FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

NORTHEAST DISTRICT
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Sent by Electronic Mail – Received Receipt Requested

PERMITTEE

NuStar Terminals Operations Partnership, L.P.
6531 Evergreen Avenue
Jacksonville, Florida 32208

Authorized Representative:
Jean Zerinque, Vice President Gulf Coast Region

Air Permit No. 0310028-025-AC
Permit Expires: December 23, 2014
NuStar Terminals Operations Partnership, L.P.
Air Construction Permit
Main Terminal Jacksonville (VCU)

This is the final air construction permit, which authorizes the reconstruction and upgrade of the Terminal Vapor Combustion Unit (VCU) for the Jacksonville's Main Terminal Truck loading Rack (EU037). The VCU controls Total Organic Compounds (TOC) emissions while trucks previously containing gasoline load at the loading rack. The proposed work will be conducted at NuStar Terminals Operations Bulk Terminal Facility (Standard Industrial Classification No. 4226). This facility is located at 6531 Evergreen Avenue, Jacksonville, Duval County, FL; UTM Coordinates: Zone 17, 438.263 km East and 3360.087 km North; Latitude: 30° 22' 45" North and Longitude: 81° 38' 16" West.

This final permit is organized by the following sections.

Section 1. General Information

Section 2. Administrative Requirements

Section 3. Emissions Unit Specific Conditions

Section 4. Appendices

Because of the technical nature of the project, the permit contains numerous acronyms and abbreviations, which are defined in Appendix A of Section 4 of this permit.

This air pollution construction permit is issued under the provisions of: Chapter 403 of the Florida Statutes (F.S.) and Chapters 62-4, 62-204, 62-210, 62-212, 62-296 and 62-297 of the Florida Administrative Code (F.A.C.). The permittee is authorized to conduct the proposed work in accordance with the conditions of this permit. This project is subject to the general preconstruction review requirements in Rule 62-212.300, F.A.C. and is not subject to the preconstruction review requirements for major stationary sources in Rule 62-212.400, F.A.C. for the Prevention of Significant Deterioration (PSD) of Air Quality.

Upon issuance of this final permit, any party to this order has the right to seek judicial review of it under Section 120.68 of the Florida Statutes by filing a notice of appeal under Rule 9.110 of the Florida Rules of Appellate Procedure with the clerk of the Department of Environmental Protection in the Office of General Counsel (Mail Station #35, 3900 Commonwealth Boulevard, Tallahassee, Florida, 32399-3000) and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate District Court of Appeal. The notice must be filed within 30 days after this order is filed with the clerk of the Department.

Executed in Jacksonville, Florida

Richard S. Rachal III, P.G.
Program Administrator
Waste and Air Resource Management Program

CERTIFICATE OF SERVICE

The undersigned duly designated deputy agency clerk hereby certifies that this Final Air Permit package (including the Final Determination and Final Permit) was sent by electronic mail (or a link to these documents made available electronically on a publicly accessible server) with received receipt requested before the close of business on December 23, 2013 to the persons listed below.

Jean Zerinque, Vice President Gulf Coast Region NuStar Energy, L.P., , jean.zerinque@nustarenergy.com
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Clerk Stamp

FILING AND ACKNOWLEDGMENT FILED, on this date, pursuant to Section 120.52(7), Florida Statutes, with the designated agency clerk, receipt of which is hereby acknowledged.

(Clerk) December 23, 2013 (Date)

FACILITY AND PROJECT DESCRIPTION

NuStar Terminals Operations Partnership, L.P., NuStar Jacksonville Bulk Terminal facility is a petroleum and non-petroleum products warehouse and storage terminal facility. The facility operations include storage tanks, tank truck loading, rail car loading and unloading, tanker ship loading and unloading, barge loading and unloading, and other handling and transfer operations of petroleum products.

