



AIR QUALITY CONTROL ADVISORY COUNCIL

AGENDA

December 8, 2014

8:15 a.m.

Montgomery Park
Aeris Conference Room, 1st Floor
1800 Washington Boulevard
Baltimore, Maryland 21230

8:15 a.m. Welcome and Introductions John Quinn, Advisory Council Chair
Tad Aburn, Air Director

8:20 a.m. Approval of Meeting Minutes John Quinn

Action Items for Discussion/Approval:

8:30 a.m. Control of Portland Cement Manufacturing Plants Diane Franks
COMAR 26.11.30
Continuous Opacity Monitoring Requirements
COMAR 26.11.01.10
Control of NO_x Emissions for Major Stationary Sources
COMAR 26.11.09.08

9:00 a.m. Stage II Vapor Recovery at Gasoline Dispensing Facilities Tad Aburn
COMAR 26.11.24

10:15 a.m. Vehicle Emissions Inspection Program Marcia Ways
COMAR 11.14.08

Briefings:

10:30 a.m. Control of SO₂ Emissions from Tad Aburn
Coal-Fired Electric Generating Units

11:00 a.m. Low Sulfur Heating Oil Marcia Ways

11:15 a.m. OTC mobile sources model rules Marcia Ways

11:30 a.m. Adjourn

Next Meeting Dates

March 2, 2015
June 8, 2015

September 21, 2015
December 7, 2015



Facts About...

COMAR 26.11.24 Stage II Vapor Recovery at Gasoline Dispensing Facilities

11/25/14

Purpose of Amendment

The primary purpose of this action is to allow new and existing gasoline dispensing facilities (GDFs) to begin the process of removing Stage II vapor recovery equipment.

Background

For over 20 years, gasoline stations throughout regulated Maryland counties have installed and operated vapor recovery equipment to capture gasoline vapors from a vehicle's fuel tank when refueling. This technology, known as Stage II vapor recovery, has significantly reduced volatile organic compound (VOC) emissions. VOCs contribute to summertime smog and also contain certain air toxics.

Beginning in 1998, new vehicles were equipped with on-board refueling vapor recovery (ORVR) canisters. For these vehicles, the vapors displaced during refueling are controlled through the vehicle's canister, not through the Stage II system. In May 2012, the US Environmental Protection Agency (EPA) issued a rule determining that ORVR technology was in widespread use, and as such, was largely making Stage II obsolete.

The Maryland Department of the Environment has evaluated the shrinking benefit of Stage II as older vehicles are replaced with newer ORVR-equipped vehicles and determined that retaining the requirement to install, operate and maintain Stage II systems is no longer necessary as ORVR increasingly controls VOC emissions associated with vehicle refueling.

Sources Affected and Location

The amendments to this regulation affect new and existing GDFs in Baltimore City and Anne Arundel, Baltimore, Calvert, Carroll, Cecil, Charles, Frederick, Harford, Howard, Montgomery, and Prince George's counties. There are approximately 1,500 existing GDFs subject to Stage II vapor recovery requirements in Maryland. Based on new construction activity records, an average of 20-25 new facilities are built each year in areas of the State subject to this regulation.

Requirements

The proposed regulation was developed in accordance with EPA guidance policy. New GDFs or GDFs undergoing major modifications may choose to not install or to decommission existing Stage II vapor recovery equipment once the regulation is adopted.

Additional requirements shall be met in the 2020 time frame if Maryland continues to record unhealthy levels of ground level ozone.

Existing GDFs may decommission Stage II vapor recovery equipment in 2017. Existing GDFs may also elect to decommission Stage II vapor recovery equipment in a faster timeframe by installing a prescribed number of electric vehicle charging stations. GDFs that elect to meet the electric vehicle charging station option are not subject to the 2020 requirements.

Owners and operators of GDFs that elect to continue with their Stage II equipment can do so, but must continue to test, repair, replace, retrofit, and maintain the Stage II equipment in accordance with Stage II requirements.

In 2020, if the state is still recording high levels of ground level ozone, new emission reduction technologies that are being introduced into the market in the near future will be required. These technologies include low permeation hoses and drip-less nozzles.

