



Florida Department of Environmental Protection

Northeast District
8800 Baymeadows Way West, Suite 100
Jacksonville, Florida 32256

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Governor

Carlos Lopez-Cantera
Lt. Governor

Jonathan P. Steverson
Secretary

PERMITTEE

Blanchard Terminal Company, LLC
2101 Zoo Parkway
Jacksonville, Florida 32226-2709

Air Permit No. 0310179-029-AC
Permit Expires: March 24, 2017
Air Construction Permit

Authorized Representative:
Mr. Timothy J. Aydt, President

Jacksonville Terminal
VRUs and VCUs replacements

PROJECT

This is the final air construction permit, which authorizes the replacing of the facility's existing vapor recovery units (VRUs) and vapor combustion units (VCUs) with a new single VRU and a new single VCU to be located at Terminal A. As part of this project, the existing bladder tank at Emission Unit 016 will be decommissioned. The VRU and VCU are used to control emissions from tank truck loading racks for (Emission Unit 016) Terminal A truck loading system, and (Emission Unit 024) Terminal B truck loading system. This project will increase the maximum throughput rates so that EU016 and EU024 each will be 350,000 gallons per hour of gasoline, aviation gasoline, denatured ethanol, gasoline/ denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends combined. This project also will add the requirements of 40 CFR 60, Subpart XX - Standards of Performance for Bulk Gasoline Terminals to EU016. The proposed work will be conducted at the existing Jacksonville Terminal, which is a bulk petroleum products storage and distribution terminal (Standard Industrial Classification No. 5171). The existing facility is located in Duval County at 2101 Zoo Parkway, in Jacksonville, Florida 32226; UTM Coordinates: Zone 17, 441.800 km East and 3364.630 km North; Latitude: 30° 24' 50" North and Longitude: 81° 36' 21" West.

This final permit is organized into the following sections: Section 1 (General Information); Section 2 (Administrative Requirements); Section 3 (Emissions Unit Specific Conditions); and 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.

STATEMENT OF BASIS

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.

FINAL PERMIT

Executed in Jacksonville, Florida

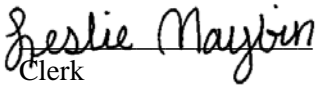


Richard S. Rachal III, P.G.
Program Administrator
Permitting Program

FILING AND ACKNOWLEDGEMENT & CERTIFICATE OF SERVICE

Filed on this date pursuant to § 120.52, Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged. The undersigned hereby certifies that this Construction permit, Technical Evaluation, Written Notice, Intent to Issue Package, and all copies were sent before the close of business on March 24, 2016 to the listed persons.

Timothy J. Aydt, President, Blanchard Terminal Company LLC, (tjaydt@marathonpetroleum.com)
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Clerk

March 24, 2016
Date

SECTION 1. GENERAL INFORMATION (FINAL)

FACILITY DESCRIPTION

The Blanchard Terminal Company, LLC (Blanchard), Jacksonville Terminal is located at 2101 Zoo Parkway in Jacksonville, Duval County, Florida. Blanchard is a subsidiary of Marathon Petroleum Company, LP. The Jacksonville Terminal is a bulk petroleum products storage and distribution terminal that receives light petroleum products (i.e., gasoline, diesel fuel, kerosene, and jet fuel) and denatured ethanol from marine vessels, railcar tankers, and tanker trucks. The petroleum products are stored in fixed and floating-roof storage tanks at the terminal for subsequent transfer to tank trucks through two tank truck loading racks. Gasoline, aviation gasoline, gasoline/denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends or lower vapor pressure VOL products are then loaded into tanker trucks at one of the two tank truck loading rack systems. Volatile Organic Compounds (VOC) and Hazardous Air Pollutants (HAP) emissions displaced during tank truck loading operations are controlled by use of either a carbon adsorption/absorption vapor recovery unit (VRU) or a vapor combustion unit (VCU). Distillates, denatured ethanol, and/or lower vapor pressure petroleum products can be loaded into marine vessels and railcar tankers. Petroleum contact water (PCW) from storm water and spills at the truck loading rack and from water draws from the gasoline and distillate storage tanks is stored in PCW tanks until shipped offsite for disposal. Other sources of VOC emissions include working and breathing losses from storage tanks; fugitive emissions from pumps, valves, flanges, and railcar tanker and marine vessel loading; and four emergency diesel engines.