NuStar Terminals Operations Partnership, L.P., Jacksonville Terminal is classified as a Title V source because potential emissions of one or more individual criteria pollutants is equal to or greater than 100 tons per year in accordance with Chapter 62-210, FAC, and Rule 2.301 JEPB.

Based on the construction permit application received November 1, 2013, this facility is classified as a synthetic non-Title V source for Hazardous Air Pollutants (HAPs) because the potential emissions of any single HAP is limited to less than 10 tons per year and the potential emissions of total HAPs is limited to less than 25 tons per year in accordance with Chapter 62-210, FAC, and Rule 2.301 JEPB.

Proposed Project

Reconstruction and upgrade of the Vapor Combustion Unit (VCU); for the Jacksonville's Main Terminal Truck Loading Rack Operation (EU037). The VCU controls Total Organic Compounds (TOC) emissions while loading trucks previously containing gasoline at the loading rack. The VCU upgrade will be a retrofit from the current McGill unit to a John Zink standard VCU package. The John Zink VCU controls will improve the reliability of the diesel truck loading operations by changing the design from a "two-stage" combustor into a single-stage John Zink combustor with a programmable logic temperature controller (PLC). Changes also include removing a liquid vapor line seal and installing a vapor line detonation arrestor and the modification of the existing VCU stack. The McGill components: burner assembly, air plenum, dampers, blowers, pilot flame scanner and view port will be replaced with John Zink components.

VCU Automatic Temperature Control: The VCU has an automatic temperature control system to maintain the VCU at the proper temperature for the destruction of the volatile organic compounds (VOC) vapors. The operating temperature or the temperature maintained inside the combustion enclosure is controlled by automatically varying the air damper louvers. Closing the louvers reduces the amount of air available and increases the operating temperature. While opening the louvers increases the amount of air available and decreases the operating temperature. The louvers are maintained open initially, before beginning automatic temperature control modulation, which introduces air inside the combustion enclosure while the enclosure is cold and lacking draft, to minimize smoke during initial operation.

VCU Flame Scanners: The VCU has flame scanners to detect a pilot flame and a main flame. Once the flame scanner detects pilot flame, the system sends a permit load to signal allowing product to be loaded. As hydrocarbon vapors enter the system pressure inside the pipe will begin to rise and eventually trigger the automatic block valve to open. As long as the flame scanner verifies the presence of a flame the system operation will continue.

This project will involve the following emissions unit.

Facility ID No. 0310028	
ID No.	**Emission Unit Description**
037	Loading Rack Operation Main Terminal

FACILITY REGULATORY CLASSIFICATION

- The facility is a major source of air pollution because the potential emissions of at least one regulated air pollutant is greater than 100 tons per year pursuant to Chapter 62-210, F.A.C., and Rule 2.301, Jacksonville Environmental Protection Board (JEPB).
- The facility is not a major source of hazardous air pollutants (HAP).
- The facility has no units subject to the acid rain provisions of the Clean Air Act (CAA).
- The facility is a Title V major source of air pollution in accordance with Chapter 213, F.A.C. and Rule 2.501, JEPB.
- The facility is not a major stationary source in accordance with Rule 62-212.400(PSD), F.A.C. and Rule 2.401, JEPB

Applicable Unit Specific Rule (s)

- The Loading Rack Operation Main Terminal (EU 037), is subject to the requirements of 40 CFR 60, Subpart XX, - Standards of Performance for Bulk Gasoline Terminals and 40 CFR 60 Subpart A General Provisions, and 40 CFR 63, Subpart BBBBBB - National Emission Standards for Hazardous Air Pollutants for source category: Gasoline Distribution Bulk Terminals, Bulk Plants and Pipeline Facilities and 40 CFR 63 Subpart A General Provisions which are adopted by reference in Rule 62-204.800(8), F.A.C., for area sources. The facility is also subject to the requirements of Rule 62-296.510, F.A.C. and Rule 2.1101, JEPB Stationary Source - Emissions Standard for Bulk Gasoline Terminals.

