Buckeye Terminals, LLC Buckeye Tampa South Terminal Facility ID No. 0570083 Hillsborough County

Initial Title V Air Operation Permit

Permit No. 0570083-044-AV



Permitting/Compliance Authority:

Environmental Protection Commission of Hillsborough County 3629 Queen Palm Dr. Tampa, FL 33619 Telephone: (813) 627-2600 Fax: (813) 627-2660

Initial Title V Air Operation Permit Permit No. 0570083-044-AV

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PERMITTEE: Buckeye Terminals, LLC 848 McCloskey Boulevard Tampa, Florida 33605 Permit No. 0570083-044-AV Buckeye Tampa South Terminal Facility ID No. 0570083 Initial Title V Air Operation Permit

The purpose of this permit is to issue the initial Title V air operation permit for the above referenced facility. The existing Buckeye Tampa South Terminal is located in Hillsborough County at 848 McCloskey Boulevard, Tampa, FL 33605. UTM Coordinates are: Zone 17, 358.0 kilometers (km) East and 3090.3 km North. Latitude is: 27/55/48.00 North; and Longitude is: 82/26/35.00 West.

The Title V air operation permit is issued under the provisions of Chapter 403, Florida Statutes (F.S.), and Florida Administrative Code (F.A.C.) Chapters 62-4, 62-210 and 62-213. The above-named permittee is hereby authorized to operate the facility in accordance with the terms and conditions of this permit.

0570083-044-AV Effective Date: TBD Renewal Application Due Date: TBD Expiration Date: TBD

(Draft)

Janet D. Lorton Executive Director

Environmental Excellence in a Changing World

Subsection A. Facility Description.

Buckeye Terminals, LLC, Tampa South Terminal is a bulk gasoline terminal. Buckeye's operations include receiving petroleum products by ship, pipeline, or truck and storing the products in storage tanks. In addition, the facility receives denatured ethanol by pipeline, ship or truck at the denatured ethanol truck station located on a skid next to the truck loading rack.

The facility distributes the petroleum products into tanker trucks through a loading rack with three loading bays or through a pipeline. Each loading bay has an ethanol blending system that is used to blend ethanol in-stream with gasoline as needed prior to loading into the truck.

The Volatile organic compound (VOC) emissions generated during the truck loading operations are primarily controlled by a John Zink Company Carbon Vapor Recovery Unit (VRU). The VRU has an air-cooled absorbent chiller system attached to improve efficiency. The backup control device is a John Zink Company air assisted, Vapor Combustion Unit (VCU). To minimize loading losses, all petroleum products are bottom loaded into the tanker trucks.

Buckeye Terminals operates three emergency engines. The engines are a 111 kW, diesel fuel fired, fire pump engine manufactured in 2009; a 75-kW, natural gas fired, emergency engine manufactured in 2001; and a 500-kW portable emergency engine is exempt from permitting in accordance with Rule 62-210.300(3)(b)1., F.A.C.

The 75-kW emergency engine is subject to 40 CFR 63 Subpart ZZZZ - *National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*. Also, the 111-kW fire pump is subject to 40 CFR 60, Subpart IIII - *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines* because it was manufactured after April 1, 2006. The 500-kW portable emergency engine is not subject to 40 CFR 63 Subpart ZZZZ or 40 CFR 60 Subpart IIII because it is does not meet the definition of a stationary reciprocating internal combustion engine, as defined in 40 CFR 63.6675 and 40 CFR 60.4219.

The facility also operates diesel, additive, and slop tanks, which are exempt from permitting pursuant to Rule 62-210.300(3)(b)1., F.A.C., because the potential VOC emissions from each tank are less than 5.0 tons/year.

The potential emissions from the facility are calculated to be 105.9 tons/year, which includes exempt sources but excludes the fugitive emissions of 31.2 TPY from the truck loading activity at the loading rack and 0.9 TPY from pumps, valves, and fittings (PVFs).

Also, the Buckeye Tampa North Terminal (Facility ID No. 0570123) and the Buckeye Tampa South Terminal are permitted as two facilities. However, because the two terminals are under common control, have the same SIC code, and are able to share material through a pipeline, the terminals are considered one source for PSD applicability. Any changes to either terminal will need to be evaluated for PSD applicability.

EU No.	Brief Description			
Regulated H	Regulated Emissions Units			
003	Truck Loading Rack and Denatured Ethanol Station			
004	Petroleum Storage Tanks (Tank Nos. 29, 33, 34, 35, 50, 51, 53)			
007	Petroleum Contact Water Tanks (Tank Nos. 18 and 19)			
101	Diesel Storage Tank (Tank No. 36)			
105	75-kW Emergency Stationary Internal Combustion Engine			
106	111-kW Emergency Fire Pump Engine			

Subsection B. Summary of Emissions Units.

Also included in this permit are miscellaneous insignificant emissions units and/or activities (see Appendix L, List of Insignificant Emissions Units and/or Activities).

Subsection C. Applicable Regulations.

Based on the initial Title V air operation permit application received August 28, 2024, this facility is a major source of volatile organic compounds (VOCs). The Buckeye Tampa North Terminal (Facility ID No. 0570123) and the Buckeye Tampa South Terminal are permitted as two facilities. However, because the two terminals are under common control, have the same SIC code, and are able to share material through a pipeline, the terminals are considered one source for PSD applicability. Due to the Tampa North Construction Permit No. 0570123-048-AC application submitted on October 7, 2024, emissions from the two Terminals exceed the PSD major source threshold of 250 tons per year of VOC in accordance with Rule 62-212.400, F.A.C.

Regulation	EU No(s).			
Federal Rule Citations				
40 CFR 60, Subpart A, NSPS General Provisions	003, 004			
40 CFR 60, Subpart Kb, Standards of Performance for Volatile Organic Liquid Storage Vessels (Including Petroleum Liquid Storage Vessels) for Which Construction, Reconstruction, or Modification Commenced After July 23, 1984	004			
40 CFR 60, Subpart XX, Standards of Performance for Bulk Gasoline Terminals	003			
40 CFR 60 Subpart IIII	106			
40 CFR 63, Subpart A, General Provisions	105			
40 CFR 63, Subpart ZZZZ, NESHAP for Stationary Reciprocating Internal Combustion Engines	105			
40 CFR 63, Subpart BBBBBB, Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities	003, 004, 007, 101			
State Rule Citations				
Rule 62-296.320, F.A.C., General Pollutant Emission Limiting Standards	003, 004, 007, 101, 105, 106			
Rule 62-296.500, F.A.C., Reasonably Available Control Technology RACT) - Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) Emitting Facilities	003, 004, 007			
Rule 62-296.508, F.A.C., Petroleum Liquid Storage	004, 007			
Rule 62-296.510, F.A.C., Bulk Gasoline Terminals	003			
Local Rule Citations				
Rules of the EPCHC, Chapter 1-3, Stationary Air Pollution and Ambient Air Quality Standards	003, 004, 007, 101, 105, 106			

A summary of applicable regulations is shown in the following table.

The following conditions apply facility-wide to all emission units and activities:

FW1. <u>Appendices</u>. The permittee shall comply with all documents identified in Section IV, <u>Appendices</u>, listed in the Table of Contents. Each document is an enforceable part of this permit unless otherwise indicated. [Rule 62-213.440, F.A.C.]

Emissions and Controls

- **FW2.** <u>Not federally Enforceable.</u> Objectionable Odor Prohibited. No person shall cause, suffer, allow or permit the discharge of air pollutants, which cause or contribute to an objectionable odor. An "objectionable odor" means any odor present in the outdoor atmosphere which by itself or in combination with other odors, is or may be harmful or injurious to human health or welfare, which unreasonably interferes with the comfortable use and enjoyment of life or property, or which creates a nuisance. [Rule 62-296.320(2) and 62-210.200(Definitions), F.A.C.]
- **FW3.** <u>General Volatile Organic Compounds (VOC) Emissions or Organic Solvents (OS) Emissions</u>. The permittee shall allow no person to store, pump, handle, process, load, unload or use in any process or installation, volatile organic compounds or organic solvents without applying known and existing vapor emission control devices or systems deemed necessary and ordered by the EPCHC.
 - a. Maintain tightly fitting cover, lids, etc. on all containers when they are not being handled, tapped, etc.
 - b. Immediately attend to all spills/waste as appropriate.
 - c. Operate the VRU when loading VOLs. Also, operate the VCU when loading VOLs and the VRU is down for maintenance or repair.
 - d. The VRU and VCU shall be maintained in good working order.

[Rule 62-296.320(1), F.A.C.]

- **FW4.** <u>General Visible Emissions</u>. No person shall cause, let, permit, suffer or allow to be discharged into the atmosphere the emissions of air pollutants from any activity equal to or greater than 20% opacity. Emissions from the following types of activities in Hillsborough County are further subject to a general 5% opacity standard: loading or unloading of materials to or from containers such as rail cars, trucks, ships, storage structures and stockpiles; permanent conveyor systems; storage of materials in structures such as silos or enclosed bins, which have a storage capacity of fifty cubic yards or more; crushing, grinding, sizing and screening operations; and, static drop transfer points. These regulations do not impose a specific testing requirement. [Rule 62-296.320(4)(b)1, F.A.C. and Section 1-3.52(1) and (2), Rules of the EPCHC]
- **FW5.** <u>Unconfined Particulate Matter</u>. No person shall cause, let, permit, suffer or allow the emissions of unconfined particulate matter from any activity, including vehicular movement; transportation of materials; construction; alteration; demolition or wrecking; or industrially related activities such as loading, unloading, storing or handling; without taking reasonable precautions to prevent such emissions. Reasonable precautions to prevent emissions of unconfined particulate matter at this facility include:
 - a. Maintenance of parking areas and yards.
 - b. Removal of particulate matter from paved areas, building, and work areas under the control of the owner/operator.
 - c. Reduce vehicular speed. Post limits, if necessary.

[Rules 62-296.320(4)(c) and 62-213.410, F.A.C.]

Reports and Fees

See Appendix RR, Facility-wide Reporting Requirements for additional details.

FW6. <u>Electronic Annual Operating Report and Title V Annual Emissions Fees</u>. The information required by the Annual Operating Report for Air Pollutant Emitting Facility [Including Title V Source Emissions Fee

Calculation] (DEP Form No. 62-210.900(5)) shall be submitted by April 1 of each year, for the previous calendar year, to the Department of Environmental Protection's (DEP) Division of Air Resource Management. Each Title V source shall submit the annual operating report using the DEP's Electronic Annual Operating Report (EAOR) software, unless the Title V source claims a technical or financial hardship by submitting DEP Form No. 62-210.900(5) to the DEP Division of Air Resource Management instead of using the reporting software. Emissions shall be computed in accordance with the provisions of subsection 62-210.370(2), F.A.C. Each Title V source must pay between January 15 and April 1 of each year an annual emissions fee in an amount determined as set forth in subsection 62-213.205(1), F.A.C. The annual fee shall only apply to those regulated pollutants, except carbon monoxide and greenhouse gases, for which an allowable numeric emission-limiting standard is specified in the source's most recent construction permit or operation permit. Upon completing the required EAOR entries, the EAOR Title V Fee Invoice can be printed by the source showing which of the reported emissions are subject to the fee and the total Title V Annual Emissions Fee that is due. The submission of the annual Title V emissions fee payment is also due (postmarked) by April 1st of each year. A copy of the system generated EAOR Title V Annual Emissions Fee Invoice and the indicated total fee shall be submitted to: Major Air Pollution Source Annual Emissions Fee, Post Office Box 3070, Tallahassee, Florida 32315-3070. Additional information is available by accessing the Title V Annual Emissions Fee On-line Information Center at the following Internet web site: http://www.dep.state.fl.us/air/emission/tvfee.htm. [Rules 62-210.370(3), 62-210.900 & 62-213.205, F.A.C.; and, §403.0872(11), Florida Statutes (2013)]

{Permitting Note: Resources to help you complete your AOR are available on the electronic AOR (EAOR) website at: <u>http://www.dep.state.fl.us/air/emission/eaor</u>. If you have questions or need assistance after reviewing the information posted on the EAOR website, please contact the Department by phone at (850) 717-9000 or email at <u>eaor@dep.state.fl.us</u>.}

{Permitting Note: The Title V Annual Emissions Fee form (DEP Form No. 62-213.900(1)) has been repealed. A separate Annual Emissions Fee form is no longer required to be submitted by March 1st each year.}

FW7. <u>Compliance Notifications</u>. The permittee shall submit all compliance related notifications and reports required of this permit to the Environmental Protection Commission of Hillsborough County at:

Environmental Protection Commission of Hillsborough County Air Management Division 3629 Queen Palm Drive Tampa, FL 33619

[Rule 62-4.070(3), F.A.C.]

FW8. <u>Annual Statement of Compliance</u>. The permittee shall submit an annual statement of compliance to the compliance authority at the address shown on the cover of this permit and to the US. EPA at the address shown below within 60 days after the end of each calendar year during which the Title V air operation permit was effective. (See also Appendix RR, Conditions RR1 and RR7.)

U.S. Environmental Protection Agency, Region 4 Atlanta Federal Center 61 Forsyth Street, SW Atlanta, Georgia 30303 Attn: Air Enforcement Branch

[Rules 62-213.440(3)(a)2. & 3. and (b), F.A.C.]