The existing facility consists of the following emissions units.

| Summary of Regulated Emissions Units | |
|--------------------------------------|---|
| ID No. | Emission Unit Description Terminal A |
| 011 | Petroleum Storage Tank Nos. 108, 113 and 116 Internal Floating Roof with primary mechanical shoe seal and secondary seal |
| 016 | Terminal A Tank Truck Loading System and Denatured Ethanol loading System. Jordan Model JT-9078-85340-700 Carbon Adsorption/Absorption Vapor Recovery Unit or Callidus, Inc. Vapor Combustion Unit (Backup) |
| 019 | Petroleum/Denatured Ethanol Storage Tank Nos. 102 through 105, and 109 through 112, Internal Floating Roofs |
| 020 | Fixed Roof Petroleum Storage Tank Nos. 114, 115, and 117 |
| 022 | Marine Petroleum Loading System |
| 023 | Railcar Tanker Loading System |
| Emission Unit Description Terminal B | |
| 024 | Terminal B Tank Truck Loading Rack. Jordan Model JT-9078-85340-700 Carbon Adsorption/Absorption Vapor Recovery Unit or Callidus, Inc. Vapor Combustion Unit (Backup) |
| 026 | Petroleum Storage Tank No. 1 |
| 027 | Petroleum/Denatured Ethanol Storage Tank No. 2 – 1,276,800 gallons Internal Floating Roof with mechanical shoe seal for the storage of gasoline, aviation gasoline, denatured ethanol, and/or gasoline/denatured ethanol blend, or lower vapor pressure VOL products. |
| 028 | Petroleum/Denatured Ethanol Storage Tank No. 5 Internal Floating Roof with mechanical shoe seal |
| 030 | Fugitive VOC and Fugitive HAP Emissions |
| 032 | Emergency Diesel Engines |
| 033 | Tank No. 3 (2,492,238 gallons) and Tank No. 4 (2,490,600 gallons) for the storage of gasoline, aviation gasoline, denatured ethanol, and/or gasoline/denatured ethanol blend, or lower vapor pressure VOL products |

SECTION 1. GENERAL INFORMATION (FINAL)

PROPOSED PROJECT

This project consists of replacing the existing VRUs located at (EU016) Terminals A and (EU024) B with a new single John Zink® Model S12-HEAAD-6b-110-120-12 hydrocarbon VRU to be located at Terminal A. Additionally, the existing VCUs located at EU 016 and EU024 will be replaced with a new single John Zink® Model ZCT-3/3/3-11-50-X-2/8-2/8-2/8 enclosed VCU to be located at Terminal A. The new VRU and VCU will serve both (EU016) Terminal A and (EU024) Terminal B. The new VRU and VCU systems will not require the use of a bladder tank; therefore, the existing bladder tank at EU 016 will be decommissioned as part of this project. This project will increase the maximum throughput rates for EU016 from 135,000 to 350,000, and EU024 from 90,000 to 350,000 gallons per hour of gasoline, aviation gasoline, denatured ethanol, gasoline/denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends combined. The annual maximum throughput of 900,000,000 gallons per year will remain unchanged. This project also will add the requirements of 40 CFR 60, Subpart XX - Standards of Performance for Bulk Gasoline Terminals to EU016.

This project will modify the following emissions units.

| Facility ID No. 0310179 | |
|-------------------------|---|
| ID No. | Emission Unit Description |
| 016 | Terminal A Tank Truck Loading System and Denatured Ethanol loading System. Jordan Model JT-9078-85340-700 Carbon Adsorption/Absorption Vapor Recovery Unit or Callidus, Inc. Vapor Combustion Unit (Backup) |
| 024 | Terminal B Tank Truck Loading Rack. Jordan Model JT-9078-85340-700 Carbon Adsorption/Absorption Vapor Recovery Unit or Callidus, Inc. Vapor Combustion Unit (Backup) |

FACILITY REGULATORY CLASSIFICATION

- The facility **is not** a major source of hazardous air pollutants (HAP). *Synthetic Minor Source of HAPs.*
- The facility **does not** operate 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 62-213, F.A.C.
- The facility **is not** a major stationary source in accordance with Rule 62-212.400(PSD), F.A.C.

Facility-Wide Emissions CAPS

| Pollutant Subject to Emissions CAP | Facility-Wide Emissions CAP [Y or N] (all units) | Emissions Unit ID's Under CAP (if not all units) | Hourly CAP (lb/hr) | Annual CAP (ton/yr) | Basis for Emissions CAP |
|------------------------------------|--|--|--------------------|---------------------|-------------------------|
| Any single HAP | Yes | Not applicable | Not applicable | <10 | ESCMACT |
| Total HAPs | Yes | Not applicable | Not applicable | <25 | ESCMACT |

Permit No. 0310179-028-AV limits the annual throughput of gasoline, aviation gasoline, denatured ethanol, gasoline/denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends (12-month rolling total) to 900 million gallons (MMgal) and kerosene distillate oil (12-month rolling total) to 300 MMgal. Compliance with the Facility-Wide cap on total throughput will ensure the facility remains an area source of HAP emissions. No other emissions limits or caps are required to ensure the facility remains an area source of HAPs.