SECTION 2. ADMINISTRATIVE REQUIREMENTS (FINAL)

1. Permitting Authority: The permitting authority for this project is the Northeast District Office, Waste and Air Resource Management, Florida Department of Environmental Protection (Department). The Northeast District Office's mailing address is 8800 Baymeadows Way West, Suite 100, Jacksonville, Florida 32256. All documents related to applications for permits to operate an emissions unit shall be submitted to the Northeast District Office. The Permitting Authority's telephone number is (904) 256-1700.

2. Compliance Authority: The compliance authority for this project is the Florida Department of Environmental Protection (Department), Northeast District Office, Compliance Assurance, 8800 Baymeadows Way West, Suite 100, Jacksonville, FL 32256. All documents related to compliance for an emissions unit shall be submitted to the Northeast District Office, Compliance Assurance.

3. Appendices: The following Appendices are attached as part of this permit:

   a. Appendix A. Citation Formats and Glossary of Common Terms;

   b. Appendix B. General Conditions;

   c. Appendix C. Common Conditions; and

   d. Appendix D. Common Testing Requirements.

   e. Appendix E. Alternate Testing Procedure, Project No. 13-Y-AP

4. Applicable Regulations, Forms and Application Procedures: Unless otherwise specified in this permit, the construction and operation of the subject emissions units shall be in accordance with the capacities and specifications stated in the application. The facility is subject to all applicable provisions of: Chapter 403, F.S.; and Chapters 62-4, 62-204, 62-210, 62-212, 62-213, 62-296 and 62-297, F.A.C. Issuance of this permit does not relieve the permittee from compliance with any applicable federal, state, or local permitting or regulations.

5. New or Additional Conditions: For good cause shown and after notice and an administrative hearing, if requested, the Department may require the permittee to conform to new or additional conditions. The Department shall allow the permittee a reasonable time to conform to the new or additional conditions, and on application of the permittee, the Department may grant additional time. [Rule 62-4.080, F.A.C.]

6. Modifications: The permittee shall notify the Compliance Authority upon commencement of construction. No new emissions unit shall be constructed and no existing emissions unit shall be modified without obtaining an air construction permit from the Department. Such permit shall be obtained prior to beginning construction or modification. [Rules 62-210.300(1) and 62-212.300(1)(a), F.A.C.]

7. Source Obligation:

   (a) At such time that a particular source or modification becomes a major stationary source or major modification (as these terms were defined at the time the source obtained the enforceable limitation) solely by virtue of a relaxation in any enforceable limitation which was established after August 7, 1980, on the capacity of the source or modification otherwise to emit a pollutant, such as a restriction on hours of operation, then the requirements of subsections 62-212.400(4) through (12), F.A.C., shall apply to the source or modification as though construction had not yet commenced on the source or modification.

(b) At such time that a particular source or modification becomes a major stationary source or major modification (as these terms were defined at the time the source obtained the enforceable limitation) solely by exceeding its projected actual emissions, then the requirements of subsections 62-212.400(4) through (12), F.A.C., shall apply to the source or modification as though construction had not yet commenced on the source or modification.

[Rule 62-212.400(12), F.A.C.]

8. Application for Title V Permit: This permit authorizes construction of the permitted emissions unit and initial operation to determine compliance with Department rules. A Title V air operation permit is required for regular operation of the permitted emissions unit. The permittee shall apply for a Title V air operation permit at least 90 days prior to expiration of this permit, but no later than 180 days after commencing operation. To apply for a Title V operation permit, the applicant shall submit the appropriate application form, compliance test results, and such additional information as the Department may by law require. The application shall be submitted to the appropriate Permitting Authority with copies to the Compliance Authority.

   [Rules 62-4.030, 62-4.050, 62-4.220 and Chapter 62-213, F.A.C.]

This section of the permit addresses the following emissions unit.

