Motiva Enterprises LLC

Port Everglades West, Florida Terminal

~~BP Products North America Inc.~~

~~Port Everglades Terminal~~

Facility ID No.: 0110051

Broward County

DRAFT Title V Air Operation Permit Revision

Permit No.: 0110051-023-AV

(Revision of Title V Air Operation Permit No. 0110051-019-AV to incorporate changes in construction permit 0110051-022-AC)

Permitting and Compliance Authority:

Broward County Environmental Protection and Growth Management Department

~~Pollution Prevention Remediation and Air Quality Division (PPRAQD)~~

Environmental Engineering and Permitting Division (EEPD)

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Title V Air Operation Permit Revision

DRAFT Permit Project No.: 0110051-023-AV

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NOTE: Appendix B and Appendix C are not included in the permit as they are part of the construction permit 0110051-022-AC that is being processed concurrently with this Title V permit.

SECTION I. FACILITY INFORMATION

Permittee:
Motiva Enterprises LLC.
P.O. Box 21108
Ft. Lauderdale, FL 33335

DRAFT Permit NO.: 0110051-023-AV
Facility: Motiva Enterprises - West
Facility ID No.: 0110050
SIC No(s).: 51, 517, 5171 **NAICS:** 424710
Project: Title V Air Operation Permit Revision

Authorized Representative
Jason Burnett, Regional Terminal Operations Manager

The purpose of this permit is to revise the above referenced facility's Title V permit 0110051-019-AV issued on June 30, 2014, to incorporate changes requested in construction permit 0110051-022-AC. This construction permit is to replace the domed external floating roof (DEFR) on storage tank 8 with an aluminum internal floating roof (IFR) with different fittings than the existing roof. Potential volatile organic compounds (VOC) emissions from the loading rack are expected to increase from 178.2 to 182.5 tons per year (TPY). The vapors from the loading rack are directed to the VRUs. While emissions are expected to increase, they do not exceed certain limits and therefore there are no changes to the regulatory and permitting requirements or the regulatory classification of the terminal as a major Title V source for VOC. The facility is located at 1180 Spangler Road, Fort Lauderdale, Broward County, Florida. UTM Coordinates are: Zone 17, 587 km East and 2885.30 km North; and, Latitude: 26° 05' 30" North and Longitude: 80° 07' 45" West; and a South Tank farm located at 1000 S.E. 28th Street, Fort Lauderdale, Broward County, Florida. The main office is located at the North Tank Farm, at Spangler Road.

This Title V Air Operation Permit Revision is issued under the provisions of Chapter 403, Florida Statutes (F.S.), and Florida Administrative Code (F.A.C.) Chapters 62-4, 62-210 and 62-213. The above named permittee is hereby authorized to operate the facility shown on the application and approved drawing(s), plans, and other documents, attached hereto or on file with the permitting authority, in accordance with the terms and conditions of this permit.

Effective Date:
Renewal Application Due Date: January 26, 2019
Expiration Date: September 8, 2019

_____
Robert C. Wong
Environmental Licensing Supervisor
Broward County Environmental Engineering and Permitting Division

Subsection A. Facility Description.

~~BP Port Everglades~~ Motiva Port Everglades West facility is a bulk petroleum products and denatured ethanol storage and distribution terminal located at 1180 Spangler Boulevard, Fort Lauderdale, Broward County, Florida. ~~with a~~The total storage capacity is~~of~~ approximately 592,857 barrels (24,899,994 gallons). The terminal receives refined petroleum products and denatured ethanol (gasoline, gasoline/ethanol blends, ethanol, distillate fuels and additives) by way of marine transport vessel and tank truck. ~~Denatured ethanol can also be delivered by tanker trucks and uploaded into the storage tanks from a denatured ethanol truck unloading station. Gasoline/ethanol blend is produced in an enclosed system located in each loading bays of the truck loading rack.~~ Fuel additives are sometimes received by way of tote or drum. These products are stored onsite in internal floating roof, vertical fixed roof, and horizontal fixed roof tanks and are distributed via tank truck. The gasoline/ethanol blend is produced in an enclosed system, located in each loading bay of the truck loading rack, that mixes denatured ethanol and gasoline into an E 10 blend (90% gasoline and 10% denatured ethanol), or other gasoline/denatured ethanol blends depending on market conditions.