- **FW9.** <u>Prevention of Accidental Releases (Section 112(r) of CAA)</u>. If, and when, the facility becomes subject to 112(r), the permittee shall:
 - a. Submit its Risk Management Plan (RMP) to the Chemical Emergency Preparedness and Prevention Office (CEPPO) RMP Reporting Center. Any Risk Management Plans, original submittals, revisions or updates to submittals, should be sent electronically through EPA's Central Data Exchange system at the following address: <u>https://cdx.epa.gov</u>. Information on electronically submitting risk management plans using the Central Data Exchange system is available at: <u>https://www.epa.gov/rmp</u>. The RMP Reporting Center can be contacted at: RMP Reporting Center, Post Office Box 10162, Fairfax, VA 22038, Telephone: (703) 227-7650.
 - b. Submit to the permitting authority Title V certification forms or a compliance schedule in accordance with Rule 62-213.440(2), F.A.C.
- [40 CFR 68]
- FW10. Semi-Annual Monitoring Reports. In addition to the semi-annual reports specified in Specific Condition No. C.29, the permittee shall monitor compliance with the terms and conditions of this permit and shall submit reports at least every six months to the compliance office. Each semi-annual report shall cover the 6-month periods of January 1 June 30 and July 1 December 31. The reports shall be submitted by the 60th day following the end of each calendar half (i.e., March 1st and August 29th of every year). All instances of deviations from permit requirements (including conditions in the referenced Appendices) must be clearly identified in such reports, including reference to the specific requirement and the duration of such deviation. If there are no deviations during the reporting period, the report shall so indicate. Any semi-annual reporting requirements contained in applicable federal NSPS or NESHAP requirements may be submitted as part of this report. The submittal dates specified above shall replace the submittal dates specific federal rules. All additional reports shall include a certification by a responsible official, pursuant to subsection 62-213.420(4), F.A.C. (See also Conditions RR2. RR4. of Appendix RR, Facility-wide Reporting Requirements, for additional reporting requirements related to deviations.) [Rule 62-213.440(1)(b)3.a., F.A.C.]

{Permitting Note: EPA has clarified that, pursuant to 40 CFR 70.6(a)(3), the word "monitoring" is used in a broad sense and means monitoring (i.e., paying attention to) the compliance of the source with all emissions limitations, standards, and work practices specified in the permit.}

Other Requirements

- **FW11.** <u>Abnormal Event</u>: The permittee shall promptly (by telephone) report any abnormal event which occurs at the facility. Within thirty days of this verbal report, the permittee shall submit a written report which shall include the abnormal events and corrective actions taken.
 - a. For purposes of this condition, an abnormal event shall in part mean:
 - i. Breakdown or shutdown of Vapor Processing Systems or equipment associated with the control devices that results in an excess emissions event *
 - ii. Any spills/leaks from the tank(s)/loading rack.
 - iii. The landing or floating off of the roof on its support legs, where the process of filling, emptying, or refilling is not continuous or is not accomplished as rapidly as possible.
 - iv. Exceedance of the twelve-month rolling total of the throughput of each tanks group.
- ^{*} In case of breakdown/shutdown of Vapor Processing Systems, report, by telephone, within 24 hours

[Rule 62-4.070(3), F.A.C.]

FW12. <u>Special Testing.</u> When the Environmental Protection Commission of Hillsborough County (EPC) after investigation, has good reason (such as complaints, increased visible emissions or questionable maintenance of control equipment) to believe that any applicable emission standard contained in a Department rule or in a permit

issued pursuant to those rules is being violated, it shall require the owner or operator of the emissions unit to conduct compliance tests which identify the nature and quantity of pollutant emissions from the emissions unit, unless the Department obtains other information sufficient to demonstrate compliance. The owner or operator of the emissions unit shall provide a report on the results of said tests to the Environmental Protection Commission of Hillsborough County in accordance with the provisions of subsection 62-297.310(10), F.A.C. [Rules 62-297.310(8)(c) and 62-4.070(3), F.A.C.]

- **FW13.** <u>Modification.</u> The permittee shall provide timely notification to the Environmental Protection Commission of Hillsborough County prior to implementing any changes that may result in a modification to this permit pursuant to Rule 62-210.200, F.A.C., Modification. The changes do not include normal maintenance, but may include, and are not limited to, the following, and may also require prior authorization before implementation:
 - a. Alteration or replacement of any equipment* or major component of such equipment.
 - b. Installation or addition of any equipment* which is a source of air pollution.
 - *Not applicable to routine maintenance, repair, or replacement of component parts of an air emissions unit.

[Rules 62-210.300 and 62-4.070(3), F.A.C.]

- **FW14.** <u>New or Additional Conditions</u>: For good cause shown and after notice and an administrative hearing, if requested, the EPCHC may require the permittee to conform to new or additional conditions. The EPCHC shall allow the permittee a reasonable time to conform to the new or additional conditions, and on application of the permittee, the EPCHC may grant additional time. [Rule 62-4.080, F.A.C.]
- **FW15.** <u>Transfer of Ownership</u>. If the permittee wishes to transfer this permit to another owner, an "Application for Transfer of Air Permit" (DEP Form 62-210.900(7)) shall be submitted to the Environmental Protection Commission of Hillsborough County within 30 days after the sale or legal transfer of the permitted facility. [Rule 62-4.120, F.A.C.]

Subsection A. Emissions Unit No. 004 – Petroleum Storage Tanks

U No. 004 - Petroleum Storage Tanks					
Tank No.	RoofType	Volume (gallons)	Color	Primary/Se condary Seal	
29	DEFRT/IFR	<mark>2,279,508</mark>	White	Welded Mechanical Shoe/Rim Mounted	
33	IFR	<mark>4,133,808</mark>	White	Welded Mechanical Shoe/Rim Mounted	
34	IFR	<mark>1,390,536</mark>	White	Bolted Vapor-Mounted/None	
35	IFR	<mark>1,380,666</mark>	White	Welded Mechanical Shoe/Rim Mounted Wiper	
50	IFR	<mark>3,626,876</mark>	White	Welded Liquid -Mounted/Rim-Mounted	
51	IFR	<mark>2,528,439</mark>	White	Welded Liquid -Mounted/Rim-Mounted	
53	IFR	<mark>6,300,685</mark>	White	Mechanical Shoe/Rim-Mounted	
54	IFR	7,200,000	White	Mechanical Shoe/Rim-Mounted	

This section of the permit addresses the following emissions unit.

The storage tanks may store a variety of liquids provided that the annual average liquid vapor pressure of the stored liquid is equal to or less than the maximum annual average vapor pressure allowed in the tank group. The emissions

{*Permitting Note: Tank Nos. 33, 50, 51, 53, and 54 are subject to 40 CFR 60, Subpart Kb. In addition, all of the tanks are subject to 40 CFR 63 Subpart BBBBBB. The tanks are also subject to Rules 62-296.500 and 62-296.508, F.A.C, and Chapter 1-3, Rules of the EPCHC.*}

Essential Potential to Emit (PTE) Parameters

A.1. <u>Permitted Capacity</u>: The following limitations shall apply to EU 004 – Petroleum Storage Tanks:

are minimized by the use of internal floating roofs and by limits on the throughput of the products.

a.

Tank No.	Product	Throughput maximum (gallons per consecutive 12-month period)	VOC Emissions (tons per consecutive 12-month period)
29	Gasoline	n/a	n/a
33	Gasoline	n/a	n/a
34	Gasoline	n/a	n/a
35	Gasoline	n/a	n/a
50	Gasoline	n/a	n/a
51	Gasoline	n/a	n/a
53	Gasoline	n/a	n/a
54	Gasoline	n/a	n/a
Total of All Tanks		1,833,000,000	<mark>47.5</mark> <u>42.7</u> *

- b. The above tanks are authorized to store gasoline having an annual average RVP of $\frac{13 \text{ }11.8}{11.8}$ psi or less and are authorized to store lower RVP fuels, such as denatured ethanol.
- c. All tank-to-tank transfers shall be included in the emission calculations and throughput records required by this permit.

[Rules 62-4.070(3) and 62-210.200(PTE), F.A.C.; Permit No. 0570083-033-AC]

Subsection A. Emissions Unit No. 004 – Petroleum Storage Tanks

{Permitting Note: * - Emissions are based on all of the tanks standing losses and the withdrawal loss, using the method specified in AP-42 Ch. 7.1. In addition, the annual combined VOC emissions limit from the petroleum storage group (EU 004) does not include approximately 35.9 12.1 TPY attributed to degassing (landing losses) of the tanks for scheduled maintenance or product changeovers. These degassing emissions are included in the facility-wide PTE. Records and emission calculations detailing degassing incidents are required per Specific Condition No. A.10}

A.2. <u>Hours of Operation</u>. This emissions unit is allowed to operate continuously, i.e., 8,760 hours/year. [Rules 62-4.070(3) and 62-210.200(PTE), F.A.C.]

Control Technology and Tank Requirements

- A.3. <u>Tank Equipment</u>: Tank Nos. 29, 33, 34, 35, 50, 51, 53, and 54 shall be operated and equipped with the following:
 - a. An internal floating roof equipped with a closure seal, or seals, to close the space between the roof edge and tank wall, or the emissions unit has been retrofitted with an equally effective alternative control.
 - b. The emissions unit is maintained such that there are no visible holes, tears, or other openings in the seal or any seal fabric or materials; and,
 - c. All openings, except stub drains are equipped with covers, lids, or seals such that:
 - i. The cover, lid, or seal is in the closed position at all times except on demand for sampling, maintenance, repair, or necessary operational practices; and,
 - ii. Automatic bleeder vents are closed at all times except when the roof is floated off or landed on the roof leg supports; and,
 - iii. Rim vents, if provided, are set to open when the roof is being floated off the roof leg supports or at the manufacturer's recommended setting.

[Rule 62-296.508(2), F.A.C. and Permit Nos. 0570083-023/033/043-AC]

- A.4. <u>Tank Equipment</u>: Tank Nos. 33, 50, 51, 53, and 54 are subject to 40 CFR 60 Subpart Kb and shall be equipped as follows:
 - a. The internal floating roof shall rest or float on the liquid surface (but not necessarily in complete contact with it) inside a storage vessel that has a fixed roof. The internal floating roof shall be floating on the liquid surface at all times, except during initial fill and during those intervals when the storage vessel is completely emptied or subsequently emptied and refilled. When the roof is resting on the leg supports, the process of filling, emptying, or refilling shall be continuous and shall be accomplished as rapidly as possible.
 - b. Each internal floating roof shall be equipped with one of the following closure devices between the wall of the storage vessel and the edge of the internal floating roof:
 - i. A foam- or liquid-filled seal mounted in contact with the liquid (liquid-mounted seal). A liquid-mounted seal means a foam- or liquid-filled seal mounted in contact with the liquid between the wall of the storage vessel and the floating roof continuously around the circumference of the tank.
 - ii. Two seals mounted one above the other so that each forms a continuous closure that completely covers the space between the wall of the storage vessel and the edge of the internal floating roof. The lower seal may be vapor-mounted, but both must be continuous.
 - iii. A mechanical shoe seal. A mechanical shoe seal is a metal sheet held vertically against the wall of the storage vessel by springs or weighted levers and is connected by braces to

Subsection A. Emissions Unit No. 004 – Petroleum Storage Tanks

the floating roof. A flexible coated fabric (envelope) spans the annular space between the metal sheet and the floating roof.

- c. Each opening in a noncontact internal floating roof except for automatic bleeder vents (vacuum breaker vents) and the rim space vents is to provide a projection below the liquid surface
- d. Each opening in the internal floating roof except for leg sleeves, automatic bleeder vents, rim space vents, column wells, ladder wells, sample wells, and stub drains is to be equipped with a cover or lid which is to be maintained in a closed position at all times (i.e., no visible gap) except when the device is in actual use. The cover or lid shall be equipped with a gasket. Covers on each access hatch and automatic gauge float well shall be bolted except when they are in use.
- e. Automatic bleeder vents shall be equipped with a gasket and are to be closed at all times when the roof is floating except when the roof is being floated off or is being landed on the roof leg supports.
- f. Each penetration of the internal floating roof for the purpose of sampling shall be a sample well. The sample well shall have a slit fabric cover that covers at least 90 percent of the opening.
- g. Each penetration of the internal floating roof that allows for passage of a column supporting the fixed roof shall have a flexible fabric sleeve seal or a gasketed sliding cover.
- h. Each penetration of the internal floating roof that allows for passage of a ladder shall have a gasketed sliding cover.

[40 CFR 60.112b(a)(1) and Rule 62-204.800(8)(b)18., F.A.C.]

- A.5. Internal Floating Roof (IFR) Tanks. Each IFR storage tank shall comply with the following requirements:
 - a. The IFR shall rest or float on the liquid surface (but not necessarily in complete contact with it) inside a storage vessel that has a fixed roof. The IFR shall be floating on the liquid surface at all times, except during initial fill and during those intervals when the storage vessel is completely emptied or subsequently emptied and refilled. When the roof is resting on the leg supports, or suspended by cables in its' low position, the process of filling, emptying, or refilling shall be continuous and shall be accomplished as rapidly as possible.
 - b. Each IFR shall be equipped with one of the following closure devices between the wall of the storage vessel and the edge of the IFR:
 - i. A foam- or liquid-filled seal mounted in contact with the liquid (liquid-mounted seal). A liquid-mounted seal means a foam- or liquid-filled seal mounted in contact with the liquid between the wall of the storage vessel and the floating roof continuously around the circumference of the tank.
 - ii. A mechanical shoe seal. A mechanical shoe seal is a metal sheet that is held vertically against the wall of the storage vessel by springs or weighted levers and is connected by braces to the floating roof. A flexible coated fabric (envelope) spans the annular space between the metal sheet and the floating roof.
 - c. Each opening in a non-contact IFR except for automatic bleeder vents (vacuum breaker vents) and the rim space vents is to provide a projection below the liquid surface.

[40 CFR 63.11087(a), Table 1 To Subpart BBBBBB (Section b), and 40 CFR 60.112b(a)(1)]

- A.6. <u>Tank Information</u>. The permittee shall maintain the following tank information:
 - a. All tanks shall be numbered and be clearly identifiable by inspectors and field personnel.
 - b. Each tank shall be maintained to retain the structure, roof type, seals, controls, and color characteristics described in the application.