ID No.	Emission Unit Description
037	Loading Rack Operation Main Terminal The loading rack operation loads distillate and/or residual oil into gasoline vapor laden tanker trucks Vapors displaced from gasoline –laden trucks will be controlled by a John Zink Vapor Combustor Unit (VCU) with automatic temperature control. The VCU is also equipped with flame scanners that detect both a pilot flame and a main flame. The flame scanners are a supplemental monitoring device for the VCU.

This emissions unit is subject to 40 CFR 60, Subpart XX, Standards of Performance for Bulk Gasoline Terminals,40 CFR 60, Subpart A, General Provisions, 40 CFR 63, Subpart BBBBBB, National Emission Standards for Hazardous Air Pollutants for Source Category: Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities, and 40 CFR 63, Subpart A, General Provisions.

Relation to Other Permits

1. **Previous Permits**: Except for the changes listed below, all other conditions of permit No. 0310028-024-AV remain in effect and are unchanged.

   [Rules 62-4.070(3) and 62-4.080, F.A.C.]

2. **Equipment Change:** The permittee is authorized to reconstruct and upgrade the McGill Vapor Combustion Unit (VCU) for the Jacksonville's Main Terminal Truck loading Rack (EU037) with a new John Zink VCU combustor with a programmable logic temperature controller (PLC). Changes also include removing a liquid vapor line seal and installing a vapor line detonation arrestor and the modification of the existing VCU stack. The McGill components: burner assembly, air plenum, dampers, blowers, pilot flame scanner and view port will be replaced with John Zink components.

   [Application No. 0310028-025-AC]

Essential Potential to Emit (PTE) Parameters

3. **Hours of Operation:** This emission unit is allowed to operate continuously, i.e., 8,760 hours per year.

   [Rule 62-210.200, FAC, and Rule 2.301, JEPB]

Emission Limitations and Standards

4. **40 CFR 63, Subpart A-General Provision:** Table 3 to 40 CFR 63 Subpart BBBBBB shows which parts of the General Provisions that are applicable. *Refer to Appendix*.

   [40 CFR 63.11098]

5. **Operating Capacity**: The maximum throughput rate shall not exceed 210,000 gallons per hour and 50.0 x 10^6 gallons per year of distillate and/or residual oil, loaded into gasoline vapor laden trucks.

   [Rule 62-4.070(3), FAC, and Rule 2.1401, JEPB, Permit No. 0310029-024-AV]

6. **Control Unit:** The terminal owner/operator must ensure that each truck's vapor collection system is connected to the terminal vapor collection system during loading of gasoline tank trucks with distillate and/or residual oil. Emissions while loading trucks previously containing gasoline at the loading rack shall be controlled by the VCU with automatic temperature control. 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) , 40 CFR 63.11088(a),Rule 62-296.510(3) F.A.C., Rule 2.201, JEPB, Table 2 to subpart BBBBBB of Part 63, Rule 62-204.800(8), FAC, Rule 62-204.800(11),F.A.C.,]

7. **Total Organic Compounds (TOC)**: Total Organic Compounds (TOC) emissions shall not exceed 35 milligrams per liter.

   [Rule 40 CFR 60.502(b), Table 2 to subpart BBBBBB of Part 63; Rule 62-204.800(8), FAC, Rule 62-204.800(11),F.A.C., and Rule 2.201, JEPB]

8. **Vapor Collection System Design**: The vapor collection system shall be designed to prevent any total organic compounds vapors collected at one loading rack from passing to another loading rack.

   [40 CFR 60.502(d) Table 2 to subpart BBBBBB of Part 63; Rule 62-204.800(8), FAC, Rule 62-204.800(11),F.A.C., and Rule 2.201, JEPB]

9. **Liquid Product Loading**: Loadings of liquid product into gasoline tank trucks shall be limited to vapor-tight gasoline tank trucks using the following procedures:

   (1) The owner or operator shall obtain the vapor tightness documentation described in Condition 29.(b) for each gasoline tank truck which is to be loaded at the affected facility.

