, A. Osborne, M. Higgins, J. Lensbner, D. Baker, J. Heathcote, D. Eddy, A. Bogdanova, J. Bowler, A. Rahman, D. Maloney, D. Monteleone, M. Clingerman, C. Fruth, M. Bonner, T. Bean, M. Idacvage, Y. Wu, A. Polykarpov, B. Cavitt, B. Oza, C. Brandl, K. Joesel, D. Snyder, M. Swain, S. Auger, X. Shi, G. Samaranayake, M. Knoblauch, R. Ruthford, R. Rosenberger, MA. Rosenberger, D. Monteleone, S. Chang, J. Raymont, E. McGhee, E. Weber, M. Ruffin, C. Alvarez, E. Bockus, J. Lensbover

### Agenda

- Call to order, Review of Anti-trust Statement; Minutes from the last meeting
- NYS Vehicle Composites Program: X-RAY cure of Carbon Fiber Hoods
- Updating of the RADTECH I-CAR Training on the WEB
- Driving Change 2014?
- Hiring of consultant
- SCAQMD Update
- Additional Items
- New Business
- Adjourn

### Meeting was called to order and Antitrust Policy was reviewed

- NYS Vehicle Composites Program:
- X-Ray Cure of Carbon Fiber Hoods was reviewed by Tony Berejka.
- The new technical center opened in the spring of 2014 allows for the cure of carbon fiber in autoclave, out of autoclave curing as well as x-ray cure of composite materials.
- The original demonstration project has now led to additional grant money with a matching amount

**Action:** Tony Berejka to keep the Transportation Group up to date on this project

**Action:** Tony Berejka to submit an article to Melissa DeDonder for submission to UV+EB Technology for publication before March 27th

➤ **I-CAR Training on the WEB**

- I-CAR is a web based training program for auto collision specialists. RADTECH in 2007 supported an initiative sponsored by the Transportation Focus Group to develop training on the use of UV in Auto refinishing. Several RADTECH members contributed to the development of the site and it went live in 2008 with over 180 users paying to take the training. YTD 2014 over 1000 users have visited the site which resulted in revenue to I-CAR of \$45,000. I-CAR is now migrating to a new web service which will eliminate the I-CAR UVC01 course. This presents RADTECH with a problem since the current INFO is badly outdated and needs revised to be able to go onto the new I-CAR system. We need members and funds to help do the revision and update this unique training site. I-CAR is in the process of projecting what the cost would be to revise the online training course.

During the meeting the following individuals signed up to help with the revision of the I-CAR web training module; T. Specht, T. Carignano, B. Cavitt and K. Joesel.

Two UV paint companies have been identified as willing to supply new INFO for updating the site.

**Action:** M. Dvorchak need to try and get a response from I-CAR about updating the I-CAR WEB site

➤ **Driving Change 2015**

- In Sept 2003 The Transportation Focus Group held a two day conference on the use of UV-A auto refinishing. The event was well attended by OEM's, paint companies and raw material suppliers. The Transportation Focus Group would like to develop a similar event for the Fall of 2015. The venue would be at held at the Michigan State University Management Education Center in Troy, MI. The concept would be to mirror what was done in 2003.

- **Result:** An estimate of anywhere from \$3,000 to \$5,000 would be the cost to do such an event. A conference call with Mickey Fortune and the members who signed up to be part of the team to develop Driving Change 2015. Concerns were voiced by members that such an event might create issues with UV EB East. Some of these concerns were dispelled since UV EB East is more an industrial coatings event vs. the Driving Change would be specifically targeted at the automotive refinish area.

One UV paint company has been identified as willing to participate in the Driving Change event. Additional paint companies have also said they are tentatively accepting participating in the event.

To help coordinate participants, organize an agenda and help make the event successful RADTECH has hired Mary Ellen Rosenberger from BAYSPRING SOLUTIONS, LLC. . A sub-committee meeting was held with additional meetings scheduled.

Members who signed up to be part of developing the Driving Change 2015 event are; T. Carignano, P. Mills and D. Maloney

- **Action:** The Transportation Focus Group will elicit member companies to help with funds and development of Driving Change 2015.
- **Action:** Mickey Fortune will identify the best location for the Driving Change event. Possible locations are; Wisconsin, California or New York
- **SCAQMD auto refinish update**
- Rita Loof gave an overview of events taking place at SCAQMD. The auto refinish paint companies now have a new issue to contend with. SCAQMD has now started to tax refinish shops for their use of heaters to dry the water-based base coats. Many US paint companies spent large sums of money to develop water based base coats. So now that they have been successful in this SCAQMD is now taxing them. This might be a great opportunity to push the development of an all UV refinish system. This will not happen until a UV clear coat is introduced.
- Please see the enclosed DOC for a more in-depth review of the auto refinish area in SCAQMD
- **Action:** Rita Loof please keep us up to date on any new regulations effecting the auto refinish area
- **Action:** Rita Loof please obtain the 3,100 named auto refinishing organizations within the SCAQMD area
- **Action:** Rita Loof please submit to the RADTEH Report a short article on the issues with Auto refinish and the water based base coats.