SECTION 2. ADMINISTRATIVE REQUIREMENTS (FINAL)

1. Permitting Authority: The permitting authority for this project is the Florida Department of Environmental Protection (Department), Northeast District Office, Permitting Program. 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.
2. Compliance Authority: All documents related to compliance activities such as reports, tests, and notifications shall be submitted to the Northeast District Office, Compliance Assurance. The mailing address and phone number of the Northeast District Office is: 8800 Baymeadows Way West, Suite 100, Jacksonville, Florida 32256 and Phone Number 904) 256-1700.
3. Appendices: The following Appendices are attached as a part of this permit: Appendix A (Citation Formats and Glossary of Common Terms); Appendix B (General Conditions); Appendix C (Common Conditions); Appendix D (Common Testing Requirements); Appendix E (40 CFR 60, Subpart XX), Appendix F (40 CFR 63, Subpart BBBB), Appendix G (40 CFR 60 Subpart A General Provisions), Appendix H (40 CFR 63 Subpart A General Provisions), and Appendix I (LR-1).
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. Construction and Expiration: The expiration date shown on the first page of this permit provides time to complete the physical construction activities authorized by this permit, complete any necessary compliance testing, and obtain an operation permit. Notwithstanding this expiration date, all specific emissions limitations and operating requirements established by this permit shall remain in effect until the facility or emissions unit is permanently shut down. For good cause, the permittee may request that that a permit be extended. Pursuant to Rule 62-4.080(3), F.A.C., such a request shall be submitted to the Permitting Authority in writing before the permit expires. [Rules 62-4.070(3) & (4), 62-4.080 & 62-210.300(1), F.A.C.]
8. Source Obligation:
 - a. Authorization to construct shall expire if construction is not commenced within 18 months after receipt of the permit, if construction is discontinued for a period of 18 months or more, or if construction is not completed within a reasonable time. This provision does not apply to the time period between construction of the approved phases of a phased construction project except that each phase must commence construction within 18 months of the commencement date established by the Department in the permit.

SECTION 2. ADMINISTRATIVE REQUIREMENTS (FINAL)

- 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 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.
- c. 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.]

- 9. Application for Title V Permit: This permit authorizes construction of the permitted emissions units 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 and Chapter 62-213, F.A.C.]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

This section of the permit addresses the following emissions units.

| EU No. | Brief Description |
|--------|---|
| 016 | <p>Tank Truck Loading System (Terminal A)</p> <p>4 Bay Tank Truck Loading System loading gasoline, aviation gasoline, denatured ethanol, gasoline/denatured ethanol/butane blends and/or gasoline/denatured ethanol blends or lower vapor pressure VOL products.</p> <p>Existing Control Devices to be replaced: Jordan Model JT-9078-85340-700 Carbon Adsorption/Absorption Vapor Recovery Unit (VRU) or Callidus, Inc. Vapor Combustion Unit [VCU (Backup)]</p> <p>New Control Device: VRU John Zink Model S12-HEAAD-6b-110-120-12; VCU John Zink Model ZCT-3/3/3-11-50-X-2/8-2/8-2/8.</p> <p>The new VRU vent stack height is 20 feet. The new VCU stack height is 50 feet.</p> |
| 024 | <p>Tank Truck Loading Rack (Terminal B)</p> <p>Tank Truck Loading System loading gasoline, aviation gasoline, gasoline/denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends or lower vapor pressure VOL products.</p> <p>Existing Control Devices to be replaced: Control Device: Jordan Model JT-9078-8540-700 Carbon Adsorption/Absorption Vapor Recovery Unit (VRU) – located at Terminal A or Callidus, Inc. Vapor Combustion Unit [VCU (Backup)] – located at Terminal B.</p> <p>New Control Device: VRU John Zink Model S12-HEAAD-6b-110-120-12; VCU John Zink Model ZCT-3/3/3-11-50-X-2/8-2/8-2/8.</p> <p>The new VRU vent stack height is 20 feet. The new VCU stack height is 50 feet.</p> |

These emissions units are 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 BBBB, 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, and Rule 2.301, JEPB. This emissions unit is also subject to Reasonably Available Control Technology (RACT) – Volatile Organic Compounds (VOC) Rule 62-296.510, F.A.C., Bulk Gasoline Terminals (Amended 7-10-14).

- 1. Relation to Other Permits.** The conditions of this permit supplements all other previously issued air construction and operation permits for these emissions units. These conditions are in addition to all other applicable permit conditions and regulatory requirements. The Permittee shall continue to comply with the conditions of those permits, which include restrictions and standards regarding capacities, production, operation, fuels, emissions, monitoring, recordkeeping, reporting, and the like.