   (2) The owner or operator shall require the tank identification number to be recorded as each gasoline tank truck is loaded at the affected facility.

   (3)(i) The owner or operator shall cross-check each tank identification number obtained in paragraph (2) of this condition 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:

   (A) 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

Specific Condition 9 continued:

(B) 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.

(ii) If either the quarterly or semiannual cross-check provided in paragraphs (3)(i) (A) through (B) of this condition reveals that these conditions were not maintained, the source must return to biweekly monitoring until such time as these conditions are again met.

(4) 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 (3) of this condition.

(5) The terminal owner or operator shall take steps assuring that the nonvapor-tight gasoline tank truck will not be reloaded at the affected facility until vapor tightness documentation for that tank is obtained.

(6) Alternate procedures to those described in paragraphs (1) through (5) of this condition for limiting gasoline tank truck loadings may be used upon application to and approval by, the Administrator.

[40 CFR 60.502(e); 40 CFR 63.11088(a),Table 2 to subpart BBBBBB of Part 63; Rule 62-204.800(8), FAC, Rule 62-204.800(11),F.A.C., and Rule 2.201, JEPB]

10. **Loadings**: The owner or operator 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.

[40 CFR 60.502(f)]

11. **Vapor Collection and Liquid Loading Equipment Design**: 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 Condition 17.

[40 CFR 60.502(h)]

12. **Vapor collection System**: 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)]

13. **Monthly Inspections – Vapor Collection System, Vapor Processing System, Loading Racks**:

(a) Each calendar month, the vapor collection system, the vapor processing system, 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.

(b) 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.

(c) 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 condition.

(d) 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 Condition 31., the reason(s) why the repair was not feasible and the date each repair was completed.

[40 CFR 60.502(j); 40 CFR 63.11089(a)(b)(c)(d)]

General Duties to Minimize Emissions

14. a. At all times, any affected source must be operated and maintained, including associated air pollution control equipment and monitoring equipment, in a manner consistent with safety and good air pollution control practices for minimizing emissions. 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.

b. Applicable records must be kept and reports submitted as specified in Condition 29.(i) and Condition 33.

[40 CFR 63.11085(a)(b)]

Testing

15. **Potential sources of vapor leakage in vapor collection**: Immediately before the performance test required to determine compliance with Condition 7.and Condition 11, 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 parts per million (as methane) or greater before conducting the performance test.

    [40 CFR 60.503(b); 63.11092(a)(1)(i); Rule 62-204.800(11), FAC, and Rule 2.201, JEPB]

16. **TOC Performance Testing**: The owner or operator shall use as reference methods and procedures the test methods in appendix A of this Part 60 or other methods and procedures as specified in this Condition,. The three-run requirement of §60.8(f) does not apply to Subpart XX. The owner or operator shall determine compliance with the standards in Condition 7. as follows:

    (1) The performance test shall be conducted such that at least 100,000 liters of product is loaded over a 24-hour period. This sample shall be representative of the operation and adequate to conduct the Method 25A or 25B test stated in paragraph (6) of this condition. .

    (2) N/A- the vapor processing system is not intermittent in operation

    (3) The emission rate (E) of total organic compounds shall be computed using the following equation:

$$E = K\sum_{i=1}^{n}\left(V_{esi}C_{ei}\right) / \left(L\,10^{6}\right)$$

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.

Specific Condition 16 continued:

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.

(4) 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 (C_{ei}) shall be determined. The sampling system response time shall be considered in determining the average total organic compounds concentration corresponding to the volume exhausted.

(5) The following methods shall be used to determine the volume (V_{esi}) 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.

(6) Method 25A or 25B shall be used for determining the total organic compounds concentration (C_{ei}) 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.

(7) 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.

Permitting Note: Condition 24. Requires that operating parameter value required by 40 CFR 63.11092(b)(3) be determined during the performance test.