## ***Addendum SCAQMD Overview***

### **Automotive Coatings Rulemaking**

Various regions throughout the country have been looking at rules for motor vehicle non-assembly line coating operations. The Ozone Transport Commission (OTC)-- a multi-state organization created under the Clean Air Act-- advises the Environmental Protection Agency on ground-level ozone problems in the Northeast and Mid-Atlantic regions.

The OTC published a "Model Rule for Motor Vehicle and Mobile Equipment Non-assembly Line Coating Operations". In California, CARB's Suggested Control Measure is being implemented by various air districts in the form of local rules which the State will review. CARB staff points to the Bay Area Air Quality Management District and the South Coast Air Quality Management District as the districts with the most stringent requirements. Agency staff also indicated most of the impacted industry will comply by reformulating to waterborne technology.

The California Autobody Association (CAA), reports that there are approximately 7,000 active body shops in California, statewide, with approximately 3,150 of those facilities in the southern California area. The list of companies is a matter of public record. Per Mike Dvorchak's request, Rita Loof will request the list and provide to the group. According to auto-body shop owners, industry converted to waterborne products in order to comply with regulations. The waterborne coatings required the use of dryers/heaters. The SCAQMD recently adopted rule 1147 which regulates the NOx emission from heaters. Shop owners were required to install low NOx burners which, reportedly, could cost \$30,000. This added cost resulted in some going out of business. An added complication has been the inverse relationship between NOx and CO. Thus, CO emissions will increase as NOx decreases. Companies become non-compliant with the CO limits. This may present an opportunity for UV/EB automotive coatings since they do not employ heaters. The SCAQMD is in the process of conducting a technical assessment and by the end of the year will consider whether or not to pursue further rulemaking to address the issue.

### **LVP- The Next Big Thing for Chemicals in CA**

California has adopted Consumer Products Regulations to limit emissions of Volatile Organic Compounds (VOCs) but allowed an exemption for low vapor pressure (LVP) VOCs. LVP-VOCs (Title 17, California Code of Regulations, section 94508, defines an LVP-VOC) used in consumer products are not counted towards the total product VOC content for compliance purposes. This exemption was designed to exclude compounds that do not readily participate in ozone formation. A group called the LVP Coalition, has been very successful in pushing back the proposal at the South Coast AQMD level but it is still under consideration by the state's Air Resources Board. This policy may have an impact on UV/EB low vapor pressure products.

### **Industrial Sources Included in California Global Warming Law**

The California Air Resources Board (ARB) is the agency charged with implementing Assembly Bill 32--the State's Global Warming law. The agency publishes a Climate Change Scoping Plan which defines ARB's priorities for the next five years. In the initial Scoping Plan, the industry sector was defined to include cement plants, refineries, power plants, glass manufacturers, and oil and gas production facilities. A recent update to the Scoping Plan broadened the "energy" sector to include "industrial sources".

was discussed as a separate sector; however, in this Update it has been included within the energy-sector discussion because the ARB believes the Green House Gas (GHG) emissions from the industrial sector, about 20 percent of the state's total GHG emissions, are primarily due to energy use.

Proposed requirements for the energy sector to achieve near-zero GHG emission by 2050 include; disclosure of energy use, accounting for the carbon intensity and air quality impacts of various energy resources, generation technologies, and associated fuels, reducing emissions of smog-forming pollutants by about 90 percent below 2010 levels by 2032, recordkeeping and reporting mechanisms to monitor and enforce the GHG emission reduction requirements, and including mandatory provisions that reduce GHG emissions in the Green Building Standards Code. The Scoping Plan update highlighted "Short-Lived Climate Pollutants" such as black carbon, methane, and hydrofluorocarbons.

### **\$200 million Tax Credits in CA**

The California Governor's office of economic development has set aside \$200 million in each fiscal year 2015-16 through 2017-18 for tax credits under their "California Competes Tax Credit" program. Under the initiative, businesses that want to locate in California or existing California businesses that want to expand their operations, can obtain an income tax credit. Any business can apply for the California Competes Tax Credit. The credit is available statewide to all industries.

### **Odor Rules**

The next regulatory trend at the South Coast Air Quality Management District seems to be the regulation of odors.

Mike Dvorchak requested that Rita Loof write an article for the Automotive issue of the RadTech Report.

### **Potential Bill**

Rita Loof mentioned that RadTech is considering getting a UV/EB Resolution adopted by the California Legislature. The concept was well received.