[Rules 62-4.210, 62-4.030, and 62-210.300(1)(b), F.A.C.]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

PROPOSED CONSTRUCTION WORK

2. The permittee is authorized to replace the existing vapor recovery units (VRUs) with this a new single John Zink Model S12-HEAAD-6b-110-120-12; and to replace the existing vapor combustion units (VCUs) with a new single John Zink Model ZCT-3/3/3-11-50-X-2/8-2/8-2/8.
 - The new (VRU) is the Primary Control System for Terminal A, and will also serve as the Primary Control System for Terminal B Tank Truck Loading Rack.
 - The new (VCU) is the Backup Control System for Terminal A and will also serve as the Backup Control System for Terminal B Tank Truck Loading Rack).
 - Both EU016, and EU024 **shall not** operate the VRU and VCU at the same time.
 - Decommission the existing Bladder Tank at EU016.
 - After the new VRU and new VCU are installed and operational, the existing vapor control units being replaced shall be removed.

The construction shall be in accordance with the application and associated documents provided to the Permitting Authority for the issuance of this permit. Any changes to the project that are contrary to these documents and permit shall be reported in writing to the Permitting Authority by the P.E. of Record.

[Application No. 0310179-029-AC, and Rule 62-296.500(2)(a)2., F.A.C.]

PERFORMANCE RESTRICTIONS

3. **Maximum Hourly Throughput Rate.** The maximum throughput rate for each EU016 and EU024 Tank Truck Loading System shall be 350,000 gallons per hour of gasoline, aviation gasoline, denatured ethanol, gasoline/ denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends. This throughput rate applies when the VRU is servicing gasoline, aviation gasoline, denatured ethanol, gasoline/ denatured ethanol/butane blends and gasoline/denatured ethanol blend vapors generated from EU016 (Terminal A) directly, or when generated from EU024 (Terminal B) directly.

{Note: The facility-wide maximum annual throughput shall not exceed 900.0×10^6 gallons per year of gasoline, aviation gasoline, denatured ethanol, gasoline/denatured ethanol/butane blends, and/or gasoline/denatured ethanol blends (12 month rolling total) and 300.0×10^6 gallons per year of kerosene distillate oil (12 month rolling total)}.

[Air Construction 0310179-025-AC and Air Construction 0310179-027-AC; Application No. 0310179-029-AC; Rule 62-210.200(PTE), F.A.C., and Rule 2.301, JEPB]

4. **Hours of Operation.** The hours of operation are not limited (8760 hours per year).

[Rules 62-4.070(3), 62-210.200(PTE), F.A.C., and Rule 2.301, JEPB]

5. If your affected source's throughput ever exceeds an applicable throughput threshold in the definition of “bulk gasoline terminal” or in item 1 in Table 2 to this subpart, the affected source will remain subject to the requirements for sources above the threshold, even if the affected source throughput later falls below the applicable throughput threshold.

[40 CFR 63.11081(f)]

6. For the purpose of determining gasoline throughput, as used in the definition of bulk gasoline plant and bulk gasoline terminal, the 20,000 gallons per day threshold throughput is the maximum calculated design throughout for any day, and is not an average. An enforceable State, local, or Tribal permit limitation on

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 6. Continued:

throughput, established prior to the applicable compliance date, may be used in lieu of the 20,000 gallons per day design capacity throughput threshold to determine whether the facility is a bulk gasoline plant or a bulk gasoline terminal.

[40 CFR 63.11081(g)]

7. For any affected source subject to the provisions of 40 CFR 63, Subpart BBBBBB and another Federal rule, you may elect to comply only with the more stringent provisions of the applicable subparts. You must consider all provisions of the rules, including monitoring, recordkeeping, and reporting. You must identify the affected source and provisions with which you will comply in your Notification of Compliance Status required under 40 CFR 63.11093 (**Specific Condition No. 25**). You also must demonstrate in your Notification of Compliance Status that each provision with which you will comply is at least as stringent as the otherwise applicable requirements in this subpart. You are responsible for making accurate determinations concerning the more stringent provisions; noncompliance with this rule is not excused if it is later determined that your determination was in error, and, as a result, you are violating this subpart. Compliance with this rule is your responsibility, and the Notification of Compliance Status does not alter or affect that responsibility.