Expected Emissions Reductions

There will be no significant increase or decrease in VOC emission reductions from the proposed regulation.

Over time, non-ORVR vehicles will continue to be replaced with ORVR vehicles. The ORVR control measure is expected to result in a significant decrease in emissions over time until all subject vehicle classes in the highway vehicle fleet are ORVR-equipped. Stage II and ORVR emission control systems are redundant, and, EPA has determined that ORVR emission reductions are essentially equal to and will soon surpass the emission reductions achieved by Stage II alone.

Economic Impact on Affected Sources, the Department, other State Agencies, Local Government, other Industries or Trade Groups, the Public

New medium sized facilities would save approximately \$14,000-16,000 from not having to install Stage II systems. Additional underground vapor recovery pipes, pumps, nozzles, coaxial gasoline delivery and vapor recovery hoses, inspections and testing would not be required for facilities that choose not to install or maintain Stage II systems. A vapor recovery nozzle costs approximately \$200 more than a standard non-Stage II nozzle. Maintenance, testing, inspection and recordkeeping costs are also reduced. EPA estimates a savings of \$3,277 for a typical existing gasoline dispensing facility.

Economic Impact on Small Businesses

There will be a positive economic impact on small businesses. Savings would be approximately 1% to 2% of total capital costs for a new station. For existing stations, the cost savings constitute approximately 0.2% of yearly revenue.

Submission to EPA as Revision to Maryland's State Implementation Plan (SIP)

The proposed regulation will be submitted to the U.S. EPA for approval as a revision to Maryland's SIP. As part of this submission, Maryland will have to demonstrate that improvements in ground level ozone pollution will be maintained.

Is there an Equivalent Federal Standard to this Proposed Regulatory Action?

The federal regulations that set forth criteria for waiver of Stage II requirements are in 40 CFR Part 51 Widespread Use for Onboard Refueling Vapor Recovery and Stage II Waiver.

DRAFT

Download Date 12-09-11
Draft 11-25-14

Title 26

DEPARTMENT OF THE ENVIRONMENT

Subtitle 11 AIR QUALITY

Chapter 24 [Stage II] Vapor Recovery at Gasoline Dispensing Facilities

Authority: Environment Article, §§1-101, 1-404, 2-101—2-103, 2-301—2-303, 10-102, and 10-103, Annotated Code of Maryland

.01 (text unchanged)

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

(1) — (3) (text unchanged)

(3-1) "*Direct Current fast charge electric vehicle charging station*" means a Level 3 DC fast charger that is designed to deliver a minimum of 20kW to each vehicle plugged in and meets either SAE Combo Coupler (J1772) or CHAdeMO Fast Charger standards to support electric vehicles in North America.

(4) — (8) (text unchanged)

(8-1) "*Major Modification*" means:

(a) *Excavation below a shear valve or tank pad in order to repair or replace Stage II system or an underground storage tank;*

(b) *Installation of a new dispenser system manufactured without a Stage II system; or*

(c) *A major system modification consisting of the replacement, repair or upgrade of at least 50% of a facility's Stage II vapor recovery system.*

(9) — (13) (text unchanged)

(14) "Owner" means the person who owns a gasoline dispensing facility and who is responsible for the installation requirements, initial compliance, and periodic testing of an approved system. *Owner includes a person who:*

(a) *Owns an oil storage facility or UST system, or both, used for storage, use, or dispensing of regulated substances; or*

(b) *Owned the UST system immediately before the discontinuation of its use.*

(14-1) "*Stage I vapor balance system*" means *coaxial or dual piping that creates a closed system between a tank truck and a stationary storage tank and contains the vapors during the transfer of gasoline.*

(15) — (16) (text unchanged)

(16-1) "*Tank System*" means *a storage tank or a set of manifolded storage tanks containing gasoline.*

(17) - (20) (text unchanged)

.01-1 Incorporation by Reference.