The truck loading rack which consists of four bays with 17 loading arms, for gasoline, distillate products, additive and denatured ethanol, is equipped with two VRUs for processing vapor emissions (Volatile Organic Chemicals (VOC) and Hazardous Air Pollutants (HAPs) generated during loading.

Also, a continuous emissions monitoring system (CEMS) is installed on the VRUs to continuously monitoring air emissions to demonstrate compliance with 40 CFR 63 – Subpart BBBBBB (GACT) - Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities. The terminal operates 24 hours per day, 365 days per. In order to keep the facility below 250 tons per year (TPY) to avoid Prevention of Significant Deterioration (PSD) Rule 62-212.400 F.A.C. requirements, Motiva limits the potential emissions, at the loading rack, by limiting the petroleum products and distillate fuel throughput to 750 million gallons per year. In addition, included in this permit are miscellaneous unregulated/insignificant emissions units and/or activities, which are listed in Attachment I-1, List of Insignificant Emissions Units and/or Activities. The figure below represents the general process flow diagram for the terminal.

Subsection B. Summary of Emissions Units, ID No(s). Brief Description(s) and Applicable Regulations.

Section	EU No.	Brief Description
	Regulated Emissions Units	
[A]	001	*Loading Rack with Two VRUs*. for Petroleum Products, Gasoline/Ethanol and Denatured Ethanol
[B]	015	*Fixed Roof Storage Tanks* for Additive, Diesel and Petroleum Contact Water (PCW). Seven Storage Tanks.
[C]	014	*Floating Roof Storage Tanks. #s*: 7, 8, 9,10,11,12 and 13. Internal Floating Roof (IFR) ~~and Domed External Floating Roof (DEFR)~~ Storage Tanks for Petroleum Products and Denatured Ethanol.
[D]	013	*Piping and Equipment* consisting of valves, fittings, and other equipment associated with petroleum products and ethanol loading or unloading operations
[E]	016	*Emergency Generators and Fire Pump Diesel Engines* consisting of two 250 KW emergency generators and one 123 Hp fire pump. The three units are diesel –fired engines.

The following activities/equipment are considered insignificant emissions units: Paved roadways and parking areas, routine maintenance and repair activities (piping changes, filter changes/replacements, tank painting, etc.), truck loading rack pour-back drains. tank degassing and cleanings, chemical /solvent/waste storage drums, compressors, one emergency generator, welding activities and portable pumps, fugitives from spills and leaks, unloading operations from marine vessels and tank trucks, four 80 gallons surge tanks.

Subsection C. Applicable Regulations

- The facility is not a major source of hazardous air pollutants (HAPs). NESHAP -40 CFR 63, Subpart BBBBBB. (GACT) Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities. Emission units 001, 013 and 014 are subject to GACT that establishes emission limitations and management practices for HAPs that are emitted from area sources (potential emissions do not exceed 10 tons per year of an individual HAP and 25 tons per year of Total HAPs). This subpart also establishes requirements to demonstrate compliance with emission limitations and management practices. EU 001 has a continuous emissions monitoring system (CEMS) capable of measuring organic compound concentrations at the VRUS outlet for compliance with 40 CFR 63, Subpart BBBBBB.
- 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 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. for the Prevention of Significant Deterioration (PSD) of Air Quality. VOC emissions are 215 tons per year which is below 250 tons per year. Per EPA letter dated February 18, 1998 to Mecklenburg County, Department of Environmental Protection, Charlotte, North Carolina, Applicability Determination Request, Definition of a Major Source under 40 CFR 70.2, bulk petroleum terminals that handles refined petroleum products (e.g., gasoline) are not subject to 100 tons per year. EPA determined that the 100 tons per year PSD applicability only applies to bulk petroleum terminals that handle crude oil. Crude oil is not part of Motiva's loading operation.

The table on the next page summarizes applicable federal, state and county air pollution regulations.

Subsection C. Applicable Regulations - Summary

Based on the Title V air operation permit submittals revision and compliance determinations application received November 17, 2010, this facility continues to be is a synthetic minor source of hazardous air pollutants (HAP). A summary of applicable regulations is shown in the following table.