[40 CFR 60.503(a) and(c); Alternate Testing Procedure No. 13-Y-AP; 40 CFR 63.11088(d), 63.11092(a)(1)(i); Rule 62-204.800(8), FAC, Rule 62-204.800(11), FAC, and Rule 2.201, JEPB]

17. **<u>Vapor collection and liquid loading equipment- Gauge Pressure</u>**: The owner or operator shall use as reference methods and procedures the test methods in appendix A of this Part 60 or other methods and procedures as specified in this Condition,. The three-run requirement of §60.8(f) does not apply to 40 CFR 60 Subpart XX. The owner or operator shall determine compliance with the standard in Condition 11. as follows:

(1) 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.

Condition 17 continued:

(2) 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.

[40 CFR 60.503(a) and (d); Rule 62-204.800(8), FAC, and Rule 2.201, JEPB]

18. **Initial Compliance Test:** An initial performance test for Condition 7 and Condition 11. shall be conducted within 60 days after achieving the maximum production rate at which the affected facility will be operated, but not later than 180 days after the affected facility commences operation.

    [40 CFR 60.8]

19. **Subsequent Compliance Test:** Subsequent compliance test to demonstrate continued compliance with the emissions limited standard in Specific Condition 6 shall be conducted every 5 years prior to obtaining a renewed operation permit.

    [Rules 62-297.310(7) a 3, F.A.C. and 62-4.070(3) Rule 62-204.800(7), FAC, and Rule 2.201, JEPB]

MONITORING REQUIREMENTS

20. **Continuous Monitoring System (CMS)**: Each owner or operator of a bulk gasoline terminal subject to the provisions of this subpart 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, as specified in Conditions 20.(1) through Condition 24.

    (1) The owner or operator shall determine a monitored operating parameter value for the vapor processing system using the procedures specified in Condition 21.

    During the performance test, continuously record the operating parameter as specified under Condition 21

    [40 CFR 63.11092(b),(b)(1)]

21. **VCU Monitoring**: The owner or operator shall monitor the operation of the system as specified in Condition 22 or Condition 23.

    [40 CFR 63.11092(b)(1)(iii)]

22. **VCU Monitoring**: The terminal owner or operator shall install CPMS capable of measuring temperature in the firebox or in the ductwork immediately downstream from the firebox in a position before any substantial heat exchange occurs.

    [40 CFR 63.11092(b)(1)(iii)(A), Application No. 0310028-025-AC]

23. **VCU Monitoring Alternative:** As an alternative to Specific Condition 22. above the owner or operator may choose to meet requirements as stated in paragraphs (1) and (2) of this Condition.

(*1*) 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.

(*2*) Develop and submit to the Administrator a monitoring and inspection plan that describes the owner or operator's approach for meeting the requirements in paragraphs (*2*)(*i*) through (*v*) of this condition.

(*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 developed under paragraph (*2*) of this condition shall specify conditions that would be considered malfunctions of the thermal oxidation system during the inspections or automated monitoring performed under paragraphs (*2*)(*ii*) and (*iii*) of this condition, 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.

(*v*) The owner or operator shall document 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 63.11092(b)(1)(iii)(B)(1),(2)]

24. **CPMS Operating Parameter**: The owner or operator shall determine an operating parameter value based on the parameter data monitored during the performance test, supplemented by engineering assessments and the manufacturer's recommendations

    The owner or operator shall 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 Condition 7.

    [40 CFR 63.11092(b)(3),(4)]

25. **CPMS Operating Parameter- Subsequent Performance Tests:** For performance tests performed after the initial test required under paragraph Condition 16., the owner or operator shall document the reasons for any change in the operating parameter value since the previous performance test.

    [40 CFR 63.11092(c)]

26. The owner or operator shall comply with the following requirements in paragraphs (1) through (4) of this condition.

    (1) 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 Condition 20.(1).

    (2) N/A/- alternative parameters pursuant to 63.11092(b)(1)(iv) or 63.11092(b)(5)(i) are not approved,

    (3) 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 Condition 6. except as specified in paragraph (4) of this condition.