Subsection A. Emissions Unit No. 004 – Petroleum Storage Tanks

[Rule 62-4.070(3), F.A.C. and Permit No. 0570083-012-AC]

Test Methods and Procedures

- A.7. <u>Tank Inspections</u>. The permittee shall comply with the following inspection requirements of 40 CFR 60.113b(a) or 40 CFR 63.11087 as applicable for all internal floating roof (IFR storage tanks):
 - a. *Inspection prior to initial fill*. Visually inspect the IFR, the primary seal, and the secondary seal, prior to filling the storage vessel with volatile organic liquid (VOL). If there are holes, tears, or other openings in the primary seal, the secondary seal, or the seal fabric or defects in the IFR, or both, the owner or operator shall repair the items before filling the storage vessel.
 - b. *Inspection at least once every 12 months after initial fill.* Visually inspect the IFR and the primary seal or the secondary seal through manholes and roof hatches on the fixed roof. If the IFR is not resting on the surface of the VOL inside the storage vessel, or there is liquid accumulated on the roof, or the seal is detached, or there are holes or tears in the seal fabric, the owner or operator shall repair the items or empty and remove the storage vessel from service within 45 days. If a failure that is detected during inspections required in this paragraph cannot be repaired within 45 days and if the vessel cannot be emptied within 45 days, a 30-day extension may be requested from the PPRAQD in the inspection report required in Sec. 60.115b(a)(3). Such a request for an extension must document that alternate storage capacity is unavailable and specify a schedule of actions the company will take that will assure that the control equipment will be repaired or the vessel will be emptied as soon as possible.
 - c. For vessels equipped with a double-seal system (i.e. two seals mounted one above the other so that each forms a continuous closure that completely covers the space between the wall of the storage vessel and the edge of the IFR. The lower seal may be vapor-mounted, but both must be continuous):
 - i. Visually inspect the vessel as specified in paragraph D) below (40 CFR 60.113b(a)(4)) at least every 5 years; or
 - ii. Visually inspect the vessel as specified in paragraph B) above (40 CFR 60.113b(a)(4)).
 - d. Inspection at least every 10 years (or 5 years if applicable). Visually inspect the internal floating roof, the primary seal, the secondary seal, gaskets, slotted membranes and sleeve seals (if any) each time the storage vessel is emptied and degassed. In addition, if the tank is subject to Subpart Kb, the slotted membranes and sleeve seals will also have to be visually inspected. If the internal floating roof has defects, the primary seal has holes, tears, or other openings in the seal or the seal fabric, or the secondary seal has holes, tears, or other openings in the seal or the seal fabric, or the secondary seal has holes, tears, or other openings in the seal fabric, or the gaskets no longer close off the liquid surfaces from the atmosphere, or the slotted membrane has more than 10 percent open area, the owner or operator shall repair the items as necessary so that none of the conditions specified in this paragraph exist before refilling the storage vessel with VOL. In no event shall inspections conducted in accordance with this provision occur at intervals greater than 10 years in the case of vessels conducting the annual visual inspection as specified in paragraphs A.7.b. above (40 CFR 60.113b(a)(4)) and c. above (40 CFR 60.113b(a)(3)ii) of this section and at intervals no greater than 5 years in the case of vessels specified in paragraph A.7.c.i. above (40 CFR 60.113b(a)(3)(ii)).
 - e. *Notification Requirements.* Notify the EPC in writing at least 30 days prior to the filling or refilling of each storage vessel for which an inspection is required by b. and d. above (40 CFR 60.113b(a)(1) and (a)(4)) to afford the EPC the opportunity to have an observer present. If the inspection required by 40 CFR 60.113b.(a)(4) is not planned and the owner or operator could not have known about the inspection 30 days in advance of refilling the tank, the owner or operator shall notify the EPC at least 7 days prior to the refilling of the storage vessel. Notification shall be made by telephone immediately followed by written documentation demonstrating why the inspection was unplanned.

Subsection A. Emissions Unit No. 004 – Petroleum Storage Tanks

Alternatively, this notification including the written documentation may be made in writing and sent by express mail so that it is received by the EPC at least 7 days prior to the refilling.

[40 CFR 63.11092(f)(1); 40 CFR 60.113b(a); Rule 62-204.800(8)(b)16., F.A.C., and Permit No. 0570083-043-AC]

Recordkeeping and Reporting Requirements

- **A.8.** <u>Tank Inspection Recordkeeping and Reports.</u> The permittee shall keep records and furnish reports as required by 40 CFR 60.115b(a) for all IFR storage tanks, which are summarized as follows. The owner or operator shall keep copies of all reports and records required by this section for at least 5 years.
 - a. Keep a record of each inspection performed as required by Specific Condition No. A.7 (40 CFR 60.113b(a)(1), (a)(2), (a)(3), and (a)(4)). Each record shall identify the storage vessel on which the inspection was performed and shall contain the date the vessel was inspected and the observed condition of each component of the control equipment (seals, internal floating roof, and fittings).
 - b. If any of the conditions described in Specific Condition No. A.7.b (40 CFR 60.113b(a)(2)) are detected during the annual visual inspection required by Specific Condition No. A.7.b (40 CFR 60.113b(a)(2)), a report shall be furnished to the EPC within 30 days of the inspection. Each report shall identify the storage vessel, the nature of the defects, and the date the storage vessel was emptied or the nature of and date the repair was made.

[40 CFR 63.11094(b); 40 CFR 60.115b(a); and Rule 62-204.800(b)18, F.A.C.; and Permit No. 0570083-043-AC]

- A.9. <u>Tank Content Records</u>: For Tank Nos. 33, 50, 51, 53, and 54 the owner or operator shall keep copies of all records required by this section, except for the record required by paragraph a. of this section, for at least five (5) years. The record required by paragraph a. of this section will be kept for the life of the source:
 - a. Keep readily accessible records showing the dimension of the storage vessel and an analysis showing the capacity of the storage vessel.
 - b. Maintain a record of the liquid stored, the period of storage, and the maximum true vapor pressure of that liquid during the respective storage period.
 - c. Available data on the storage temperature may be used to determine the maximum true vapor pressure as determined below.
 - i. For vessels operated above or below ambient temperatures, the maximum true vapor pressure is calculated based upon the highest expected calendar-month average of the storage temperature. For vessels operated at ambient temperatures, the maximum true vapor pressure is calculated based upon the maximum local monthly average ambient temperature as reported by the National Weather Service
 - ii. For crude oil or refined petroleum products the vapor pressure may be obtained by the following:
 - a. Available data on the Reid vapor pressure and the maximum expected storage temperature based on the highest expected calendar-month average temperature of the stored product may be used to determine the maximum true vapor pressure from nomographs contained in API Bulletin 2517 (incorporated by reference—see 40 CFR 60.17), unless the Administrator specifically requests that the liquid be sampled, the actual storage temperature determined, and the Reid vapor pressure determined from the sample(s) Determined by ASTM D2879-83, 96, or 97 (incorporated by reference—see 40 CFR 60.17); or
 - b. The true vapor pressure of each type of crude oil with a Reid vapor pressure less than 13.8 kPa or with physical properties that preclude determination by the

Subsection A. Emissions Unit No. 004 – Petroleum Storage Tanks

recommended method is to be determined from available data and recorded if the estimated maximum true vapor pressure is greater than 3.5 kPa.

[40 CFR 60.116b and Rule 62-204.800(8)(b)18., F.A.C.]

- A.10. <u>Recordkeeping:</u> In order to demonstrate compliance with Specific Condition No. A.1., the permittee shall maintain monthly records for the most recent five (5) year period. The records shall be made available to the Environmental Protection Commission of Hillsborough County, state or federal air pollution agency upon request. The records shall include, but not limited to, the following:
 - a. Tank Number and Product Stored
 - b. Month, Year
 - c. RVP of the liquid stored in each tank
 - d. Monthly throughput for each tank (gallons)
 - e. Monthly rolling totals of the latest twelve months for d. above
 - f. Dates and duration of each gasoline tank landing event for maintenance or product changeover.
 - g. VOC emissions from the gasoline tank cleanings and roof landing events shall be included in the AOR each year.

[Rules 62-4.160(14), 62-4.070(3), and 62-213.440(1)(b)2.b., F.A.C.]

- A.11. <u>Notification and Reporting Subpart BBBBBB</u>. The permittee shall comply with all notification and reporting requirements as specified in 40 CFR 63.11093 and 40 CFR 63.11095, as applicable. [40 CFR 63.11093, 40 CFR 63.11095]
- A.12. <u>40 CFR 63 Subpart WW</u>. As an alternative to Specific Condition Nos. A.4., A.7., A.8., and A.9., the permittee may choose to comply with 40 CFR 63, Subpart WW, to satisfy the requirements of 40 CFR 60.112b through 60.117b. The permittee must notify the EPCHC at least 30 days before the first inspection is conducted under 40 CFR 63, Subpart WW. After this notification is submitted to the EPCHC, the permittee must continue to comply with the alternative standard (40 CFR 63, Subpart WW) until the permittee submits another notification to the EPCHC indicating the affected facility is using the requirements of 40 CFR 60.112b through 60.117b instead of the alternative standard. The compliance schedule for events does not reset upon switching between compliance with this 40 CFR 60 Subpart Kb and 40 CFR 63, Subpart WW. [40 CFR 60.110b(e)(5) and Rule 62-204.800(8)(b)38, F.A.C.]

Subsection B. Emissions Unit Nos. 007 and 101 – PCW and Diesel Tanks

The specific conditions in this section apply to the following emissions units:

007 - Petroleum Contact Water Tanks

Tank No.	Roof Type	Volume (gallons)	Color	Primary/Secondary Seal
18	IFR	88,200	White	Bolted Vapor-Mounted/Rim-Mounted
19	IFR	81,200	White	Mechanical Shoe/Rim Mounted Wiper

101 - Diesel Storage Tank

Tank No.	Roof Type	Volume (gallons)	Color
36	VFR	3,032,000	White

EU No. 007 consists of two internal floating roof storage tanks used to store PCW or a product with a lower vapor pressure. EU No. 101 consists of one fixed roof storage tank used to store distillate. The emissions from all of the tanks are minimized by the use of limits on the throughput of the products.

{*Permitting Note: All of the tanks are subject to Chapter 1-3, Rules of the EPCHC. Also, Tank Nos. 18 and 19 (EU No. 007) are subject to Rule 62-296.508, F.A.C. - Petroleum Liquid Storage. Tank No. 36 (EU No. 101) is subject to Rule 62-296.320, F.A.C. - General Pollutant Emission Limiting Standards.*}

Essential Potential to Emit (PTE) Parameters

B.1. <u>Permitted Capacity:</u> For Tank Nos. 18 and 19, the following product, tank throughput, and vapor pressure limitations shall apply per any twelve consecutive month period:

0
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u.

Tank No.	Product	Throughput maximum (gallons per consecutive 12 month period)	VOC Emissions (tons per consecutive 12 month period)
<u>18</u>	PCW	n/a	n/a
<u>19</u>	PCW	<mark>n/a</mark>	n/a
Total		<mark>400,000</mark>	<u>1.9</u>

b. The above tanks are authorized to store PCW having annual average RVP of 8.2 psi or less.

c. All tank-to-tank transfers shall be included in the emission calculations and throughput records required by this permit.

[Rule 62-4.070(3), F.A.C. and Permit No. 0570083-033-AC]

- **B.2.** <u>Permitted Capacity</u>: For Tank No. 36, the following tank throughput and vapor pressure limitations shall apply per any twelve consecutive month period:
 - a. The maximum throughput of the tank shall not exceed 330,000,000 gallons per twelve consecutive month period.
 - b. The tank is authorized to store product having an annual average annual true vapor pressure of 0.01 psia or less.

Subsection B. Emissions Unit Nos. 007 and 101 – PCW and Diesel Tanks

c. All tank-to-tank transfers shall be included in the emission calculations and throughput records required by this permit.

[Rules 62-4.070(3) and 62-210.200 (PTE), F.A.C.; Permit No. 0570083-033/043-AC]

- **B.3.** <u>Hours of Operation</u>. This emissions unit is allowed to operate continuously, i.e., 8,760 hours/year. [Rules 62-4.070(3) and 62-210.200(PTE), F.A.C.]
- **B.4.** <u>Tank Information</u>. The permittee shall maintain the following tank information:
 - a. All tanks shall be numbered and be clearly identifiable by inspectors and field personnel.
 - b. Each tank shall be maintained to retain the structure, roof type, seals, controls, and color characteristics described in the application.

[Rule 62-4.070(3), F.A.C. and Permit No. 0570083-012-AC]

Control Technology and Tank Requirements

- **B.5.** <u>Submerged Filling.</u> The permittee shall use submerged filling techniques for all storage tanks located at this facility. The EPC finds submerged filling techniques as known and existing vapor emissions controls. [Rules 62-4.070(3) and 62-296.320(1), F.A.C. and Permit No. 0570083-012-AC]
- **B.6.** <u>Tank Equipment.</u> Tanks 18 and 19 shall be operated and equipped with the following:
 - a. An internal floating roof equipped with a closure seal, or seals, to close the space between the roof edge and tank wall, or the emissions unit has been retrofitted with an equally effective alternative control.
 - b. The emissions unit is maintained such that there are no visible holes, tears, or other openings in the seal or any seal fabric or materials; and,
 - c. All openings, except stub drains are equipped with covers, lids, or seals such that:
 - i. The cover, lid, or seal is in the closed position at all times except on demand for sampling, maintenance, repair, or necessary operational practices; and,
 - ii. Automatic bleeder vents are closed at all times except when the roof is floated off or landed on the roof leg supports; and,
 - iii. Rim vents, if provided, are set to open when the roof is being floated off the roof leg supports or at the manufacturer's recommended setting.