A. In this chapter, the following CARB approved test methods are incorporated by reference.

B. Test Methods Incorporated.

(1) – (5) (text unchanged)

(6) *Leak Rate and Cracking Pressure of Pressure/Vacuum Valves TP-201.1E.*

(7) *Determination of Vapor Piping Connections to Underground Gasoline Storage Tanks (Tie-Tank Test) TP-201.3C.*

(8) *“Recommended Practices for Installation and Testing of Vapor Recovery Systems at Vehicle Refueling Sites” of the Petroleum Equipment Institute, Section 14, 2009.*

.02 Applicability, Exemptions, and Effective Date.

A.– F. (text unchanged)

.03 General Requirements.

A. New Gasoline Dispensing Facilities. [After May 15, 1993, a]An owner or operator of a new gasoline dispensing facility may not operate the gasoline dispensing facility unless it is equipped and operated with an approved system.

A-1. Gasoline Dispensing Facilities constructed after March 6, 2014. Notwithstanding § .03A, an owner or operator of a gasoline dispensing facility constructed after March 6, 2014 may operate the gasoline dispensing facility without installing or operating a Stage II vapor recovery system.

A-2. Gasoline Dispensing Facilities Selecting § .03-2 Electric Vehicle Charging Station Option. The owner or operator of a gasoline dispensing facility that decommissions a Stage II vapor recovery system pursuant to § .03-2 of this chapter:

(1) May operate the gasoline dispensing facility without operating a Stage II vapor recovery system;

(2) May decommission each station within a system owned and operated by the same person; and

(3) Is not subject to the requirements of §§ K-L of this regulation.

B.— I. (text unchanged)

J. Stage I Vapor Recovery. An owner or operator of a gasoline tank truck or an owner or operator of a gasoline dispensing facility subject to this regulation may not cause or permit gasoline to be loaded into a stationary tank unless the loading system is equipped with a Stage I vapor balance system that is properly installed, maintained, and operated.

K. Low Permeation Hose. An owner or operator of a gasoline dispensing facility subject to this regulation that does not install and operate or decommissions a Stage II vapor recovery system shall install and operate low permeation hoses consistent with equipment manufacturer's specification by May 1, 2020 if the EPA has designated any Maryland county as moderate or greater nonattainment for ground-level ozone.

L. Dripless Nozzles. An owner or operator of a gasoline dispensing facility subject to this regulation that does not install and operate or decommissions a Stage II vapor recovery system shall install and operate dripless nozzles at every pump consistent with the equipment manufacturer's specification by May 1, 2020 if the technology has been

certified by CARB and if the EPA has designated any Maryland county as moderate or greater nonattainment for ground-level ozone.

.03-1 Decommissioning of the Stage II Vapor Recovery System.

A. Notwithstanding § .03A, an owner or operator of a gasoline dispensing facility or system of gasoline dispensing facilities that operates approved Stage II vapor recovery systems:

(1) May decommission Stage II vapor recovery systems in accordance with §.03-1B if the requirements of regulation .03-2 of this chapter are met;

(2) May decommission Stage II vapor recovery systems in accordance with §.03-1B after January 1, 2017.

(3) May decommission Stage II vapor recovery systems in accordance with §.03-1B where a gasoline dispensing facility undergoes a major modification after the effective date of this regulation.

B. An owner or operator of a gasoline dispensing facility that decommissions a Stage II vapor recovery system shall perform the decommissioning of the Stage II vapor recovery system in accordance with the “Recommended Practices for Installation and Testing of Vapor Recovery Systems at Vehicle Refueling Sites” of the Petroleum Equipment Institute, Section 14, 2009 and COMAR 26.10.10.

.03-2 Electric Vehicle Charging Station Option.

A. Notwithstanding §.03A, an owner or operator of gasoline dispensing facility that decommissions pursuant to §.03-1A(1) of this chapter shall:

(1) Install Direct Current fast charge electric vehicle charging stations as specified in the following table:

Number of Maryland Stations* Owned in 2012	Required Number of DC Fast Charge Electric Vehicle Charging Stations
1-7	1
8-49	2
50-100	5
Greater than 100	11

* The number of gasoline dispensing facilities to be tallied are those that are located in the counties specified in § .02A of this chapter.