    (4) For the monitoring and inspection, as required under Condition 23.(*2*), malfunctions that are discovered shall not constitute a violation of the emission standard in Condition 6. if corrective actions as described in the monitoring and inspection plan are followed. The owner or operator must:

        (i) Initiate corrective action to determine the cause of the problem within 1 hour;

        (ii) Initiate corrective action to fix the problem within 24 hours;

        (iii) Complete all corrective actions needed to fix the problem as soon as practicable consistent with good air pollution practice for minimizing emissions;

        (iv) Minimize periods of start-up, shutdown, or malfunction; and

        (v) Take any necessary corrective actions to restore normal operation and prevent the recurrence of the cause of the problem

    [40 CFR 63.11092(d)(1),(2),(3),(4)]

Recordkeeping and Reporting and Notification Requirements

27. **Record keeping Control Device**: Records of control device operation including but not limited to replacements and additions of components shall be maintained for a minimum of five (5) years and made available to the Department upon request.

[40 CFR 60.505(f), Rule 62-204.800(8), FAC, and FAC, Rule 2.201, JEPB]

28. Records of loadings of distillate and/or residual oil into gasoline tank trucks shall be maintained.

[Rule 62-4.070,F.A.C.]

29. Recordkeeping and Reporting shall be as follows:

(a). Tank truck vapor tightness documentation required under Condition 9.(1) shall be kept on file at the terminal in 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:

(1) Test title: Gasoline Delivery Tank Pressure Test—EPA Reference Method 27.

(2) Tank owner and address.

(3) Tank identification number.

(4) Testing location.

(5) Date of test.

(6) Tester name and signature.

(7) Witnessing inspector, if any: Name, signature, and affiliation.

(8) Test results: Actual pressure change in 5 minutes, mm of water (average for 2 runs).

(c). Record of each monthly leak inspection required under Condition 13.shall be kept on file at the terminal. Inspection records shall include, as a minimum, the following information:

(1)Date of inspection.

(2) Findings (may indicate no leaks discovered; or location, nature, and severity of each leak).

(3)Leak determination method.

(4) Corrective action (date each leak repaired; reasons for any repair interval in excess of 15days.

(5)Inspector name and signature.

Specific Condition 29 continued

(d) The terminal owner or operator shall keep documentation of all notifications required under Condition 9.(4) on file at the terminal.

(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 condition, an owner or operator may comply with the requirements in either paragraph (e)(1) or (2) of this condition.

(1) An electronic copy of each record is instantly available at the terminal.

(i) The copy of each record in paragraph (e)(1) of this condition is an exact duplicate image of the original paper record with certifying signatures.

(ii) The permitting authority is notified in writing that each terminal using this alternative is in compliance with paragraph (e)(1) of this condition.

(2) 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.

(i) The copy of each record in paragraph (e)(2) of this condition is an exact duplicate image of the original paper record with certifying signatures.

(ii) The permitting authority is notified in writing that each terminal using this alternative is in compliance with paragraph (e)(2) of this condition.

Specific Condition 29 continued:

(f) Each owner or operator subject to the equipment leak provisions of Condition 13.shall prepare and maintain a record describing the types, identification numbers, and locations of all equipment in gasoline service. For facilities electing to implement an instrument program under §63.11089, the record shall contain a full description of the program.

(g) Each owner or operator of an affected source subject to equipment leak inspections under Condition 13. shall record in the log book for each leak that is detected the information specified in paragraphs (g)(1) through (7) of this condition.

(1) The equipment type and identification number.

(2) The nature of the leak (i.e., vapor or liquid) and the method of detection (i.e., sight, sound, or smell).

(3) The date the leak was detected and the date of each attempt to repair the leak.

(4) Repair methods applied in each attempt to repair the leak.

(5) "Repair delayed" and the reason for the delay if the leak is not repaired within 15 calendar days after discovery of the leak.