[Rule 62-296.508, F.A.C. and Permit Nos. 0570083-024-AC]

- **B.7.** <u>Maximum True Vapor Pressure</u>. Available data on the storage temperature may be used to determine the maximum true vapor pressure as determined below:
 - a. For vessels operated above or below ambient temperatures, the maximum true vapor pressure is calculated based upon the highest expected calendar-month average of the storage temperature. For vessels operated at ambient temperatures, the maximum true vapor pressure is calculated based upon the maximum local monthly average ambient temperature as reported by the National Weather Service.
 - b. For other liquids, the vapor pressure:
 - i. May be obtained from standard reference texts, or
 - ii. Determined by ASTM D2879–83, 96, or 97 (incorporated by reference see 40 CFR 60.17); or
 - iii. Measured by an appropriate method approved by the Administrator; or

iv. Calculated by an appropriate method approved by the Administrator

[Rule 62-4.070(3), F.A.C.]

Recordkeeping and Reporting Requirements

- **B.8.** <u>Recordkeeping:</u> In order to demonstrate compliance with Specific Condition Nos. B.1 and B.2, the permittee shall maintain monthly records for the most recent five (5) year period. The records shall be made available to the Environmental Protection Commission of Hillsborough County, state or federal air pollution agency upon request. The records shall include, but not limited to, the following:
 - a. Tank Number and Product Stored
 - b. Month, Year
 - c. Product RVP or TVP (psia) of the liquid stored in each tank
 - d. SDS for the diesel fuel, which shows the vapor pressure of the liquid stored
 - e. Monthly throughput for each tank (gallons)
 - f. Monthly rolling totals of the latest twelve months for e. above

[Rules 62-4.160(14), 62-4.070(3), and 62-213.440(1)(b)2.b., F.A.C.]

Subsection C. Emissions Unit No. 003 – Loading Rack

The specific conditions in this section apply to the following emission units.

EU No.	Emission Unit Description	
003	Truck Loading Rack and Denatured Ethanol Station with a John Zink Carbon VRU (Primary) and a	
	John Zink Company VCU (Backup)	

The petroleum products are transferred from the storage tanks and directed into trucks at the loading rack. All trucks are required to connect to the vapor control system, prior to filling, in order to collect vapors displaced during the product loading operation.

The Volatile organic compound (VOC) emissions generated during the truck loading operations are primarily controlled by a John Zink Company Carbon Vapor Recovery Unit (VRU), Series No. S71294A. The VRU has an air-cooled absorbent chiller system attached to improve efficiency. The backup control device is a John Zink Company air assisted, Vapor Combustion Unit (VCU), Model No. S91634-702. To minimize loading losses, all petroleum products are bottom loaded into the tanker trucks.

{Permitting Note: The loading rack is subject to 40 CFR 60 Subpart XX, 40 CFR 63 Subpart BBBBBB, Rule 62-296.510, F.A.C., and Chapter 1-3, Rules of the EPCHC}

Essential Potential to Emit (PTE) Parameters

C.1. <u>Permitted Capacity</u>: As requested by the permittee, in order to limit the potential to emit, the following limitations and restrictions shall apply:

Product	Throughput (gallons per consecutive 12-month period)	VOC Emissions (tons per consecutive 12-month period)*
Total maximum gasoline/denatured ethanol	575,000,000	<u>48.0 24.0</u>
Total maximum petroleum distillates and additives	300,000,000	<u>0.5 2.8</u>

[Rules 62-4.070(3) and 62-210.200(PTE), F.A.C.; Permit No. 0570083-033-AC]

{Permitting Note: * - Emissions are based on a VOC standard of $\frac{1020}{19.20}$ mg/l. In addition, the annual VOC emissions limit from the Truck Loading Rack (EU 003) does not include the $\frac{19.231.2}{19.231.2}$ TPY of VOC emissions attributed to the fugitive emissions from the truck loading activity, which were based on an emission rate of $\frac{813}{1900}$ mg/l. Also, there is an additional $\frac{1.009}{1.009}$ tons/yr of fugitive VOC emissions from the piping system.}

C.2. <u>Hours of Operation</u>. This emission unit may operate continuously (8,760 hours/year). [Rules 62-4.070(3) and 62-210.200(PTE), F.A.C.]

Emission Limitations and Standards

C.3. <u>VOC Emission Standard</u>: The VOC emissions from the loading rack and the denatured ethanol loading station shall not exceed <u>10 20</u> milligrams per liter of gasoline loaded. Emissions from the loading rack are primarily controlled by a vapor recovery unit, and a vapor combustion unit operates as needed as a backup system. [40 CFR 60.502, 40 CFR 63.11088(a), and Permit No. 0570083-033-AC]

Control Technology and Equipment

- C.4. <u>Ethanol Unloading</u>: The denatured ethanol unloading operations shall comply with the following terms and conditions:
 - a. Ship/Barge Unloading of Denatured Ethanol
 - i. The permittee shall use good air pollution control practices to minimize emissions.

- ii. All openings on the vessel which can be closed during product unloading and storage shall be closed to the extent practical.
- b. Truck Unloading of Denatured Ethanol
 - i. The permittee shall use good air pollution control practices to minimize emissions.
 - ii. During unloading, the pressure at the tanker trucks shall remain negative to prevent excess vapor loss.

[Rule 62-4.070(3), F.A.C. and Permit No. 0570083-014-AC]

- C.5. <u>Truck Loading</u>. No person shall load volatile organic liquids into any tanks, trucks, or trailers from any bulk gasoline terminal unless:
 - a. Displaced vapors are vented to the vapor control system; and,
 - b. A means is provided to prevent liquid waste from the loading device to exceed the quantity specified for the self-sealing coupler or adapter according to API regulation RP 1004 (or equivalent) upon the loading device being disconnected or when it is not in use; and,
 - c. All loading and vapor lines equipped with fittings are vapor tight; and
 - d. The bulk gasoline terminal is equipped with a properly installed and operated vapor control system complying with Rule 62-296.510, F.A.C., and which directs all the vapors to a vapor combustion unit or a vapor recovery unit.

[Rule 62-296.510(3), F.A.C]

- C.6. <u>Vapor Combustion Unit.</u> The operation of the VCU is subject to the following requirements, when in operation:
 - a. <u>The VCU shall be operated with a flame present at all times.</u>
 - b. <u>The presence of a pilot flame shall be monitored using a heat-sensing device, such as an ultraviolet beam</u> sensor or a thermocouple, installed in proximity of the pilot light, to indicate the presence of a flame.
 - c. <u>The heat-sensing device shall send a positive parameter value to indicate that the pilot flame is on, or a negative parameter value to indicate that the pilot flame is off.</u>
 - d. <u>The VCU shall be equipped to automatically prevent petroleum product loading operations from</u> beginning at any time that the pilot flame is absent.
 - e. The VCU shall be operated at all times when emissions are vented to it.
 - f. <u>Verify, during each day of operation of the VCU, the proper operation of the assist-air blower and the</u> vapor line valve. Verification shall be through visual observation, or through an automated alarm or <u>shutdown system that monitors system operation. A manual or electronic record of the start and end of a</u> shutdown event may be used.

[40 CFR 63.11092(b)(1)(iii) and (e)(2)(i)]

- C.7. <u>Vapor Collection System</u>: The facility shall comply with the following requirements:
 - a. The facility shall be equipped with a vapor collection system designed to collect the total organic compounds vapors displaced from tank trucks during product loading.
 - b. Each vapor collection system shall be designed to prevent any total organic compounds vapors collected at one loading rack from passing to another loading rack.
 - c. Loadings of liquid product into gasoline tank trucks shall be limited to vapor-tight gasoline tank trucks using the following procedures:

- i. The owner or operator shall obtain the vapor tightness documentation described in Specific Condition No. C.27 for each gasoline tank truck which is to be loaded at the affected facility.
- ii. The owner or operator shall require the tank identification number to be recorded as each gasoline tank truck is loaded at the affected facility.
- iii. The owner or operator shall cross-check each tank identification number obtained in paragraph c.ii of this section (above) with the file of tank vapor tightness documentation within 2 weeks after the corresponding tank is loaded, unless either of the following conditions is maintained:
 - 1. If less than an average of one gasoline tank truck per month over the last 26 weeks is loaded without vapor tightness documentation then the documentation cross-check shall be performed each quarter; or
 - 2. If less than an average of one gasoline tank truck per month over the last 52 weeks is loaded without vapor tightness documentation then the documentation cross-check shall be performed semiannually.
- d. If either the quarterly or semi-annual cross-check provided in c.iii.1 through c.iii.2 section reveals that these conditions were not maintained, the source must return to biweekly monitoring until such time as these conditions are again met.
 - i. The terminal owner or operator shall notify the owner or operator of each non-vapor-tight gasoline tank truck loaded at the affected facility within 1 week of the documentation cross-check in paragraph c.iii. of this section.
 - ii. The terminal owner or operator shall take steps assuring that the non-vapor-tight gasoline tank truck will not be reloaded at the affected facility until vapor tightness documentation for that tank is obtained.
 - iii. Alternate procedures to those described in paragraphs c.i. through ii. of this section for limiting gasoline tank truck loadings may be used upon application to, and approval by, the Administrator.
- e. The permittee shall act to assure that loadings of gasoline tank trucks at the affected facility are made only into tanks equipped with vapor collection equipment that is compatible with the terminal's vapor collection system. [Rule 40 CFR 60.502(f) and Rule 62-204.800(8)(b)57., F.A.C.]
- f. The permittee shall act to assure that the terminal's and the tank truck's vapor collection systems are connected during each loading of a gasoline tank truck at the affected facility. Examples of actions to accomplish this include training drivers in the hookup procedures and posting visible reminder signs at the affected loading racks. [40 CFR 60.502(g) and Rules 62-204.800(8)(b)57. and 62-296.510(3)(a), F.A.C.]
- g. The vapor collection and liquid loading equipment shall be designed and operated to prevent gauge pressure in the delivery tank from exceeding 4,500 pascals (450 mm of water) during product loading. This level is not to be exceeded when measured by the procedures specified in 40 CFR 60.503(d) (Specific Condition No. C.8.) [Rule 40 CFR 60.502(h) and Rule 62-204.800(8)(b)57., F.A.C.]
- h. No pressure-vacuum vent in the bulk gasoline terminal's vapor collection system shall begin to open at a system pressure less than 4,500 pascals (450 mm of water). [40 CFR 60.502(i) and Rule 62-204.800(8)(b)57., F.A.C.]
- i. Each calendar month, the vapor collection system, the vapor processing systems, and each loading rack handling gasoline shall be inspected during the loading of gasoline tank trucks for total organic compounds liquid or vapor leaks. For purposes of this paragraph, detection methods incorporating sight, sound, or smell are acceptable. Each detection of a leak shall be recorded and the source of the

Subsection C. Emissions Unit No. 003 – Loading Rack

leak repaired within 15 calendar days after it is detected. The records shall be maintained for a minimum of three years and be made readily available to the Environmental Protection Commission of Hillsborough County, state, or federal agency upon request. [40 CFR 60.502(j)]

[40 CFR 60.502 and Rules 62-204.800(8)(b)57. and 62-4.070(3), F.A.C.]

- **C.8.** <u>Pressure Measurement Device</u>: A pressure measurement device (liquid manometer, magnehelic gauge, or equivalent instrument), capable of measuring up to 500 mm of water gauge pressure with ±2.5 mm of water precision, shall be calibrated and installed on the terminal's vapor collection system at a pressure tap located as close as possible to the connection with the gasoline tank truck. [40 CFR 60.503(d)(1) and Rule 62-204.800(8)(b)57., F.A.C.]
- **C.9.** <u>Carbon Bed Requirements</u>: During operation of the Carbon Adsorption Vapor Processing Systems (VRU), the following shall apply:
 - a. A deep vacuum shall be reached in the carbon bed during the regeneration cycle and that maximum vacuum shall be a minimum of 26 inches mercury, or the maximum average vacuum pressure obtained during the most recent annual compliance stack test.
 - b. In addition, the carbon bed operating temperature shall be a maximum of either 130°F or 10% above the operating temperature recorded during the last successful compliance test, whichever is higher.
 - c. The vacuum readings and operating temperatures shall be checked and recorded weekly for each Carbon Adsorption Vapor Processing System during loading operations at the loading rack.
 - d. If the vacuum is less than 26 inches mercury or the temperature is greater than the maximum specified above, the facility shall immediately implement corrective actions, record all these incidents, and report to the EPC within 24 hours of the incident.
 - e. Failure to adhere to the monitoring requirements specified in this condition does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(8)(c), F.A.C.

[Rule 62-4.070(3), F.A.C. and Permit No. 0570083-016-AC]

- C.10. <u>Monthly Leak Inspections</u>. The following requirements shall be followed:
 - a. The owner or operator shall perform a monthly leak inspection of all equipment in gasoline service, as defined in 40 CFR 63.11100 (i.e. valve, pump, pressure relief device, sampling connection system, open-ended valve or line, flange or other connectors, and the entire vapor processing system, except the exhaust ports or stacks). For this inspection, detection methods incorporating sight, sound, and smell are acceptable.
 - b. In addition, each calendar month, the vapor collection system, the vapor processing systems, and each loading rack handling gasoline shall be inspected during the loading of gasoline tank trucks for total organic compounds liquid or vapor leaks. For purposes of this paragraph, detection methods incorporating sight, sound, or smell are acceptable.
 - c. A log book shall be used and shall be signed by the owner or operator at the completion of each inspection. A section of the log book shall contain a list, summary description, or diagram(s) showing the location of all equipment in gasoline service at the facility.
 - d. Each detection of a liquid or vapor leak shall be recorded in the log book. When a leak is detected, an initial attempt at repair shall be made as soon as practicable, but no later than 5 calendar days after the leak is detected. Repair or replacement of leaking equipment shall be completed within 15 calendar days after detection of each leak, except as provided in paragraph D) of this section.