(2) Install required Direct Current fast charge electric vehicle charging stations by January 1, 2020.

(3) Submit, to the Department, not later than 3 months before decommissioning Stage II Vapor recovery systems or prior to submittal of a permit to install a new station, a plan detailing:

(a) the number of Direct Current fast charge electric vehicle charging stations planned to be installed;

(b) the proposed location of the installed Direct Current fast charge electric vehicle charging stations;

(c) the proposed schedule for installation of the Direct Current fast charge electric vehicle charging stations;

(d) a description of how changes to the plan will be communicated to the Department; and

(e) Any additional information requested by the Department.

.04 Testing Requirements.

A. *Testing Requirements for Stage II Stations.* Except as provided in §§E and F of this regulation, an owner or operator of a gasoline dispensing facility subject to this chapter which operates State II Vapor Recovery systems shall perform the following CARB-approved tests.

(1) – (5) (text unchanged)

(6) *A leak rate and cracking pressure of pressure/vacuum vent valves TP-201.1E referenced in Regulation .01-1B(6).*

(7) *Determination of Vapor Piping Connections to Underground Gasoline Storage Tanks (Tie-Tank Test) TP-201.3C as referenced in Regulation .01-1B(7).*

A-1. *Testing Requirements for Decommissioned Stations and New Stations Installed after March 6, 2014 that did not Install Stage II.* Except as provided in §§E and F of this regulation, an owner or operator of a gasoline dispensing facility subject to this chapter who does not operate Stage II Vapor Recovery systems shall perform the testing requirements of §.04A(1), (6) and (7).

B. (text unchanged)

C. Stage II Vapor Recovery System.

(2) Test Schedule.

<i>Type of Stage II Vapor Recovery System</i>	<i>Initial Test</i>	<i>Frequency of Retest</i>
(a) Vapor Balance System	Dynamic Back Pressure	12 months
	Leak Test	12 months
	Liquid Blockage Test	5 years
(b) Vapor Assist System—Type 1	Air to Liquid Ratio Test	12 months
	Leak Test	12 months
	Liquid Blockage Test	5 years
(c) Vapor Assist System—Type 2 Model 400	Nozzle Regulation Test	12 months
	Vapor Return Leak Tightness Test	12 months
(d) Vapor Assist System—Type 2 Model 600	Air to Liquid Ratio Test	12 months
	Vapor Return Line Vacuum Integrity Test	12 months

D.- F. (text unchanged)

.05 - .06 (text unchanged)

.07 Record-Keeping and Reporting Requirements.

A. – D. (text unchanged)

E. The following reporting requirements apply to any test required under this chapter:

(1) – (2) (text unchanged)

(3) Copies of all test results shall be forwarded to the Department within [45] 30 days of the test; and

(4) (text unchanged)

.08 - .09 (text unchanged)



Facts About...

Amendments to the Vehicle Emissions Inspection Program (VEIP) under COMAR 11.14.08

November 25, 2014

Purpose of Amendments

The primary purpose of these amendments is to update the VEIP regulations for alignment with revised State statutes and operational practices, including to:

- Provide an exemption for low speed vehicles, a recently adopted registration class.
- Reflect current procedures for establishing the test date of a used vehicle that is sold within the VEIP area.
- Strengthen repair documentation requirements for owners of vehicles that repeatedly fail.
- Provide a time extension for individuals on active military duty, as is currently practiced.
- Reflect current procedures concerning repair technician and repair facility certification expiration.
- Make various minor corrections and editorial changes.

Submission to EPA as Revision to Maryland's SIP

These amendments will be submitted to the U.S. Environmental Protection Agency as a revision to Maryland's State Implementation Plan for an Enhanced Vehicle Emissions Inspection and Maintenance Program.

Background

These amendments are administrative in nature and will have minimal, if any, impact on program operations or air quality benefits.

Sources Affected and Location

About 3.4 million vehicles in 14 jurisdictions are tested in the VEIP as an ozone control measure.