(6) The expected date of successful repair of the leak if the leak is not repaired within 15 days.

(7) The date of successful repair of the leak.

(h) Each owner or operator of a bulk gasoline terminal subject to the provisions of this subpart shall:

(1) Keep an up-to-date, readily accessible record of the continuous monitoring data required under Condition 20. 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.

(2) Record and report simultaneously with the Notification of Compliance Status required under §63.11093(b):

(i) All data and calculations, engineering assessments, and manufacturer's recommendations used in determining the operating parameter value under Condition 20 and

(ii) N/A/ - facility does not use a flare:

(3) Keep an up-to-date, readily accessible copy of the monitoring and inspection plan required under Condition 23.(*2*).

(4) Keep an up-to-date, readily accessible record of all system malfunctions, as specified in Condition 23.(2)(*v*).

Specific Condition 29 continued:

(5) N/A- Owner or operator has not requested approval to use a vapor processing system or monitor an operating parameter other than those specified in §63.11092(b)

(i) Each owner or operator of an affected source under this subpart shall keep records as specified in paragraphs (i)(1) and (2) of this condition.

(1) Records of the occurrence and duration of each malfunction of operation (*i.e.*, process equipment) or the air pollution control and monitoring equipment.

(2) Records of actions taken during periods of malfunction to minimize emissions in accordance with §63.11085(a), 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(a),(b),(c),(d),(e), , 40 CFR 63.11094(b)(1),(2),(c)(d)(e)(f)(g); Rule 62-204.800(8), FAC, Rule 62-204.800(11), F.A.C., and Rule 2.201, JEPB]

30. **Semiannual Compliance Report**: Each owner or operator of a bulk terminal or a pipeline breakout station subject to the control requirements shall include in a semiannual compliance report the following information as applicable:

(a) For loading racks, each loading of a gasoline cargo tank for which vapor tightness documentation had not been previously obtained by the facility

(b) For equipment leak inspections, the number of equipment leaks not repaired within 15 days after detection.

[40 CFR 63.11095(a)(2),(3)]

31. **Excess Emissions Report**: Each owner or operator of an affected source subject to the control requirements of this subpart shall submit an excess emissions report to the Administrator at the time the semiannual compliance report is submitted. Excess emissions events and the information to be included in the excess emissions report, are specified below:

(1) 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.

(2) 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 facility in accordance with §63.11094(b).

Specific Condition 31 continued:

(3) Each exceedance or failure to maintain, as appropriate, the monitored operating parameter value determined under Condition 20. 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.

(4) Each instance in which malfunctions discovered during the monitoring and inspections required under Condition 23.(*2*) were not resolved according to the necessary corrective actions described in the monitoring and inspection plan. The report shall include a description of the malfunction and the timing of the steps taken to correct the malfunction.

(5) 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:

(i) The date on which the leak was detected;

(ii) The date of each attempt to repair the leak;

(iii) The reasons for the delay of repair; and

(iv) The date of successful repair.

[40 CFR 63.11095(b)]

32. **Semiannual Excess Emissions Report:** Each owner or operator of a bulk gasoline plant or a pipeline pumping station shall submit a semiannual excess emissions report, including the information specified in Specific Condition 21.(b) and Specific Condition 22.(5) 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.

[40 CFR 63.11095(c)]

33. Each owner or operator of an affected source under this subpart 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 in accordance with Condition 14. a. including actions taken to correct a malfunction. The report may be submitted as a part of the semiannual compliance report, if one is required. Owners or operators of affected bulk plants and pipeline pumping stations are not required to submit reports for periods during which no malfunctions occurred.

[40 CFR 63.11095(d)]

34. **Initial Performance Test(s) Notification**: The owner or operator shall notify the Administrator in writing at least 60 calendar days before the performance test is scheduled to begin to allow the Administrator to review and approve the site-specific test plan required under §63.7(c), if requested by the Administrator, and to have an observer present during the test.

    [40 CFR 63.11093(c)]