Subsection C. Emissions Unit No. 003 – Loading Rack

e. Delay of repair of leaking equipment will be allowed if the repair is not feasible within 15 days. The owner or operator shall provide in the semiannual report, specified in Specific Condition No. C.33.b (40 CFR 63.11095(b)), the reason(s) why the repair was not feasible and the date each repair was completed.

[40 CFR 63.11089 and 63.11095(b), 40 CFR 60.502(j) and Rules 62-204.800(8)(b)57., F.A.C]

Test Methods and Procedures

C.11. <u>Test Method.</u> Required tests shall be performed in accordance with the following reference methods:

Method	Description of Method and Comments
2A	Direct measurement of gas volume through pipes and small ducts
2B	Determination of exhaust gas volume flow rate from gasoline vapor incinerators
21	Determination of volatile organic compound leaks
25A	Determination of total gaseous organic concentration using a flame ionization analyzer or
25B	Determination of total gaseous organic concentration using a nondispersive infrared analyzer
27	Determination of vapor tightness of gasoline delivery tank using pressure-vacuum test
NA	Appendix A of EPA 450/2-77-026 – Control of Hydrocarbons from Tank Truck Gasoline Loading Terminals

The above methods are described in 62-296.510(4), 62-297.440(2)(b), and 40 CFR 60, Appendix A, and adopted by reference in Rule 62-204.800, F.A.C. No other methods may be used unless prior written approval is received from the Department. [Rule 62-204.800, F.A.C.]

- C.12. <u>Common Testing Requirements</u>. Unless otherwise specified, tests shall be conducted in accordance with the requirements and procedures specified in Appendix TR, Facility-wide Testing Requirements, of this permit. [Rule 62-297.310, F.A.C.]
- **C.13.** <u>RATA and CGA Procedures.</u> If the VRU has a continuous emission monitoring system, the permittee can demonstrate compliance by meeting the performance specifications (Appendix B) and quality assurance and quality control measures (Appendix F) of 40 C.F.R. part 60, adopted and incorporated in Rule 62-204.800, F.A.C., as follows:
 - A Relative Accuracy Test Audit (RATA) must be conducted at least once every four calendar quarters. Conduct the RATA as described for the RA test procedure in the applicable PS in Appendix B (e.g., PS 2 for SO2 and NOX). In addition, analyze the appropriate performance audit samples received from EPA as described in the applicable sampling methods (e.g., Methods 6 and 7).
 - b. A Cylinder Gas Audit (CGA) may be conducted in three of four calendar quarters, but in no more than three quarters in succession. Successive quarterly audits shall occur no closer than 2 months.
 - c. Submit the results of the performance evaluation to the Air Division of the Environmental Protection Commission of Hillsborough County within 45 days of completion of the performance evaluation. Electronic submission is acceptable.
 - d. In the event that the CEMS device is inoperable for a period of more than 120 days in a calendar year, the facility shall perform a VOC stack test of the loading rack system and the VRU. The test is to be conducted within 12 months of the last successful RATA or VOC stack test.

[Rules 62-4.070(3), 62-297.310, F.A.C.; 40 CFR 63.8; 40 CFR 60, Appendix B, Section 8 of Performance

SECTION III. EMISSIONS UNITS AND SPECIFIC CONDITIONS. Subsection C. Emissions Unit No. 003 – Loading Rack

Specification 2, 40 CFR 60, Appendix F]

- C.14. <u>VRU Compliance Test Frequency</u>: Prior to obtaining a renewal air operation permit, the permittee shall conduct a performance test on the VRU for VOC emissions, in accordance with the test methods specified in Specific Condition No. C.11. and the requirements specified in Specific Condition No. C.15., at least 365 days prior to the expiration date of the operating permit. Submit a copy of the results within 45 days of completion of the test to the Environmental Protection Commission of Hillsborough County. [Rules 62-296.510(4)(a) and 62-297.440(2)(b)1.a., F.A.C.]
- C.15. <u>Testing Requirements</u>: In order to ensure compliance with Specific Condition No. C.3., the following conditions shall apply:
 - a. Testing of emissions shall be accomplished in accordance with 40 CFR 60 Subpart XX *Standards* of *Performance for Bulk Gasoline Terminals*.
 - b. Immediately before the performance test required to determine compliance with 40 CFR 60.502 (b), (c), and (h), the owner or operator shall use Method 21 to monitor for leakage of vapor all potential sources in the terminal's vapor collection system equipment while a gasoline tank truck is being loaded. The owner or operator shall repair all leaks with readings of 500 ppm (as methane) or greater before conducting the performance test. [40 CFR 60.503(b) and Rules 62-204.800(8)(b)57. and 62-296.510(4)(b), F.A.C]
 - c. The permittee shall stop loading to any tanker truck which leaks at a level greater than defined in Specific Condition No. C.7. Testing shall be accomplished under the normal leak check program, and no special provisions shall be made on the date of the compliance test to exclude loading of leaking trucks. Testing shall be conducted just prior to any scheduled maintenance on the control equipment. The percent of leaking trucks found on the test date and the recent maintenance records for the control equipment shall be submitted with the test report. Failure to include the actual process rate in the results may invalidate the test.
 - d. The performance test shall be 6 hours long during which at least 302,800 liters (80,000 gallons) of gasoline is loaded. If this is not possible, the test may be continued the same day until 302,800 liters (80,000 gallons) of gasoline is loaded or the test may be resumed the next day with another complete 6-hour period. In the latter case, the 302,800 liters (80,000 gallons) criterion need not be met. However, as much as possible, testing should be conducted during the 6-hour period in which the highest throughput normally occurs.
 - e. If the vapor processing system is intermittent in operation, the performance test shall begin at a reference vapor holder level and shall end at the same reference point. The test shall include at least two startups and shutdowns of the vapor processor. If this does not occur under automatically controlled operations, the system shall be manually controlled.
 - f. During the performance test, the pressure shall be recorded every 5 minutes while a gasoline truck is being loaded; the highest instantaneous pressure that occurs during each loading shall also be recorded. Every loading position must be tested at least once during the performance test.
 - g. The emission rate (E) of total organic compounds shall be computed using the following equation: [40 CFR 60.503(c)(3)]

$$E = K \sum_{i=1}^{n} (VesiCei) / (L10^6)$$

where:

E = emission rate of total organic compounds, mg/liter of gasoline loaded.

V_{esi} = volume of air-vapor mixture exhausted at each interval "i", scm.

 C_{ei} = concentration of total organic compounds at each interval "i", ppm.

L = total volume of gasoline loaded, liters.

n = number of testing intervals.

i = emission testing interval of 5 minutes.

K = density of calibration gas, 1.83×10^6 for propane and 2.41×10^6 for butane, mg/scm.

- h. The performance test shall be conducted in intervals of 5 minutes. For each interval "i", readings from each measurement shall be recorded, and the volume exhausted (V_{esi}) and the corresponding average total organic compounds concentration (Cei) shall be determined. The sampling system response time shall be considered in determining the average total organic compounds concentration corresponding to the volume exhausted.
- i. The following methods shall be used to determine the volume (Vesi) air-vapor mixture exhausted at each interval:
 - i. Method 2B shall be used for combustion vapor processing systems.
 - ii. Method 2A shall be used for all other vapor processing systems.
- j. Method 25A or 25B shall be used for determining the total organic compounds concentration (Cei) at each interval. The calibration gas shall be either propane or butane. The owner or operator may exclude the methane and ethane content in the exhaust vent by any method (e.g., Method 18) approved by the Administrator.
- k. To determine the volume (L) of gasoline dispensed during the performance test period at all loading racks whose vapor emissions are controlled by the processing system being tested, terminal records or readings from gasoline dispensing meters at each loading rack shall be used. [40 CFR 60.503(c)]

[40 CFR 60.503(c), 40 CFR 60.503(d)(2), and Rules 62-204.800(8)(b)57., 62-296.510(4), and 62-297.440(2)(b)1.a., and 62-4.070(3) F.A.C.]

- C.16. <u>VCU Compliance Test Frequency.</u> The Vapor Combustion Unit (VCU) shall be tested for VOC emissions during each calendar year (January 1 December 31) that it operates five hundred (500) hours or more. The test shall be performed within 120 days after reaching the five hundred (500) hours of operation. If the VCU has not had a compliance test conducted during the five-year permit cycle, then the VCU shall be tested, at least 60 days prior to submitting the permit renewal application, in accordance with the test methods specified in Specific Condition Nos. C.11. and C.17. [Rules 62-297.310(8), F.A.C.]
- C.17. <u>VCU Compliance Test Requirements</u>. The following requirements apply to the VCU test:
 - a. VOC emissions from the VCU shall be determined by the method given in Appendix A of EPA 450/2-77-026, except that an adequate sampling time shall be at least six (6) hours of operation.
 - b. The temperature of the VCU shall be documented during each stack test and submitted with the test report.
 - c. Test results records shall be maintained at the terminal for at least the most recent 5-year period and shall be made available to the EPCHC upon request.
 - d. Failure to submit the gasoline throughput rate, the temperature of the VCU during the test, or other operation at conditions during testing which do not reflect actual operating conditions may invalidate the data.
 - e. The Method 27 results on each truck loading vessel shall be available at the terminal upon request.

f. The test data shall be submitted to the Air Division of the Environmental Protection Commission of Hillsborough County office within 45 days of such testing.

[Rules 62-4.070(3), 62-297.310(10), 62-213.440(1)(b)2.b., and 62-297.440(2)(b)1.a., F.A.C. and Permit No. 0570083-043-AC]

C.18. Leak Test. During periods of loading or unloading operations there shall be no reading greater than or equal to 100% of the lower explosive level (LEL) measured as propane at 1 in. (2.5 centimeters) around the perimeter of any potential leak as detected by a combustible gas detector using the procedure described in Appendix B of EPA 450/2-78-051. [Rules 62-4.070(3) and 62-297.440(2)(b)2.a., F.A.C.]

Monitoring Requirements

- C.19. <u>VRU CMS. CMS Monitoring Requirements (Subpart BBBBBB)</u>. The permittee shall install, calibrate, certify, operate, and maintain, according to the manufacturer's specifications, a continuous monitoring system (CMS) while gasoline vapors are displaced to the vapor processor systems, through the following method:
 - a. A continuous emissions monitoring system (CEMS) capable of measuring organic compound concentration shall be installed in the exhaust air stream.
 - i. For each performance test specified in Specific Condition No. C.13 through C.17, the owner or operator shall determine a monitored operating parameter value for the vapor processing system. During the performance test, continuously record the operating parameter.
 - ii. Determine an operating parameter value based on the parameter data monitored during the performance test, supplemented by engineering assessments and the manufacturer's recommendations.
 - iii. Provide for the Administrator's approval the rationale for the selected operating parameter value, monitoring frequency, and averaging time, including data and calculations used to develop the value and a description of why the value, monitoring frequency, and averaging time demonstrate continuous compliance with the emission standard in Specific Condition No. C.3 (40 CFR 63.11088(a)).
 - iv. The owner or operator shall document the reasons for any change in the operating parameter value since the previous performance test.
 - v. Operate the vapor processing system in a manner not to exceed or not to go below, as appropriate, the operating parameter value for the parameters described in i. and ii. above.
 - vi. Operation of the vapor processing system in a manner exceeding or going below the operating parameter value, as appropriate, shall constitute a violation of the emission standard in Specific Condition No. C.3 (40 CFR 63.11088(a)).
 - b. As an alternative to a. above, the permittee may choose to meet the requirements listed below:
 - i. Carbon adsorption devices shall be monitored as follows:
 - 1. Vacuum level shall be monitored using a pressure transmitter installed in the vacuum pump suction line, with the measurements displayed on a gauge that can be visually observed. Each carbon bed shall be observed during one complete regeneration cycle on each day of operation of the loading rack to determine the maximum vacuum level achieved.
 - 2. Conduct annual testing of the carbon activity for the carbon in each carbon bed. Carbon activity shall be tested in accordance with the butane working capacity

test of the American Society for Testing and Materials (ASTM) Method D 5228-92 (incorporated by reference, see § 63.14), or by another suitable procedure as recommended by the manufacturer.