Requirements

- Low speed vehicles are specifically defined in State and federal laws, and are strictly limited in operation. These vehicles are exempt because they are not required to meet federal emissions standards.
- The Motor Vehicle Administration has automated the process of transferring an existing test date to the new owner of a used vehicle upon transfer of ownership. Previously, the Administration would transfer the date manually if the new owner presented the test certificate at the time of registration. The updated procedure enhances motorist convenience.
- Vehicles that repeatedly fail within a test cycle will be rejected from retesting if the owner does not provide documentation of repairs. This will help prevent vehicles from being presented for retesting only to continue failing because no attempts at repair were made.
- An operational procedure for individuals on active military duty to apply for a time extension is in place; these amendments provide regulatory requirements for the extension.
- For operational efficiency, instead of setting periodic certification expiration dates, the expiration dates of the required ASE certificates are used for Master Certified Emissions Technicians; and information that would be obtained in a Certified Emissions Repair Facility renewal application is collected during regular facility audits.

Expected Emissions Reductions

Minimal emissions impact is expected from these amendments.

Economic Impact on Affected Sources and the Department

The economic impact of these amendments on Maryland motorists is minimal as there are no significant changes to the vehicle testing requirements. These amendments will have no economic impact on the Department or the Administration, as the requirements are already practiced operationally or there is a framework in place to accomplish them.

Economic Impact on Small Businesses

These amendments will have no impact on small businesses.

Is there an Equivalent Federal Standard to this Proposed Regulatory Action?

Federal enhanced vehicle emissions inspection and maintenance requirements are specified in the Clean Air Act as amended in 1990 and in 40 CFR parts 51 and 85. The federal laws and regulations delegate authority to the state to design and implement a vehicle emissions inspection program. These amendments are not more restrictive than the federal requirements.

Title 11 DEPARTMENT OF TRANSPORTATION

Subtitle 14 MOTOR VEHICLE ADMINISTRATION — VEHICLE INSPECTIONS

Chapter 08 Vehicle Emissions Inspection Program

Authority: Transportation Article, §§12-104(b), 23-202(a), *23-206.2, 23-206.4* and 23-207; Environment Article, §§1-101, 1-404, 2-101—2-103, and 2-301—2-303; Annotated Code of Maryland

.01 Scope and Applicability.

A. (text unchanged)

B. Applicability.

(1) (text unchanged)

(2) Table 1. Test Procedure Applicability.

	Gross Vehicle Weight <i>Rating</i> (pounds)	Vehicle Model Year	Test Type
(a) —(c)	(text unchanged)		

.03 Definitions.

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

(1) —(10) (text unchanged)

(11) "Emissions control device" means a design element or device installed on a [motor] vehicle by the vehicle manufacturer to comply with the standards of the Clean Air Act, 42 U.S.C. §7521, including, but not limited to, the oxygen sensor, catalytic converter, the fuel inlet restrictor; and devices integral to the:

(a) — (e) (text unchanged)

(f) Fuel metering system; [and]

(g) Ignition system; *and*

(h) *Hybrid propulsion system.*

(12) —(13) (text unchanged)

(14) "Emissions-related repair" means the inspection, *diagnosis*, adjustment, repair, or replacement of [motor] vehicle engine systems, subsystems, or components necessary to bring a vehicle into compliance with the emissions standards set forth in this chapter.

(15) —(25) (text unchanged)

[(26) "Motor vehicle" has the meaning stated in Transportation Article, §11-135, Annotated Code of Maryland.]

[(27)] (26) —[(29)] (28) (text unchanged)

[(30)] (29) "Qualified hybrid vehicle" has the meaning stated in Transportation Article, [§13-815(a)] *§23-202(b)(3)(i)*, Annotated Code of Maryland.

[(31)] "Recognized repair technician" means a person who:

(a) Performs vehicle repairs as a profession, or is certified as a certified emissions technician under this chapter; and

(b) Is employed at a facility whose purpose is vehicle repair.]

[(32)] (30) —[(35)] (33)

[(36)] (34) "Vehicle" means motor vehicle *as defined in Transportation Article, §11-135, Annotated Code of Maryland.*

[(37)] (35) —[(40)] (38) (text unchanged)

.04 Exemptions.