[40 CFR 63.11081(i)]

EMISSIONS STANDARDS

8. Total Organic Compounds (TOC) Emissions Standards.

| POLLUTANT | STANDARD | RULE |
|-------------------------------|--|--|
| Total Organic Compounds (TOC) | The emissions to the atmosphere from the vapor collection system due to the loading of liquid product into gasoline tank trucks are not to exceed 20 milligrams of total organic compounds per liter of gasoline loaded. | Facility requested 0310179-001-AF |
| | The emissions to the atmosphere from the vapor collection system due to the loading of liquid product into gasoline tank trucks are not to exceed 35 milligrams of total organic compounds per liter of gasoline loaded. | 40 CFR 60.502(b) 40 CFR 60, Subpart XX |
| | Reduce emissions of TOC to less than or equal to 80 mg/l of gasoline loaded into gasoline cargo tanks at the loading rack. | 40 CFR 63.11088(a), Table 2, Option 1(b) to Subpart BBBBBB, and Rule 62-296.510(2), F.A.C. |

[Application No. 0310179-029-AC, 40 CFR 60.502(b); Rule 62-204.800(8), F.A.C.; Rule 62-204.800(11), F.A.C., Rule 2.201, JEPB, and 40 CFR 63.11(8); Table 2 to Subpart BBBBBB]

9. **Control Technology.** Equip your loading rack(s) with a vapor collection system designed to collect the TOC vapors displaced from cargo tanks during product loading. Gasoline, aviation gasoline, denatured ethanol, gasoline/denatured ethanol/butane blends, and gasoline/denatured ethanol blends shall not be loaded into tank trucks unless the vapors are vented to the operating vapor control systems. Distillate products may be loaded into tank trucks (which on the previous load did not carry gasoline, aviation gasoline, denatured ethanol, gasoline/denatured ethanol/butane blends, and/or gasoline/denatured ethanol blend) without being vented to the vapor holding tank, the VRU, or the VCU.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 9. Continued:

- 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 (the above referenced are available from the American Petroleum Institute, 2101 "L" Street N. W., Washington, D.C. 20037); and,
- All loading and vapor lines equipped with fittings are vapor tight.

[Rule 62-296.510(3)(a) – (d), F.A.C. (Amended 7-10-14); Rule 2.1101, JEPB; Table 2, Option 1(a) to Subpart BBBBBB]

10. Vapor Collection System Design. The vapor collection system shall be designed to prevent any TOC vapors collected at one loading rack or lane from passing through another loading rack or lane to the atmosphere.

[40 CFR 60.502(d); and 40 CFR 63.11088(a); and Table 2, Option 1(c) to Subpart BBBBBB, Rule 62-204.800(8), FAC, Rule 62-204.800(11), F.A.C., and Rule 2.201, JEPB]

11. Liquid Product Loading. Limit the loading of gasoline into gasoline cargo tanks that are vapor tight using the procedures specified in 40 CFR 60.502(e) through (j) of 40 CFR 60, Subpart XX. For the purposes of this section, the term "tank truck" as used in 40 CFR 60.502(e) through (j) of 40 CFR 60, Subpart XX means "cargo tank" as defined in 40 CFR 63.11100.

- (1) The owner or operator shall obtain the vapor tightness documentation described in 40 CFR 60.505(b) **Specific Condition No. 31**, 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 **Specific 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
 - (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 **Specific 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 **Specific Condition**.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 11. Continued:

(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 (1) through (5) of this **Specific Condition** for limiting gasoline tank truck loadings may be used upon application to, and approval by, the Administrator.

[40 CFR 60.502(e)(1) - (6); and 40 CFR 63.11088(a), Table 2, Option 1(d) 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]

12. 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); Rule 62-204.800, F.A.C.; and Rule 2.201, JEPB]

13. The owner or operator 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); Rule 62-204.800, F.A.C.; and Rule 2.201, JEPB]

14. 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 40 CFR 60.503(d) **Specific Condition No. 27**.

[40 CFR 60.502(h); Rule 62-204.800, F.A.C.; and Rule 2.201, JEPB]

15. 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); Rule 62-204.800, F.A.C.; and Rule 2.201, JEPB]

16. Inspection. 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. Each detection of a leak shall be recorded and the source of the leak repaired within 15 calendar days after it is detected.

[40 CFR 60.502(j); Rule 62-204.800, F.A.C.; 40 CFR 63.11089(a); and Rule 2.201, JEPB]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

17. General Duties to Minimize Emissions. Each owner or operator of an affected source under this subpart must comply with the requirements of (a) and (b) of this **Specific Condition**.

- (a) You must, at all times, operate and maintain any affected source, 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) You must keep applicable records and submit reports as specified in 40 CFR 63.11094(g) **Specific Condition No. 40**, and 40 CFR 63.11095(d) **Specific Condition No. 43**.

[40 CFR 63.11085(a) and (b)]

18. Each owner or operator of a bulk gasoline terminal subject to the emission standard in item 1(b) of Table 2 to 40 CFR 63 Subpart BBBBBB (**Specific Condition No. 8**), must comply with the requirements in this **Specific Condition**. The initial test shall be conducted within 60 days after achieving the maximum production rate but no later than 180 days after commencing operation.