Summary of Applicable Federal Regulations	EU No(s).	Summary of Applicable Florida Administrative Code (F.A.C.) Regulations
40 CFR 60, Subpart XX, NSPS Standards of Performance for Bulk Gasoline Terminals 40 CFR 63, Subpart BBBBBB, NESHAP ((GACT) Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities) 40 CFR 60, Subpart Kb, NSPS, Standards of Performance for Volatile Organic Liquid Storage Vessels (Including Petroleum Liquid Storage Vessels) for Which Construction, Reconstruction, or Modification Commenced After July 23, 1984.	001 001, 014, 013 014	Rule 62-4 – Permits Rule 62-4.050 – Procedures to Obtain Permits and Other Authorizations; Applications Rule 62-4.070 – Standards for Issuing or Denying Permits: Issuance; Denial Rule 62-4.080 Modification of Permit Conditions Rule 62-4.090 - Renewals Rule 62-4.160 – Permit Conditions Rule 62-204 – Air Pollution Control – General Provisions Rule 62-204.800 – Federal Regulations Adopted by Reference Rule 62-210.200 - Definitions Rule 62-210.300 – Permits Required Rule 62-210.370 – Emissions Computation and Reporting Rule 62-296.320(2)- Objectionable Odor (Not federally enforceable)
40 CFR 60, Subpart A, NSPS General Provisions 40 CFR 64 Compliance Assurance Monitoring (CAM) 40 CFR 63, Subpart A, NESHAP General Provisions 40 CFR 60, Subpart IIII, NSPS, Standards of Performance for Stationary Compression Ignition Internal Combustion Engines 40 CFR 63, Subpart ZZZZ, NESHAP for Stationary Reciprocating Internal Combustion Engines	001, 014, 013 001 001, 014, 013 016 016	Rule 62-296.500 Reasonably Available Control Technology (RACT – Volatile Organic Compounds 9VOC) and Nitrogen Oxides (NOx) Emitting Facilities. Rule 62-296.510 - Bulk Gasoline Terminals. (RACT for the loading rack) Rule 62-296.320(1) (a) - VOC or Organic Solvent Emissions Rule 62-210-650 Circumvention of air pollution control equipment Rule 62-296.508 – Petroleum Liquid Storage (RACT for the storage tanks) Rule 62-297.310 – General Compliance Test Requirements Rule 62-297.440 Supplementary Test Methods
Summary of Applicable County Regulations		
Broward County Chapter 27 Air Pollution Control, Article IV, Sec. 27-175(b) & (d)		These regulations refer to: Concealment of emissions (b) and Maintenance (d) Note: Not Federally Enforceable

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

FW1. General Requirements. The owner or operator shall comply with the ~~Facility-wide Reporting requirements and Title V General Conditions in Appendices 9 and 10, respectively.~~ reporting requirements of the following Attachments to this permit: TV (Title V Conditions), RR (Facility-wide Title V Reporting Requirements), and I-1 (List of Insignificant Emissions Units and/or Activities).
[Rule 62-213.440, F.A.C.]
{Permitting Note. Attachment H-1 (Permit History) provides information for convenience purposes only and do not supersede any of the terms or conditions of this permit.}

Emissions and Controls

FW2. **Not Federally Enforceable.** Objectionable Odor Prohibited. No person shall cause, suffer, allow or permit the discharge of air pollutants, which cause or contribute to an objectionable odor. An "objectionable odor" means any odor present in the outdoor atmosphere which by itself or in combination with other odors, is or may be harmful or injurious to human health or welfare, which unreasonably interferes with the comfortable use and enjoyment of life or property, or which creates a nuisance.
[Rule 62-296.320(2) and 62-210.200 (200) (Definitions), F.A.C.]

FW3. General Pollutant Emission Limiting Standards. Volatile Organic Compounds (VOC) Emissions or Organic Solvents (OS) Emissions. The permittee shall allow no person to store, pump, handle process, load, unload or use in any process or installation, volatile organic compounds (VOC) or organic solvents (OS) without applying known and existing vapor emission control devices or systems deemed necessary and ordered by ~~PPRAQD~~ EEPD.
[Rule 62-296.320(1), F.A.C.]

- Maintaining tightly fitting covers, lids, etc., on all containers when they are not being handled, tapped, etc.
- Immediately attending to all spills/waste as appropriate.

FW4. General Visible Emissions. No person shall cause, let, permit, suffer or allow to be discharged into the atmosphere the emissions of air pollutants from any activity equal to or greater than 20% opacity. EPA Method 9 is the method of compliance pursuant to Chapter 62-297, F.A.C. This regulation does not impose a specific testing requirement.
[Rule 62-296.320(4) (b), F.A.C.]