A. (text unchanged)

B. Exempt vehicles include the following vehicles:

[(1)] Before October 1, 2012, a qualified hybrid vehicle;]

[(2)] (1) —[(3)] (2) (text unchanged)

[(4)] (3) [A motorcycle registered] *Registered* as a Class D motorcycle;

[(5)] (4) —[(13)] (12) (text unchanged)

[(14)] Not self-propelled] (13) *Registered as a Class R low speed vehicle;*

[(15)] (14) —[(17)] (16) (text unchanged)

.05 Schedule of the Program.

- A. (text unchanged)
- B. Schedule for Vehicle Inspection.
 - (1) —(3) (text unchanged)
 - (4) New Vehicles.
 - (a) Qualified Hybrid Vehicles. [On or after October 1, 2012, for] *For* a qualified hybrid vehicle of the current or preceding model year that has not been previously titled or registered in any jurisdiction and for which the ownership document is a manufacturer's certificate of origin, the Administration shall assign a date of scheduled inspection which is a least 36 months after the model year of the vehicle.
 - (b) (text unchanged)
 - (5) (text unchanged)
 - (6) Transfer of Ownership. If a vehicle undergoes transfer of ownership within the emissions inspection area, the Administration shall [establish a date of scheduled inspection] *transfer the inspection date* upon vehicle registration.
 - (7) —(8) (text unchanged)
- C. —D. (text unchanged)
- E. Reinspection.
 - (1) (text unchanged)
 - (2) The vehicle owner shall provide documentation, *for a second or subsequent reinspection*, in a form prescribed by the Administration, indicating all of the following information for the vehicle:
 - (a) The *emissions-related* repairs which were performed;
 - (b) By whom the *emissions-related* repairs were performed; and
 - (c) Any emissions-related repairs recommended by the repair technician which were not performed.
 - (3) A vehicle presented for *a second or subsequent* reinspection without the documentation required in §E(2) of this regulation shall be rejected from reinspection.
- F. (text unchanged)

.06 Certificates.

- A. General Requirements.
 - (1) — (2) (text unchanged)
 - (3) For a vehicle inspected at a vehicle emissions inspection station, the Contractor shall issue a certificate which contains the following information:
 - (a) —(g) (text unchanged)
 - [(h) The odometer reading;
 - [(i) *(h)* —[(r) *(q)* (text unchanged).
 - (4) —(5) (text unchanged)
- B. —C. (text unchanged)
- D. Waiver Certificate.
 - (1) (text unchanged)
 - (2) The vehicle owner shall submit proof of expenditures for repairs with the waiver application in a form and content acceptable to the Administration. Repair costs, including parts and labor, are limited to only those repairs necessary to bring the vehicle into compliance with applicable emissions standards, and do not include costs:
 - (a) Determined] *determined* to be necessary to correct tampering with or the removal of an emissions control device, or to repair damage resulting from misfueling]; or
 - (b) Associated associated with the repair or replacement of the exhaust system or any of its components].
 - (3) —(5) (text unchanged)
 - (6) Senior Citizens.
 - (a) (text unchanged)
 - (b) In the case of more than one owner of a vehicle, all owners listed on the vehicle title must meet the age requirement *as provided in Transportation Article, §23-206.2(b), Annotated Code of Maryland*.
 - (c) (text unchanged)
 - (7) Disabled Persons.
 - (a) A waiver certificate may be granted to the owner of a vehicle for which special registration plates have been issued under Transportation Article, §13-616, Annotated Code of Maryland, [and] which is driven 5,000 miles or less per year, *and for which the owner meets all provisions of Transportation Article, §23-206.2(b), Annotated Code of Maryland*.
 - (b) In the case of more than one owner of a vehicle, all owners listed on the vehicle title must meet the disability requirements *as provided in Transportation Article, §13-616(b)(1), Annotated Code of Maryland*.
 - (c) (text unchanged)

.07 Extensions.

- A. —C. (text unchanged)
 - D. Military extension. The Administration may grant a time extension for an individual on active duty in the U.S. military that is stationed outside of Maryland.*

(1) In the case of one registered owner of a vehicle, the owner must provide documentation acceptable to the Administration.