- (a)(1) Conduct a performance test on the vapor processing and collection systems according to (a)(1)(i) of this **Specific Condition**.
 - (i) Use the test methods and procedures in 40 CFR 60.503 of this chapter, except a reading of 500 parts per million shall be used to determine the level of leaks to be repaired under 40 CFR 60.503(b) **Specific Condition 27**.
- (b) 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 (b)(1) of this **Specific Condition**.
 - (1) For each performance test conducted under paragraph (a)(1) of this **Specific Condition**, the owner or operator shall determine a monitored operating parameter value for the vapor processing system using the procedures specified in (b)(1)(i) of this **Specific Condition**. During the performance test, continuously record the operating parameter as specified under (b)(1)(i) of this **Specific Condition**.
 - (i) Where a carbon adsorption system is used, the owner or operator shall monitor the operation of the system as specified in paragraphs (b)(1)(i)(A).
 - (A) A continuous emissions monitoring system (CEMS) capable of measuring organic compound concentration shall be installed in the exhaust air stream.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 18. Continued:

- (2) Monitoring an alternative operating parameter or a parameter of a vapor processing system other than those listed in (b)(1)(i) of this **Specific Condition** will be allowed upon demonstrating to the Administrator's satisfaction that the alternative parameter demonstrates continuous compliance with the emission standard in 40 CFR 63.11088(a).

[40 CFR 63.11092(a)(1)(i); (b)(1)(i)(A); (b)(1)(iii)(B); and (b)(1)(iv)]

EQUIPMENT LEAK INSPECTIONS FOR BULK GASOLINE TERMINAL

19. The owner or operator of a bulk gasoline terminal shall perform a monthly leak inspection of all equipment in gasoline service following:

(1) 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.

(2) 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 (3) of this **Specific Condition**.

(3) 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 40 CFR 63.11095(b) **Specific Condition No. 43**, the reason(s) why the repair was not feasible and the date each repair was completed.

(4) You must comply with the requirements of this subpart by the applicable dates specified in 40 CFR 63.11083.

(5) You must submit the applicable notifications as required under 40 CFR 63.11093 (**Specific Condition 28**).

(6) You must keep records and submit reports as specified in 40 CFR 63.11094 (**Specific Condition No. 37**), and 40 CFR 63.11095 (**Specific Condition No. 43**).

[40 CFR 63.11089(b), (c), (d), (e), (f), and (g)]

40 CFR 60, SUBPART XX, 40 CFR 63, SUBPART BBBBBB AND STATE RULE TESTING AND MONITORING REQUIREMENTS

20. **CPMS Operating Parameter- Subsequent Performance Tests.** For performance tests performed after the initial test required under **Specific Condition No. 18**, the owner or operator shall document the reasons for any change in the operating parameter value since the previous performance test.

[40 CFR 40.6311092(c)]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

21. Each owner or operator of a bulk gasoline terminal subject to the provisions of this subpart shall comply with the requirements in (1) through (3) of this **Specific 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 **Specific Condition No. 18(b)(1)**.

(2) In cases where an alternative parameter pursuant to **Specific Condition No. 18(b)(2)** is approved, each owner or operator shall operate the vapor processing system in a manner not to exceed or not to go below, as appropriate, the alternative operating parameter value.

(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 40 CFR 63.11088(a) **Specific Condition No. 8**.

[40 CFR 63.11092(d)]

22. **Annual Certification Test.** The annual certification test for gasoline cargo tanks shall consist of the test methods specified in (1).

(1) *EPA Method 27, Appendix A-8, 40 CFR part 60.* Conduct the test using a time period (t) for the pressure and vacuum tests of 5 minutes. The initial pressure (P_i) for the pressure test shall be 460 millimeters (mm) of water (18 inches of water), gauge. The initial vacuum (V_i) for the vacuum test shall be 150 mm of water (6 inches of water), gauge. The maximum allowable pressure and vacuum changes (Δp , Δv) for all affected gasoline cargo tanks is 3 inches of water, or less, in 5 minutes.

[40 CFR 63.11092(f)(1)]

23. **Performance Tests.** Performance tests conducted for this subpart shall be conducted under such conditions as the Administrator specifies to the owner or operator, based on representative performance (*i.e.*, performance based on normal operating conditions) of the affected source. Upon request, the owner or operator shall make available to the Administrator such records as may be necessary to determine the conditions of performance tests.

[40 CFR 40.6311092(g)]

24. In conducting the performance tests required in 40 CFR 60.8, the owner or operator shall use as reference methods and procedures the test methods in appendix A of this part or other methods and procedures as specified in this section, except as provided in 40 CFR 60.8(b). The three-run requirement of 40 CFR 60.8(f) does not apply to this subpart.