- 3. Conduct monthly measurements of the carbon bed outlet volatile organic compounds (VOC) concentration over the last 5 minutes of an adsorption cycle for each carbon bed, documenting the highest measured VOC concentration. Measurements shall be made using a portable analyzer, or a permanently mounted analyzer, in accordance with 40 CFR part 60, Appendix A-7, EPA Method 21 for open-ended lines.
- ii. Develop and submit to the Administrator a monitoring and inspection plan that describes the owner or operator's approach for meeting the requirements below:
 - 1. The lowest maximum required vacuum level and duration needed to assure regeneration of the carbon beds shall be determined by an engineering analysis or from the manufacturer's recommendation and shall be documented in the monitoring and inspection plan.
 - 2. The permittee shall verify, during each day of operation of the loading rack, the proper valve sequencing, cycle time, gasoline flow, purge air flow, and operating temperatures. Verification shall be through visual observation, or through an automated alarm or shutdown system that monitors system operation. A manual or electronic record of the start and end of a shutdown event may be used.
 - 3. The permittee shall perform semi-annual preventive maintenance inspections of the carbon adsorption system, including the automated alarm or shutdown system for those units so equipped, according to the recommendations of the manufacturer of the system.
 - 4. The permittee shall document the maximum vacuum level observed on each carbon bed from each daily inspection and the maximum VOC concentration observed from each carbon bed on each monthly inspection as well as any system malfunction, as defined in the monitoring and inspection plan, and any activation of the automated alarm or shutdown system with a written entry into a log book or other permanent form of record. Such record shall also include a description of the corrective action taken and whether such corrective actions were taken in a timely manner, as defined in the monitoring and inspection plan, as well as an estimate of the amount of gasoline loaded during the period of the malfunction

[40 CFR 63.11088(a), 63.11092(b)(1)(i), and 63.11092(c) and (d)]

- **C.20.** <u>Thermal Oxidation System (i.e. VCU) Monitoring.</u> As an alternative to installing a continuous parameter monitoring system (CPMS) capable of measuring temperature, the owner or operator shall monitor the operation of the system as follows:
 - a. The presence of a thermal oxidation system pilot flame shall be monitored using a heat-sensing device, such as an ultraviolet beam sensor or a thermocouple, installed in proximity of the pilot light, to indicate the presence of a flame. The heat-sensing device shall send a positive parameter value to indicate that the pilot flame is on, or a negative parameter value to indicate that the pilot flame is off.
 - b. Develop and submit to the Administrator a monitoring and inspection plan that describes the owner or operator's approach for meeting the requirements below:
 - i. The thermal oxidation system shall be equipped to automatically prevent gasoline loading operations from beginning at any time that the pilot flame is absent.

- ii. The owner or operator shall verify, during each day of operation of the loading rack, the proper operation of the assist-air blower and the vapor line valve. Verification shall be through visual observation, or through an automated alarm or shutdown system that monitors system operation. A manual or electronic record of the start and end of a shutdown event may be used.
- iii. The owner or operator shall perform semi-annual preventive maintenance inspections of the thermal oxidation system, including the automated alarm or shutdown system for those units so equipped, according to the recommendations of the manufacturer of the system.
- iv. The monitoring plan shall specify conditions that would be considered malfunctions of the thermal oxidation system during the inspections or automated monitoring, describe specific corrective actions that will be taken to correct any malfunction, and define what the owner or operator would consider to be a timely repair for each potential malfunction.

[40 CFR 63.11088.(a) and .11092(b)(1)(iii)(B) and Rule 62-4.070(3), F.A.C.]

- **C.21.** <u>Thermal Oxidation System (i.e. VCU) Monitoring During Testing</u>. During the VCU compliance test, the owner or operator shall monitor the operation of the system as follows:
 - a. Monitor the operating parameter specified in Specific Condition No. C.20.a. At the time that a new performance test is required, you must determine and submit to the EPCHC the monitored operating parameter value for the new performance test.
 - b. The owner or operator shall document the reasons for any change in the operating parameter value since the previous performance test.
 - c. Operate the vapor processing system in a manner not to exceed or not to go below, as appropriate, the operating parameter value for the parameters described in C.19.a above.
 - d. Operation of the vapor processing system in a manner exceeding or going below the operating parameter value, as appropriate, shall constitute a violation of the emission standard in Specific Condition No. C.20 (40 CFR 63.11088(a)), except as specified in Specific Condition No. C.22.

[40 CFR 63.11092(b) through (e)]

- **C.22.** <u>VCU Monitoring and Inspection Plan</u>. For the monitoring and inspection plan, as required under Specific Condition No. C.20.b above, malfunctions that are discovered shall not constitute a violation of the emission standard in Specific Condition Nos. C.3 and C.7 (40 CFR 63.11088(a)) if corrective actions as described in the monitoring and inspection plan are followed. The owner or operator must:
 - a. Initiate corrective action to determine the cause of the problem within 1 hour;
 - b. Initiate corrective action to fix the problem within 24 hours;
 - c. Complete all corrective actions needed to fix the problem as soon as practicable consistent with good air pollution control practices for minimizing emissions;
 - d. Minimize periods of start-up, shutdown, or malfunction; and
 - e. Take any necessary corrective actions to restore normal operation and prevent the recurrence of the cause of the problem

[40 CFR 63.11092(d)(4)]

C.23. <u>VCU Malfunction Recordkeeping</u>. The owner or operator shall document any system malfunction, as defined in the monitoring and inspection plan required in Specific Condition C.20, and any activation of the

automated alarm or shutdown system with a written entry into a log book or other permanent form of record. Such record shall also include:

- a. A description of the corrective action taken and
- b. Whether such corrective actions were taken in a timely manner, as defined in the monitoring and inspection plan, and
- c. An estimate of the amount of gasoline loaded during the period of the malfunction.

[40 CFR 63.11088.(a) and 63.11092(b)(1)(iii)(B) and 63.11092(d)]

Notifications, Records and Reports

C.24. <u>Test Date Notification</u>. At least 15 days prior to the date on which each required emissions test is to begin, the owner or operator shall notify the air compliance program identified by permit, unless shorter notice is agreed to by the appropriate air compliance program. The notification shall include the date, time, place of each such test, Facility ID Number, Emission Unit ID Number(s) and description(s), Emission Point Number(s) and description(s), test method(s), pollutant(s) to be tested, along with the name and telephone number of the person who will be responsible for conducting such test(s) for the owner or operator. If a scheduled emissions test needs to be re-scheduled, the owner or operator shall submit to the appropriate air compliance program a revised notification at least seven days prior to the re-scheduled emissions test date or arrange a re-scheduled test date with the appropriate air compliance program by mutual agreement. [Rule 62-297.310(9), F.A.C.]

{Permitting Note: Air compliance test notifications can now be completed online in the Department's Business Portal. To access this online process, go to <u>http://www.fldepportal.com/go/home</u> and sign in (or register if you're a new user) from the link in the upper right corner of the page. On the Welcome page select the Submit option, then select Registration/Notification, and then click on Air Compliance Test Notifications. Once in the process, just carefully read the instructions on each screen (and under the Help tabs) to complete the notification.}

- C.25. <u>Notifications, Records and Reporting Subpart BBBBBB</u>. The owner or operator shall comply with all notification, recordkeeping and reporting requirements specified in 40 CFR 63.11093 through 11095. [40 CFR 63.11093-11095]
- C.26. Loading Rack Records: In order to provide reasonable assurance of compliance with Specific Condition No. C.1., the permittee shall maintain daily, monthly, and yearly records for the truck and marine loading operations. The permittee shall retain the records for the most recent five (5) year period. Upon request, the records shall be made available to the Environmental Protection Commission of Hillsborough County, state, or federal air pollution agency for inspection. The records shall include the following:
 - a. Truck Loading
 - i. Day, Month, Year
 - ii. Monthly amount and type of VOL loaded into trucks at the truck loading rack and at the denatured ethanol station (gallons)
 - iii. Record the hours of operation for the VCU
 - iv. Twelve month rolling total of ii. and iii. above
 - v. Record weekly the maximum vacuum pressure reached at each VRU carbon bed during the regeneration cycle.
 - vi. Record weekly the temperature of each VRU carbon bed (°F).

- vii. Record all incidents where the maximum vacuum for the carbon beds is below the 26 inches mercury or the maximum average vacuum pressure obtained during the most recent annual compliance stack test.
- viii. Record all incidents where the carbon beds' temperature is higher than 130°F or 10% above the operating temperature recorded during the last successful compliance test.
- ix. Records of inspections and preventative maintenance performed on the VRU and VCU.
- x. Records of all replacements or additions of components performed on the VRU and VCU
- b. <u>Marine Loading</u>
 - i. Day, Month, Year
 - ii. Monthly volume of distillate loaded into marine vessels (gallons)
 - iii. Twelve month rolling total of ii. above (gallons/yr)

[Rule 62-4.070(3), F.A.C.]

- C.27. <u>Recordkeeping Requirements</u>: The permittee shall comply with the following NSPS recordkeeping requirements:
 - a. The tank truck vapor tightness documentation required in Specific Condition No. C.7.c shall be kept on file at the terminal in a permanent form available for inspection.
 - b. The documentation file for each gasoline tank truck shall be updated at least once per year to reflect current test results as determined by Method 27. This documentation shall include, as a minimum, the following information:
 - i. Test title: Gasoline Delivery Tank Pressure Test—EPA Reference Method 27.
 - ii. Tank owner and address.
 - iii. Tank identification number.
 - iv. Testing location.
 - v. Date of test.
 - vi. Tester name and signature.
 - vii. Witnessing inspector, if any: Name, signature, and affiliation.
 - viii. Test results: Actual pressure change in 5 minutes, mm of water (average for 2 runs).
 - c. A record of each monthly leak inspection of the vapor collection system, vapor processing systems and loading racks required under 40 CFR 60.502(j) shall be kept on file at the terminal for at least 2 years. Inspection records shall include, as a minimum, the following information:
 - i. Date of inspection.
 - ii. Findings (may indicate no leaks discovered; or location, nature, and severity of each leak).
 - iii. Leak determination method.
 - iv. Corrective action (date each leak repaired; reasons for any repair interval in excess of 15 days).
 - v. Inspector name and signature.

- d. The terminal owner or operator shall keep documentation of all notifications required under 40 CFR 60.502(e)(4), non-vapor-tight gasoline tank truck loaded at the facility, on file at the terminal for at least 2 years.
- e. As an alternative to keeping records at the terminal of each gasoline cargo tank test result as required in paragraphs a., c., and d. of this section, an owner or operator may comply with the requirements in either paragraph i. or ii. below.
 - i. An electronic copy of each record is instantly available at the terminal.
 - 1. The copy of each record in paragraph e.i. of this section is an exact duplicate image of the original paper record with certifying signatures.
 - 2. The permitting authority is notified in writing that each terminal using this alternative is in compliance with paragraph e.i. of this section.
 - ii. For facilities that utilize a terminal automation system to prevent gasoline cargo tanks that do not have valid cargo tank vapor tightness documentation from loading (e.g., via a card lock-out system), a copy of the documentation is made available (e.g., via facsimile) for inspection by permitting authority representatives during the course of a site visit, or within a mutually agreeable time frame.
 - 1. The copy of each record in paragraph e.ii. of this section is an exact duplicate image of the original paper record with certifying signatures.
 - 2. The permitting authority is notified in writing that each terminal using this alternative is in compliance with paragraph e.ii. of this section.
- f. The owner or operator of an affected facility shall keep records of all replacements or additions of components performed on an existing vapor processing system for at least 3 years.
- [40 CFR 60.505 and Rule 62-204.800(8)(b)57., F.A.C.]
- **C.28.** <u>CEMS Data</u>. Keep an up-to-date, readily accessible record of the continuous monitoring data required under Specific Condition No. C.19 (40 CFR 63.11092(b)). This record shall indicate the time intervals during which loadings of gasoline cargo tanks have occurred or, alternatively, shall record the operating parameter data only during such loadings. The date and time of day shall also be indicated at reasonable intervals on this record. [40 CFR 63.11094(f)]
- **C.29.** <u>Truck Vapor Tightness Records</u>. The permittee shall comply with the following recordkeeping requirements for the vapor tightness documentation:
 - a. The terminal owner or operator shall keep documentation of all notifications required as specified in Specific Condition No. C.7.c. (40 CFR 60.502(e)(4)), non-vapor-tight gasoline tank truck loaded at the facility, on file at the terminal for at least 2 years
 - b. As an alternative to keeping records at the terminal of each gasoline cargo tank test result as required in Specific Condition No. C.30., an owner or operator may comply with the requirements in either paragraph i or ii below.
 - i. An electronic copy of each record is instantly available at the terminal.
 - 1. The copy of each record is an exact duplicate image of the original paper record with certifying signatures.
 - ii. For facilities that utilize a terminal automation system to prevent gasoline cargo tanks that do not have valid cargo tank vapor tightness documentation from loading (e.g., via a card lock-out system), a copy of the documentation is made available (e.g., via facsimile)

for inspection by the permitting authority representatives during the course of a site visit, or within a mutually agreeable time frame.

- 1. The copy of each record in paragraph is an exact duplicate image of the original paper record with certifying signatures.
- c. The tank truck vapor tightness documentation required in Specific Condition No. C.7.c shall be kept on file at the terminal in a permanent form available for inspection.

[40 CFR 63.11094(c) and 40 CFR 60.505(e)]

- C.30. <u>Truck Vapor Tightness Documentation</u>. The documentation file for each gasoline tank truck shall be updated at least once per year to reflect current test results as determined by EPA Method 27 or the Railcar Bubble Leak test procedures. This documentation shall include, as a minimum, the following information:
 - a. Test title: Annual Certification Test Method 27.
 - b. Cargo tank owner's name and address.
 - c. Cargo tank identification number.
 - d. Test location and date.
 - e. Tester name and signature.
 - f. Witnessing inspector, if any: Name, signature, and affiliation.
 - g. *Vapor tightness repair:* Nature of repair work and when performed in relation to vapor tightness testing
 - h. Test results: Test pressure; pressure or vacuum change, mm of water; time period of test; number of leaks found with instrument; and leak definition.

[40 CFR 63.11092(f) and 40 CFR 63.11094(b)(2)]

- **C.31.** <u>Leak Inspection Recordkeeping</u>. Each owner or operator of an affected source subject to equipment leak inspections under Specific Condition No. C.10 (40 CFR 63.11089) shall record in the logbook for each leak that is detected the following information:
 - a. Date of inspection
 - b. The equipment type and identification number
 - c. The nature of the leak (i.e., vapor or liquid) and the method of detection (i.e., sight, sound, or smell)
 - d. The date the leak was detected and the date of each attempt to repair the leak
 - e. Repair methods applied in each attempt to repair the leak
 - f. "Repair delayed" and the reason for the delay if the leak is not repaired within 15 calendar days after discovery of the leak
 - g. The expected date of successful repair of the leak if the leak is not repaired within 15 days
 - h. The date of successful repair of the leak.