(2) In the case of more than one owner of a vehicle, all owners listed on the vehicle title must provide documentation acceptable to the Administration.

(3) All information provided by the vehicle owner is subject to verification by the Administration.

.09 Test Standards.

A. Idle Exhaust Emissions Test.

(1) (text unchanged)

(2) Hydrocarbon (HC) and carbon monoxide (CO) emissions may not exceed the following values:

(a) Table 2. Gross vehicle weight *rating* less than or equal to 6,000 pounds.

(b) Table 3. Gross vehicle weight *rating* greater than 6,000 pounds but less than or equal to 10,000 pounds.

(c) Table 4. Gross vehicle weight *rating* greater than 10,000 pounds:

B. —D. (text unchanged)

.12 Failed Vehicle and Reinspection Procedures.

A. (text unchanged)

B. Reinspection.

(1) The inspector shall reject from *a second or subsequent* reinspection a vehicle[:

(a) For] *for* which the documentation required in Regulation .05E(2) of this chapter is not provided[; or

(b) Which had failed with an on-board diagnostics fault code related to the catalyst or evaporative emissions control system, and the applicable readiness monitor is not set].

(2) —(3) (text unchanged)

(4) The inspector shall reject from reinspection a vehicle which had failed with an on-board diagnostics fault code related to the catalyst or evaporative emissions control system, and the applicable readiness monitor is not set.

.13 Quality Assurance and Maintenance.

A. —E. (text unchanged)

[F. Blind Sample Program Participation. The contractor shall participate in a nationally recognized blind gas sample program which has been approved by the Department, and shall:

(1) Analyze four samples each year;

(2) Analyze a sample once each year in each test lane; and

(3) Ensure that the blind sample vendor makes the results directly available to the Department.]

[G.] (F) (text unchanged)

.14 Vehicle Emissions Inspection Station.

A. (text unchanged)

B. Fees.

(1) —(4) (text unchanged)

(5) If a certificate is lost or damaged, a vehicle owner may obtain certification from the Administration as to whether the vehicle is in compliance with emissions inspection requirements. **[The vehicle owner shall pay the fee established in COMAR 11.11.05.]**

.17 Master Certified Emissions Technician.

A. Initial Application and Certification.

(1) (text unchanged)

(2) An individual qualifying for certification may submit an application to the Department. Upon approval of the application, the Department shall provide documentation of certification. Certification is valid through the earliest of the following dates:

[(a)] 3 years from the date the certification is issued;]

[(b)] (a) The expiration date of the individual's ASE Electrical Systems (A-6) certification;

[(c)] (b) The expiration date of the individual's ASE Engine Performance (A-8) certification; or

[(d)] (c) The expiration date of the individual's ASE Advanced Engine Performance Specialist (L-1)

certification.

B. —D. (text unchanged)

.18 Certified Emissions Repair Facility.

A. Initial Application and Certification.

[(1)] To qualify for certification, a person shall:

[(a)] (1) —[(e)] (5) (text unchanged)

[(2)] Certification under this section is valid for 3 years.]

B. [Certification Renewal.

(1) At least 60 days before expiration of certification, a person may apply for certification renewal. Upon approval of the completed application, the Department may extend the certification for an additional 3-year period.

(2) A certification which expires before receipt of the application by the Department may not be renewed. If a certification expires, a person may reapply according to the procedures of §A of this regulation.] *Reserved.*

C. Suspension, Revocation, and Denial [of Renewal] of Certification.

(1) The Department may suspend, revoke, or deny [renewal of] a certification under any of the following conditions:

(a)—(d) (text unchanged)

(2)—(4) (text unchanged)

D. —H. (text unchanged)

.19 On-Highway Emissions Test.

A. General Requirements.

(1) —(2) (text unchanged)

(3) The contractor shall submit the schedule of the test date, time, and location to the Administration and the Department not less than [5 days and not more than] 15 days in advance of the test date.

B. —D. (text unchanged)

ROBERT SUMMERS
SECRETARY OF THE ENVIRONMENT

MILT CHAFFEE
MOTOR VEHICLE ADMINISTRATION