[40 CFR 60.503(a); and 40 CFR 63.11092]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

25. Immediately before the performance test required to determine compliance with 40 CFR 60.502(b) **Specific Condition No. 8**, and 40 CFR 60.502(h) **Specific Condition No. 14**, 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 10,000 ppm (as methane) or greater before conducting the performance test.

[40 CFR 60.503(b)]

26. The owner or operator shall determine compliance with the standards in 40 CFR 60.502(b) **Specific Condition No. 8**, as follows:

- (1) The performance test shall be 6 hours long during which at least 300,000 liters of gasoline is loaded. If this is not possible, the test may be continued the same day until 300,000 liters of gasoline is loaded or the test may be resumed the next day with another complete 6-hour period. In the latter case, the 300,000-liter 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.
- (2) 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.

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

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

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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.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 26. Continued:

- (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.

[40 CFR 60.503(c); Rule 62-204.800, F.A.C.; Rule 62-296.510(4), and Rule 2.201, JEPB]

27. The owner or operator shall determine compliance with the standard in 40 CFR 60.502(h) **Specific Condition No. 14**, 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.
- (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(d)]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

NOTIFICATIONS

28. Notifications to submit.

- (a) Each owner or operator of an affected source under this subpart must submit an Initial Notification as specified in 40 CFR 63.9(b).

If your facility is in compliance with the requirements of this subpart at the time the Initial Notification is due, the Notification of Compliance Status required under paragraph (b) of this **Specific Condition** may be submitted in lieu of the Initial Notification.

- (b) Notification of Compliance Status. Each owner or operator of an affected source under this subpart must submit a Notification of Compliance Status as specified in 40 CFR 63.9(h). The Notification of Compliance Status must specify which of the compliance options included in Table 1 to this subpart is used to comply with this subpart.
- (c) Notification of Performance Test. Submit a Notification of Performance Test, as specified in 40 CFR 63.9(e), prior to initiating testing required by 40 CFR 63.11092(a) **Specific Condition No. 18** or 40 CFR 63.11092(b) **Specific Condition No. 18**.
- (d) Each owner or operator of any affected source under this subpart must submit additional notifications specified in 40 CFR 63.9, as applicable.

[40 CFR 63.11088(e), and 40 CFR 63.11093(a) – (d)]

REPORTING AND RECORDKEEPING

- 29.** The tank truck vapor tightness documentation required under 40 CFR 60.502(e)(1) **Specific Condition No. 11**, shall be kept on file at the terminal in a permanent form available for inspection.

[40 CFR 60.505(a), Rule 62-204.800, F.A.C., and Rule 2.201, JEPB]

- 30.** 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.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 30. Continued:

(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).

[40 CFR 60.505(b)]

31. A record of each monthly leak inspection required under 40 CFR 60.502(j) **Specific Condition No. 16**, shall be kept on file at the terminal for at least 5 years. 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 15 days).

(5) Inspector name and signature.

[40 CFR 60.505(c)(1) – (5)]

32. The terminal owner or operator shall keep documentation of all notifications required under 40 CFR 60.502(e)(4) **Specific Condition No. 11.(4)**, on file at the terminal for at least 5 years.

[40 CFR 60.505(d)]

33. As an alternative to keeping records at the terminal of each gasoline cargo tank test result as required in **Specific Condition No. 31**, **Specific Condition No. 32**, and this **Specific Condition**, an owner or operator may comply with the requirements in either paragraph (1) or (2) of this **Specific Condition**.

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

(i) The copy of each record in paragraph (1) of this **Specific 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 (1) of this **Specific 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 (2) of this **Specific Condition** is an exact duplicate image of the original paper record with certifying signatures.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 33. Continued:

- (ii) The permitting authority is no **Specific Condition** section.

[40 CFR 60.505(e)(1) – (2)]

- 34.** The owner or operator of an affected emission unit shall keep records of all replacements or additions of components performed on an existing vapor processing system for at least 5 years.

[40 CFR 60.505(f), Rule 62-204.800, F.A.C., and Rule 2.201, JEPB]

- 35.** Each owner or operator of a bulk gasoline terminal subject to the provisions of this subpart shall keep records of the test results for each gasoline cargo tank loading at the facility as specified in (1) through (3) of this **Specific Condition**.

- (1) Annual certification testing performed under 40 CFR 63.11092(f)(1) **Specific Condition No. 22**.

- (2) The documentation file shall be kept up-to-date for each gasoline cargo tank loading at the facility. The documentation for each test shall include, as a minimum, the following information:

- (i) *Name of test*: Annual Certification Test—Method 27 or Periodic Railcar Bubble Leak Test Procedure.