[40 CFR 63.11087(e) and .11094(e)]

- C.32. <u>Malfunctions Records (BBBBBB)</u>. The owner or operator shall keep the following records
 - a. Records of the occurrence and duration of each malfunction of operation (*i.e.*, process equipment) or the air pollution control and monitoring equipment.

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b. Records of actions taken during periods of malfunction to minimize emissions, including corrective actions to restore malfunctioning process and air pollution control and monitoring equipment to its normal or usual manner of operation.

[40 CFR 60.505 and 40 CFR 63.11094(g)]

- C.33. <u>NESHAP Semiannual Reports</u>. The permittee shall comply with the following reporting requirements:
 - a. The owner or operator shall include in a semiannual report to the Administrator each loading of a gasoline cargo tank for which vapor tightness documentation had not been previously obtained by the facility.
 - b. The owner or operator shall submit an excess emissions report to the Administrator at the time the semiannual compliance report is submitted. Excess emissions events under this subpart, and the information to be included in the excess emissions report, are specified in paragraphs i. through iv. below.
 - i. Each instance of a non-vapor-tight gasoline cargo tank loading at the facility in which the owner or operator failed to take steps to assure that such cargo tank would not be reloaded at the facility before vapor tightness documentation for that cargo tank was obtained.
 - ii. Each reloading of a non-vapor-tight gasoline cargo tank at the facility before vapor tightness documentation for that cargo tank is obtained by the.
 - iii. Each exceedance or failure to maintain, as appropriate, the monitored operating parameter value specified in 40 CFR 63.11092(b). The report shall include the monitoring data for the days on which exceedances or failures to maintain have occurred, and a description and timing of the steps taken to repair or perform maintenance on the vapor collection and processing systems or the CMS.
 - iv. For each occurrence of an equipment leak for which no repair attempt was made within 5 days or for which repair was not completed within 15 days after detection: [40 CFR 63.11089(g) and .11095(a)(3)]
 - 1. The date on which the leak was detected;
 - 2. The date of each attempt to repair the leak;
 - 3. The reasons for the delay of repair; and
 - 4. The date of successful repair.
 - c. Semiannual Excess Emissions Report. The owner or operator shall submit a semiannual excess emissions report, including the information specified in b. above, only for a 6-month period during which an excess emission event has occurred. If no excess emission events have occurred during the previous 6-month period, no report is required.
 - d. Malfunctions. The owner or operator shall submit a semiannual report including the number, duration, and a brief description of each type of malfunction which occurred during the reporting period and which caused or may have caused any applicable emission limitation to be exceeded. The report must also include a description of actions taken by an owner or operator during a malfunction of an affected source to minimize emissions, including actions taken to correct a malfunction. The report may be submitted as a part of the semiannual compliance report, if one is required.

[40 CFR 63.11095(a)(2) and (b)]

Subsection D. Emissions Unit No. 106 – 111 kW Emergency Fire Pump Engine

The specific conditions in this section apply to the following emissions unit.

EU No.	Emission Unit Description
106	111-kW Emergency Fire Pump Engine

The engine is a 111 kW, diesel fuel fired, fire pump engine manufactured in 2009.

{*Permitting Note: The 111-kW fire pump is subject to 40 CFR 60, Subpart IIII - Standards of Performance for Stationary Compression Ignition Internal Combustion Engines because it was manufactured after April 1, 2006.*}

Essential Potential to Emit (PTE) Parameters

- **D.1.** <u>Permitted Capacity</u>. The stationary emergency generator rating for the fire pump engine (EU No. 106) shall not exceed 111-kW. [Rules 62-4.070(3) and 62-210.200(Potential-to-Emit), F.A.C.]
- **D.2.** <u>Authorized Fuel</u>. EU No. 106 shall be fired on ultra-low sulfur diesel (ULSD) fuel only. [Rules 62-4.070(3) and 62-210.200(Potential-to-Emit), F.A.C.; and 40 CFR 60.4207]
- **D.3.** <u>Restricted Operation</u>. EU No. 106 shall not operate for more than a total of 100 hours per consecutive 12month period, for the purposes of maintenance and testing. There is no time limit on the use of emergency stationary ICE in emergency situations. [Rules 62-4.070(3) and 62-210.200(Potential-to-Emit), F.A.C.; and 40 CFR 60.4211(f)]
- **D.4.** <u>NSPS Compliance Requirement</u>. You must demonstrate compliance according to one of the methods specified in paragraphs (b)(1) through (5) (a. through e.) of this section.
 - a. Purchasing an engine certified to emission standards for the same model year and maximum engine power as described in 40 CFR parts 1039 and 1042, as applicable. The engine must be installed and configured according to the manufacturer's specifications.
 - b. Keeping records of performance test results for each pollutant for a test conducted on a similar engine. The test must have been conducted using the same methods specified in this subpart and these methods must have been followed correctly.
 - c. Keeping records of engine manufacturer data indicating compliance with the standards.
 - d. Keeping records of control device vendor data indicating compliance with the standards.
 - e. Conducting an initial performance test to demonstrate compliance with the emission standards according to the requirements specified in § 60.4212, as applicable.
- **D.5.** <u>NSPS Restricted Operation</u>. In order for the engine to be considered an emergency stationary ICE under 40 CFR 60 Subpart IIII, any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as described below, is prohibited. If the engine is not operated according to the requirements in paragraphs below, the engine will not be considered an emergency engine under this subpart and must meet all requirements of 40 CFR 60 Subpart IIII for non-emergency engines.
 - a. There is no time limit on the use of emergency stationary ICE in emergency situations.
 - b. The facility may operate each emergency stationary ICE for any combination of the purposes specified in paragraphs i. through iii. of this condition for a maximum of 100 hours per year. Any operation for non-emergency situations as allowed by paragraph c. of this condition counts as part of the 100 hours per calendar year allowed by this paragraph.
 - i. Each emergency stationary ICE may be operated for maintenance checks and readiness testing, provided that the tests are recommended by federal, state or local government, the

Subsection D. Emissions Unit No. 106 – 111 kW Emergency Fire Pump Engine

manufacturer, the vendor, the regional transmission organization or equivalent balancing authority and transmission operator, or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency ICE beyond 100 hours per calendar year.

- ii. Each emergency stationary ICE may be operated for emergency demand response for periods in which the Reliability Coordinator under the North American Electric Reliability Corporation (NERC) Reliability Standard EOP-002-3, Capacity and Energy Emergencies (incorporated by reference, see 40 CFR 60.17), or other authorized entity as determined by the Reliability Coordinator, has declared an Energy Emergency Alert Level 2 as defined in the NERC Reliability Standard EOP-002-3.
- iii. Each emergency stationary ICE may be operated for periods where there is a deviation of voltage or frequency of 5 percent or greater below standard voltage or frequency.
- c. Each emergency stationary ICE may be operated for up to 50 hours per calendar year in nonemergency situations. The 50 hours of operation in non-emergency situations are counted as part of the 100 hours per calendar year for maintenance and testing and emergency demand response provided in paragraph b. of this condition. Except as provided in paragraph D.5.c.i. of this condition, the 50 hours per calendar year for non-emergency situations cannot be used for peak shaving or non-emergency demand response, or to generate income for a facility to an electric grid or otherwise supply power as part of a financial arrangement with another entity.
 - i. The 50 hours per year for non-emergency situations can be used to supply power as part of a financial arrangement with another entity if all of the following conditions are met:
 - 1. The engine is dispatched by the local balancing authority or local transmission and distribution system operator;
 - 2. The dispatch is intended to mitigate local transmission and/or distribution limitations so as to avert potential voltage collapse or line overloads that could lead to the interruption of power supply in a local area or region.
 - 3. The dispatch follows reliability, emergency operation or similar protocols that follow specific NERC, regional, state, public utility commission or local standards or guidelines.
 - 4. The power is provided only to the facility itself or to support the local transmission and distribution system.
 - 5. The owner or operator identifies and records the entity that dispatches the engine and the specific NERC, regional, state, public utility commission or local standards or guidelines that are being followed for dispatching the engine. The local balancing authority or local transmission and distribution system operator may keep these records on behalf of the engine owner or operator.

[Rule 62-204.800, F.A.C. and 40 CFR 60.4211(f)]

SECTION III. EMISSIONS UNITS AND SPECIFIC CONDITIONS. Subsection D. Emissions Unit No. 106 – 111 kW Emergency Fire Pump Engine

Emissions Standards

D.6. <u>Emissions Standards</u>: EU 106 is subject to 40 CFR 60, Subpart IIII, Emergency Stationary Internal Combustion Engines (CI ICE). The engine shall comply with the emission standards for stationary fire pump engines for all pollutants, as summarized below:

Emission Standards – grams per kW-hr (gr/BHP-hr)					
Rated Power (kW)	Model Year	NMHC + NOx	CO	PM	
75 < kW < 130	2009 and				
	earlier model				
	year	10.5 (7.8)	5.0 (3.7)	0.80 (0.60)	

[40 CFR 60.4205 and Rules 62-4.070(3) and 62-204.800, F.A.C]

- **D.7.** <u>Diesel Fuel Standards</u>: The diesel fuel fired in the stationary emergency generator is subject to the following per-gallon standards:
 - a. Sulfur content: 15 parts per million (ppm) maximum.
 - b. Cetane index or aromatic content, as follows:
 - i. A minimum cetane index of 40; or
 - ii. A maximum aromatic content of 35 volume percent.
- [40 CFR 60.4207(b), 40 CFR80.510(B) and Rules 62-4.070(3) and 62-204.800, F.A.C.]
- **D.8.** <u>Opacity Standard:</u> Visible emissions from the exhaust of the stationary emergency generator (EU No. 106) shall not exceed 20% opacity. [Rule 62-296.320(4)(b)1, F.A.C.; 40 CFR 60.4205(b) and 40 CFR 89.113(a); Chapter 1-3.52.1., Rules of the EPC]

Monitoring Requirements

- **D.9.** <u>Manufacturer's Instruction</u>. The permittee shall comply with the following:
 - a. Install, configure, operate, and maintain the stationary CI internal combustion engine according to the manufacturer's emission-related written instructions except as specified in d. below;
 - b. Change only those emission-related settings that are permitted by the manufacturer; and
 - c. Meet the requirements of 40 CFR parts 89 and/or 1068, as they apply to you.
 - d. If the engine is not installed, configured, operated, and maintained according to the manufacturer's emission-related written instructions, or if you change emission-related settings in a way that is not permitted by the manufacturer, you must demonstrate compliance as follows:
 - i. If you are an owner or operator of a stationary CI internal combustion engine greater than or equal to 100 HP and less than or equal to 500 HP, you must keep a maintenance plan and records of conducted maintenance and must, to the extent practicable, maintain and operate the engine in a manner consistent with good air pollution control practice for minimizing emissions. In addition, you must conduct an initial performance test to demonstrate compliance with the applicable emission standards within 1 year of startup, or within 1 year after an engine and control device is no longer installed, configured, operated, and maintained in accordance with the manufacturer's emission-related written instructions, or within 1 year after you change emission-related settings in a way that is not permitted by the manufacturer.

SECTION III. EMISSIONS UNITS AND SPECIFIC CONDITIONS. Subsection D. Emissions Unit No. 106 – 111 kW Emergency Fire Pump Engine

- [40 CFR 60.4211(a), (c), and (g) and Rules 62-4.070(3) and 62-204.800, F.A.C.]
- **D.10.** <u>Hour Meter</u>. Maintain a non-resettable hour meter on the stationary emergency generator. [Rule 62-4.070(3), F.A.C. and 40 CFR 60.4209(a)]

Records And Reports

- **D.11.** <u>Recordkeeping:</u> The permittee shall maintain monthly records of the engine's operation in order to demonstrate compliance with the limitations of this permit. The records shall be maintained onsite for at least three years and shall be made available to any local, state, or federal air pollution agency. The records shall include, as a minimum, the following:
 - a. Month, Year
 - b. Diesel fuel records demonstrating compliance with Specific Condition No. D.7.
 - c. Hours of operation of the engine or generator (hours)
 - d. Monthly and rolling consecutive 12-month totals of hours of operation of the engine or generator (hours)
 - e. A copy of the manufacturer's engine certification, certificate of conformity, or in-use compliance tests results for engines that were not certified by the manufacturer for each engine subject to 40 CFR 60, Subpart IIII.

[Rules 62-4.070(3) and 62-4.160(14)(b), F.A.C.; 60.4210(f)]

- **D.12.** <u>EU 106 NSPS Hour Recordkeeping</u>. If the emergency engine(s) does not meet the standards applicable to non-emergency engines in the applicable model year, the permittee must keep records of the following. The records shall be maintained onsite for at least three years and shall be made available to any local, state, or federal air pollution agency upon request.
 - a. Operation of the engine(s) in emergency and non-emergency service that are recorded through the non-resettable hour meter.
 - b. The permittee must record the time of operation of the engine(s).
 - c. The reason the engine(s) was in operation during that time.

[Rules 62-4.070(3) and 62-4.160(14)(b), F.A.C.; 40 CFR 60.4214(b)]

Subsection E. Emissions Unit No. 105 – 75-kW Emergency Stationary Internal Combustion Engine

The specific conditions in this section apply to the following emissions unit.

EU No.	Emission Unit Description
105	75-kW Emergency Stationary Internal Combustion Engine

The engine is a 75-kW, natural gas fired, emergency engine manufactured in 2001.