FW5. Emissions of Unconfined Particulate Matter (PM). No person shall cause, let, permit, suffer or allow the emissions of unconfined PM from any activity, including vehicular movement; transportation of materials; construction, alteration, demolition or wrecking; or industrially related activities such as loading, unloading, storing or handling; without taking reasonable precautions to prevent such emissions.
[Rule 62-296.320(4) (c), F.A.C]

- Maintaining parking areas and yards
- Removing excessive particulate matter from paved areas, building, and work areas

FW6. Minimizing Emissions. The owner or operator, at all times, shall operate and maintain the facility, 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. [40 CFR 63.11085 (a]

FW7. General Provisions. The owner or operator shall comply with the applicable parts of the General

Provisions shown in Table 3 to Subpart BBBBBB (see Appendix J).[40 CFR 63.11098]

FW8. Circumvention**.** No person shall circumvent any air pollution device, or allow the emission of air pollutants without the applicable air pollution control device operating properly.
[Rule 62-210.650, F.A.C.,]

FW9. ~~**Not Federally Enforceable.**~~

(1) General Prohibition and Concealment. Any stationary installation which will reasonably be expected to be a source of pollution shall obtain an appropriate and valid permit, unless exempted by rule. Furthermore n~~N~~o person shall build, erect, install, or use any article, machine, equipment or other contrivance, the use of which will conceal any emission which would otherwise constitute a violation of any applicable provisions. ~~of Broward County Codes.~~
[Rule 62-3.030, F.A.C. and Broward County Code, Sec. 27-175(b)]

(2) Maintenance. No person shall operate any air pollution control equipment or systems without proper ~~and sufficient~~ maintenance to assure compliance with applicable emission limits.~~Broward County Codes.~~
[Rule 62-210.300 (2) (a) 2, F.A.C. and Broward County Code, Sec. 27-175(d)]

FW10. Bulk Gasoline Terminal (40 CFR 63, Subpart R). For "emissions screening factor for bulk gasoline terminals" (E_T) less than 0.50, the owner or operator shall:

(1) Operate the facility such that none of the facility parameters used to calculate E_T is exceeded in any rolling 30-day period.

(2) Maintain records of the calculations for E_T (including methods, procedures, and supporting assumptions), and notify the ~~PPRAQD~~ EEPD of modifications to the facility parameters. Each such notification shall document any expected HAP emission change resulting from the change in parameter.

[40 CFR 63.420(d), Rule 62-4.070(3), F.A.C.]

{Permitting Note: E_T is a formula for determining the applicable requirements of Subpart R (HAPs standards for bulk gasoline terminal). Calculations indicated that E_T is equal to 0.281}

FW11. Bulk Gasoline Terminal (Subpart BBBBBB). The facility shall comply with all applicable requirements under 40 CFR 63 Subpart BBBBBB.
[40 CFR 63.11083]

As requested by the permittee, in order to limit the potential to emit for Hazardous Air Pollutants (HAP), the following potential emission limitations shall apply for any 12 consecutive month period: [Rules 62-4.070(3), F.A.C. and Permit No. 0110051-022-AC] The hazardous air pollutant (HAP), as defined in Rule 62-210.200, F.A.C., emissions shall be less than 10 tons in any 12 consecutive month period for any individual HAP, and less than 25 tons in any 12 consecutive month period for any combination of HAPs.

{Permitting Note: Subpart BBBBBB establishes national emission limitations and management practices for HAP emitted from area source gasoline distribution bulk terminals. This subpart also establishes requirements to demonstrate compliance with the emission limitations and management practices.}

Annual Reports and Fees

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

FW12. Electronic Annual Operating Report and Title V Annual Emissions Fees. The information required by the Annual Operating Report for Air Pollutant Emitting Facility [Including Title V Source Emissions Fee Calculation] (DEP Form No. 62-210.900(5)) shall be submitted by April 1 of each year, for the previous calendar year, to the Department of Environmental Protection's Division of Air Resource Management. Each Title V source shall submit the annual operating report using the DEP's Electronic Annual Operating Report (EAOR) software, unless the Title V source claims a technical or financial hardship by submitting DEP Form No. 62-210.900(5) to the DEP Division of Air Resource Management instead of using the