- (ii) Cargo tank owner's name and address.

- (iii) Cargo tank identification number.

- (iv) Test location and date.

- (v) Tester name and signature.

- (vi) *Witnessing inspector, if any*: Name, signature, and affiliation.

- (vii) *Vapor tightness repair*: Nature of repair work and when performed in relation to vapor tightness testing.

- (viii) *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 63.11094(b)(1) – (2)]

- 36.** As an alternative to keeping records at the terminal of each gasoline cargo tank test result as required in paragraph (b) of this section, an owner or operator may comply with the requirements in either paragraph (c)(1) or paragraph (c)(2) of this **Specific Condition**.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 36. Continued:

- (1) An electronic copy of each record is instantly available at the terminal.
- (i) The copy of each record in paragraph (c)(1) of this **Specific Condition** is an exact duplicate image of the original paper record with certifying signatures.
- (ii) The Administrator is notified in writing that each terminal using this alternative is in compliance with paragraph (c)(1) of this **Specific Condition**.
- (2) For facilities that use 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 Administrator's delegated representatives during the course of a site visit, or within a mutually agreeable time frame.
- (i) The copy of each record in (c)(2) of this **Specific Condition** is an exact duplicate image of the original paper record with certifying signatures.
- (ii) The Administrator is notified in writing that each terminal using this alternative is in compliance with paragraph (c)(2) of this **Specific Condition**.

[40 CFR 63.11094(c)]

- 37.** Each owner or operator subject to the equipment leak provisions of 40 CFR 63.11089 **Specific Condition No. 19**, 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 40 CFR 63.11089, the record shall contain a full description of the program.

[40 CFR 63.11094(d)]

- 38.** Each owner or operator of an affected source subject to equipment leak inspections under 40 CFR 63.11089 **Specific Condition No. 19**, shall record in the log book for each leak that is detected the information specified in paragraphs (1) through (7) of this **Specific 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.

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 38. Continued:

(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.

[40 CFR 63.11094(e)]

39. 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 40 CFR 63.11092(b) **Specific Condition No. 18**. 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 40 CFR 63.11093(b) **Specific Condition No. 28**:

(i) All data and calculations, engineering assessments, and manufacturer's recommendations used in determining the operating parameter value under 40 CFR 63.11092(b) **Specific Condition No. 18**.

[40 CFR 63.11094(f)(1), (2)(i), (3), and (4)]

40. Each owner or operator of an affected source under this subpart shall keep records as specified in paragraphs (1) and (2) of this **Specific 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 40 CFR 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 63.11094(g)]

41. Monthly records of the quantity of each product loaded shall be recorded. Records shall be maintained for a minimum period of five (5) years. Records shall be provided to the Permitting Authority upon request.

[Rule 62-296.510, F.A.C., and Rule 2.1101, JEPB]

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

REPORTING

42. Semiannual Compliance Report and Excess Emissions Report:

(a) The facility shall include in a semiannual compliance report to the Administrator the following information, as applicable:

- (1) For loading racks, each loading of a gasoline cargo tank for which vapor tightness documentation had not been previously obtained by the facility.
- (2) For equipment leak inspections, the number of equipment leaks not repaired within 15 days after detection.

(b) 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 under this subpart, and the information to be included in the excess emissions report, are specified in (b)(1) through (5) of this **Specific Condition**.

(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 40 CFR 63.11094(b) **Specific Condition No 35**.

(3) Each exceedance or failure to maintain, as appropriate, the monitored operating parameter value determined under 40 CFR 63.11092(b) **Specific Condition No. 18**. 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) 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

SECTION 3. EMISSIONS UNIT SPECIFIC CONDITIONS (FINAL)

EU016 Tank Truck Loading System (Terminal A) and EU024 Tank Truck Loading System (Terminal B)

Condition No. 42. Continued:

(iv) The date of successful repair.

[40 CFR 63.11088(f), 40 CFR 63.11095(a)(2) , (3); and 40 CFR 63.11095(b)(1), (2), (3), and (5)]

- 43. Semiannual Report.** 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 40 CFR 63.11085(a) **Specific Condition No. 17**, 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)]

- 44. 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 attached Appendix 40 CFR 63 Subpart A – General Provision.*

[40 CFR 63.11098]

- 45. Commencement of Construction and Operation.** After the new VRU and VCU replacements are installed at EU016 and is tied into EU024, the permittee shall submit to the Air Compliance Authority of this Office written notification of both the date of commencement of construction **and** operation. This notification shall be submitted to Christopher Kirts at Christopher.Kirts@dep.state.fl.us no later than thirty (30) business day following commencement of construction and operation.

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