{*Permitting Note: The 75-kW emergency engine is subject to 40 CFR 63 Subpart ZZZZ - National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines.*}

Essential Potential to Emit (PTE) Parameters

- **E.1.** <u>Permitted Capacity</u>. The stationary emergency generator rating for the emergency stationary internal combustion engine (EU No. 105) shall not exceed 75-kW. [Rules 62-4.070(3) and 62-210.200(Potential-to-Emit), F.A.C.]
- **E.2.** <u>Diesel Fuel Requirements</u>. You must use diesel fuel that meets the requirements in <u>40 CFR 1090.305</u> for nonroad diesel fuel, except that any existing diesel fuel purchased (or otherwise obtained) prior to January 1, 2015, may be used until depleted. [40 CFR 63.6604(b)]
- E.3. <u>Operating Limitations</u>. The following requirements shall apply:
 - a. You must be in compliance with the emission limitations, operating limitations, and other requirements in this subpart that apply to you at all times.
 - b. At all times you must operate and maintain any affected source in a manner consistent with safety and good air pollution control practices for minimizing emissions. The general duty to minimize emissions does not require you to make any further efforts to reduce emissions if levels required by this standard have been achieved. Determination of whether such operation and maintenance procedures are being used will be based on information available to the Administrator which may include, but is not limited to, monitoring results, review of operation and maintenance procedures, review of operation and maintenance records, and inspection of the source.

[40 CFR 63.6605(a) and (b)]

- **E.4.** <u>Non-emergency Operation</u>. If you own or operate an emergency stationary RICE, you must operate the emergency stationary RICE according to the requirements in <u>paragraphs (f)(1)</u> through (4) of this section. In order for the engine to be considered an emergency stationary RICE under this subpart, any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as described in paragraphs (f)1) through 4), is prohibited. If you do not operate the engine according to the requirements in paragraphs (f)1) through 4), the engine will not be considered an emergency engine under this subpart and must meet all requirements for non-emergency engines.
 - a. There is no time limit on the use of emergency stationary RICE in emergency situations.
 - b. You may operate your emergency stationary RICE for the purpose specified in <u>paragraph</u> (f)(2)(i) of this section (i below) for a maximum of 100 hours per calendar year. Any operation for non-emergency situations as allowed by <u>paragraphs</u> (f)(3) and (4) of this section counts as part of the 100 hours per calendar year allowed by this <u>paragraph</u> (f)(2).
 - i. Emergency stationary RICE may be operated for maintenance checks and readiness testing, provided that the tests are recommended by federal, state or local government, the manufacturer, the vendor, the regional transmission organization or equivalent balancing authority and transmission operator, or the insurance company associated with the engine. The owner or operator may petition the Administrator for

Subsection E. Emissions Unit No. 105 – 75-kW Emergency Stationary Internal Combustion Engine

approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency RICE beyond 100 hours per calendar year

- c. Emergency stationary RICE located at area sources of HAP may be operated for up to 50 hours per calendar year in non-emergency situations. The 50 hours of operation in non-emergency situations are counted as part of the 100 hours per calendar year for maintenance and testing provided in paragraph (f)(2) of this section. Except as provided in paragraphs (f)(4)(i) and (ii) of this section, the 50 hours per year for non-emergency situations cannot be used for peak shaving or non-emergency demand response, or to generate income for a facility to an electric grid or otherwise supply power as part of a financial arrangement with another entity.
 - i. The 50 hours per year for non-emergency situations can be used to supply power as part of a financial arrangement with another entity if all of the following conditions are met:
 - 1. The engine is dispatched by the local balancing authority or local transmission and distribution system operator.
 - 2. The dispatch is intended to mitigate local transmission and/or distribution limitations so as to avert potential voltage collapse or line overloads that could lead to the interruption of power supply in a local area or region.
 - 3. The dispatch follows reliability, emergency operation or similar protocols that follow specific NERC, regional, state, public utility commission or local standards or guidelines.
 - 4. The power is provided only to the facility itself or to support the local transmission and distribution system.
 - 5. The owner or operator identifies and records the entity that dispatches the engine and the specific NERC, regional, state, public utility commission or local standards or guidelines that are being followed for dispatching the engine. The local balancing authority or local transmission and distribution system operator may keep these records on behalf of the engine owner or operator.

[40 CFR 63.6640(f)]

Emissions Standards

E.5. <u>Opacity Standard</u>: Visible emissions from the exhaust of the stationary emergency generator (EU No. 105) shall not exceed 20% opacity. [Rule 62-296.320(4)(b)1, F.A.C.; 40 CFR 60.4205(b) and 40 CFR 89.113(a); Chapter 1-3.52.1., Rules of the EPC]

Monitoring Requirements

- **E.6.** <u>Maintenance</u>. You must operate and maintain the stationary RICE according to the manufacturer's emission-related written instructions or develop your own maintenance plan which must provide to the extent practicable for the maintenance and operation of the engine in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR 63.6625(e)]
- **E.7.** <u>Hour Meter</u>. You must operate and maintain a non-resettable hour meter for each engine. [40 CFR 63.6625(f)]

Subsection E. Emissions Unit No. 105 – 75-kW Emergency Stationary Internal Combustion Engine

- **E.8.** <u>Idle and Startup Periods</u>. You must minimize the engine's time spent at idle during startup and minimize the engine's startup time to a period needed for appropriate and safe loading of the engine, not to exceed 30 minutes, after which time the emission standards applicable to all times other than startup in Tables 2d of 40 CFR 63 Subpart ZZZZ apply. [40 CFR 63.6625(h)]
- **E.9.** <u>Maintenance Required</u>. Except as specified in Specific Condition No. E.10 below, you must perform the following for each engine:

For each	You must meet the following requirement, except during periods of startup
Emergency stationary CI RICE and black start stationary CI RICE. ²	a. Change oil and filter every 500 hours of operation or annually, whichever comes first; ¹
	b. Inspect air cleaner every 1,000 hours of operation or annually, whichever comes first, and replace as necessary; and
	c. Inspect all hoses and belts every 500 hours of operation or annually, whichever comes first, and replace as necessary.

² If an emergency engine is operating during an emergency and it is not possible to shut down the engine in order to perform the management practice requirements on the schedule required in Table 2d of 40 CFR 63 Subpart ZZZZ, or if performing the management practice on the required schedule would otherwise pose an unacceptable risk under federal, state, or local law, the management practice can be delayed until the emergency is over or the unacceptable risk under federal, state, or local law has abated. The management practice should be performed as soon as practicable after the emergency has ended or the unacceptable risk under federal, state, or local law has abated. Sources must report any failure to perform the management practice on the schedule required and the federal, state or local law under which the risk was deemed unacceptable.

[40 CFR 63.6603(a)]

- **E.10.** Extending the Oil Change Requirement. You have the option of utilizing an oil analysis program in order to extend the specified oil change requirement in Table 2d to 40 CFR 63 Subpart ZZZZ (Specific Condition No. E.9. above). The oil analysis must be performed at the same frequency specified for changing the oil in Table 2d to 40 CFR 63 Subpart ZZZZ (Specific Condition No. E.9. above) and as follows.
 - a. The analysis program must at a minimum analyze the following three parameters:
 - i. Total Base Number, viscosity, and percent water content.
 - ii. The condemning limits for these parameters are as follows: Total Base Number is less than 30 percent of the Total Base Number of the oil when new; viscosity of the oil has changed by more than 20 percent from the viscosity of the oil when new; or percent water content (by volume) is greater than 0.5.
 - b. If all of these condemning limits are not exceeded, the engine owner or operator is not required to change the oil.
 - c. If any of the limits are exceeded, the engine owner or operator must change the oil within 2 business days of receiving the results of the analysis; if the engine is not in operation when the results of the analysis are received, the engine owner or operator must change the oil within 2 business days or before commencing operation, whichever is later.

Subsection E. Emissions Unit No. 105 – 75-kW Emergency Stationary Internal Combustion Engine

- d. The owner or operator must keep records of the parameters that are analyzed as part of the program, the results of the analysis, and the oil changes for the engine.
- e. The analysis program must be part of the maintenance plan for the engine.

[40 63.6625(i)]

E.11. <u>Work Practices</u>. You must comply with the following:

For each	Complying with the requirement to	You must demonstrate continuous compliance by
existing emergency and black start stationary RICE located at an area source of HAP	Work or Management practices	 i. Operating and maintaining the stationary RICE according to the manufacturer's emission-related operation and maintenance instructions; or ii. Develop and follow your own maintenance plan which must provide to the extent practicable for the maintenance and operation of the engine in a manner consistent with good air pollution control practice for minimizing emissions.

[40 CFR 53.6640(a)]

Records And Reports

- E.12. <u>Notifications</u>. You must submit the following notifications:

 - b.

For each	You must submit a	The report must contain	You must submit the report
Emergency stationary RICE that operate for the purposes specified in \S <u>63.6640(f)(4)(ii)</u>	Report	The information in \S <u>63.6650(h)(1)</u>	annually according to the requirements in \S <u>63.6650(h)(2)-(3)</u> .

[40 CFR 63.6645(a) and 63.6650(a)]

- E.13. Notification Submittal Timeframes. The notifications and reports shall be submitted as follows:
 - a. For semiannual Compliance reports, each subsequent Compliance report must cover the semiannual reporting period from January 1 through June 30 or the semiannual reporting period from July 1 through December 31.

Subsection E. Emissions Unit No. 105 – 75-kW Emergency Stationary Internal Combustion Engine

- b. For semiannual Compliance reports, each subsequent Compliance report must be postmarked or delivered no later than July 31 or January 31, whichever date is the first date following the end of the semiannual reporting period.
- c. For annual Compliance reports, each subsequent Compliance report must cover the annual reporting period from January 1 through December 31.
- d. For annual Compliance reports, each subsequent Compliance report must be postmarked or delivered no later than January 31.
- e. The Compliance report must contain the information in <u>paragraphs (c)(1)</u> through (6) of this section, as follows:
 - i. Company name and address
 - ii. Statement by a responsible official, with that official's name, title, and signature, certifying the accuracy of the content of the report
 - iii. Date of report and beginning and ending dates of the reporting period
 - iv. If you had a malfunction during the reporting period, the compliance report must include the number, duration, and a brief description for each type of malfunction which occurred during the reporting period and which caused or may have caused any applicable emission limitation to be exceeded. The report must also include a description of actions taken by an owner or operator during a malfunction of an affected source to minimize emissions in accordance with § 63.6605(b), including actions taken to correct a malfunction
 - v. If there are no deviations from any emission or operating limitations that apply to you, a statement that there were no deviations from the emission or operating limitations during the reporting period.

[40 CFR 63.6650(a), (b), and (c)]

- **E.14.** <u>Deviations</u>. Each affected source must report all deviations as defined in this subpart in the semiannual monitoring report required by 40 CFR 70.6 (a)(3)(iii)(A) or 40 CFR 71.6(a)(3)(iii)(A). If an affected source submits a Compliance report pursuant to Table 7 of this subpart along with, or as part of, the semiannual monitoring report required by 40 CFR 70.6(a)(3)(iii)(A) or 40 CFR 71.6(a)(3)(iii)(A), and the Compliance report includes all required information concerning deviations from any emission or operating limitation in this subpart, submission of the Compliance report shall be deemed to satisfy any obligation to report the same deviations in the semiannual monitoring report. However, submission of a Compliance report shall not otherwise affect any obligation the affected source may have to report deviations from permit requirements to the permit authority. [40 CFR 63.6650(f)]
- E.15. <u>Annual Report</u>. You must submit an annual report containing the following information:
 - a. Company name and address where the engine is located
 - b. Date of the report and beginning and ending dates of the reporting period
 - c. Engine site rating and model year
 - d. Latitude and longitude of the engine in decimal degrees reported to the fifth decimal place
 - e. Hours spent for operation for the purpose specified in $\frac{63.6640(f)(4)(ii)}{5.6640(f)(4)(ii)}$, including the date, start time, and end time for engine operation for the purposes specified in $\frac{63.6640(f)(4)(ii)}{5.6640(f)(4)(ii)}$. The report must also identify the entity that dispatched the engine and the situation that necessitated the dispatch of the engine

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- f. If there were no deviations from the fuel requirements in <u>§ 63.6604</u> that apply to the engine (if any), a statement that there were no deviations from the fuel requirements during the reporting period
- g. If there were deviations from the fuel requirements in $\frac{63.6604}{1000}$ that apply to the engine (if any), information on the number, duration, and cause of deviations, and the corrective action taken
- h. Subsequent annual reports for each calendar year must be submitted no later than March 31 of the following calendar year.
- i. The annual report must be submitted electronically using the subpart specific reporting form in the Compliance and Emissions Data Reporting Interface (CEDRI) that is accessed through EPA's Central Data Exchange (CDX) (<u>www.epa.gov/cdx</u>). However, if the reporting form specific to this subpart is not available in CEDRI at the time that the report is due, the written report must be submitted to the Administrator at the appropriate address listed in § 63.13.

[40 CFR 63.6650(h)]

- E.16. <u>Malfunction Recordkeeping</u>: You must keep the following records:
 - a. Records of the occurrence and duration of each malfunction of operation (*i.e.*, process equipment).
 - b. Records of actions taken during periods of malfunction to minimize emissions in accordance with <u>§ 63.6605(b)</u>, including corrective actions to restore malfunctioning process to its normal or usual manner of operation.
 - c. You must keep records of the maintenance conducted on the stationary RICE in order to demonstrate that you operated and maintained the stationary RICE according to your own maintenance plan.

[40 CFR 63.6655(a) and (e)]

E.17. <u>Records Retention</u>. All records specified in this permit must be kept for 5 years following the date of each occurrence, measurement, maintenance, corrective action, report, or record. The record must be kept in a readily accessible in hard copy or electronic form for at least 5 years after the date of each occurrence, measurement, maintenance, corrective action, report, or record, according to § 63.10(b)(1). [40 CFR 63.6660(a), (b), and (c)]