reporting software. Emissions shall be computed in accordance with the provisions of subsection 62-210.370(2), F.A.C. Each Title V source must pay between January 15 and April 1 of each year an annual emissions fee in an amount determined as set forth in subsection 62-213.205(1), F.A.C. The annual fee shall only apply to those regulated pollutants, except carbon monoxide and greenhouse gases, for which an allowable numeric emission-limiting standard is specified in the source's most recent construction permit or operation permit. Upon completing the required EAOR entries, the EAOR Title V Fee Invoice can be printed by the source showing which of the reported emissions are subject to the fee and the total Title V Annual Emissions Fee that is due. The submission of the annual Title V emissions fee payment is also due (postmarked) by April 1st of each year. A copy of the system-generated EAOR Title V Annual Emissions Fee Invoice and the indicated total fee shall be submitted to: **Major Air Pollution Source Annual Emissions Fee, P.O. Box 3070, Tallahassee, Florida 32315-3070.** Additional information is available by accessing the Title V Annual Emissions Fee On-line Information Center at the following Internet web site: http://www.dep.state.fl.us/air/emission/tvfee.htm. [Rules 62-210.370(3), 62-210.900 & 62-213.205, F.A.C.; and, §403.0872(11), Florida Statutes (2013)]

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

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

FW 13. Annual Statement of Compliance. The owner or operator shall submit an annual statement of compliance to the compliance authority at the address shown on the cover of this permit within 60 days after the end of each calendar year during which the Title V permit was effective. [Rules 62-213.440(3) (a) 2. & 3 and (3) (b), F.A.C.]

FW 14. Prevention of Accidental Releases (Section 112(r) of CAA). If, and when, the facility becomes subject to 112(r), the permittee shall:

a. Submit its Risk Management Plan (RMP) to the Chemical Emergency Preparedness and Prevention Office (CEPPO) RMP Reporting Center. Any Risk Management Plans, original submittals, revisions or updates to submittals, should be sent electronically through EPA's Central Data Exchange system at the following address: https://cdx.epa.gov. Information on electronically submitting risk management plans using the Central Data Exchange system is available at: http://www.epa.gov/osweroe1/content/rmp/index.htm. The RMP Reporting Center can be contacted at: RMP Reporting Center, Post Office Box 10162, Fairfax, VA 22038, Telephone: (703) 227-7650.

b. Submit to the permitting authority Title V certification forms or a compliance schedule in accordance with Rule 62-213.440(2), F.A.C.

[40 CFR 68]

FW 15. Certification by Responsible Official (RO). In addition to the professional engineering certification required for applications by Rule 62-4.050(3), F.A.C., any application form, report, compliance statement, compliance plan and compliance schedule submitted pursuant to Chapter 62-213, F.A.C., shall contain a certification signed by a responsible official that, based on information and belief formed after reasonable inquiry, the statements and information in the document are true, accurate, and complete. Any responsible official who fails to submit any required information or who has submitted incorrect information shall, upon becoming aware of such failure or incorrect submittal, promptly submit such supplementary information or correct information. [Rule 62-213.420(4), F.A.C.]

FW 16. When the EEPD after investigation, has good reason (such as complaints, increased emissions or failure to properly maintain control equipment) to believe that any applicable requirement or permit condition is being violated, it may require the owner or operator of the source to conduct compliance tests which identify the nature and quantity of pollutant emissions from the source and to provide a report on the results of said

tests to the EEPD. [Rules 62-297.310(7) (b) and 62-4.070(3), F.A.C.]

FW 17. At least 15 days prior to the date on which each required emissions test is to begin, the owner or operator shall notify the EEPD, unless shorter notice is agreed to by the EEPD. The notification shall include the date, time, place of each such test, Facility ID Number, Emission Unit ID Number(s) and description(s), Emission Point Number(s) and description(s), test method(s), pollutant(s) to be tested, along with the name and telephone number of the person who will be responsible for conducting such test(s) for the owner or operator. If a scheduled emissions test needs to be re-scheduled, the owner or operator shall submit to the EEPD a revised notification at least seven days prior to the re-scheduled emissions test date or arrange a re-scheduled test date with the EPC by mutual agreement. [Rule 62-297.310(9), F.A.C.]

Subsection A. Emissions Unit 001

The specific conditions in this section apply to the following emission unit(s).

E.U. ID No.	Brief Description
001	Loading Rack with two VRUs

This emissions unit consists of a loading rack with 4 bays and 17 loading arms (16 for gasoline products and for denatured ethanol) for loading gasoline, denatured ethanol, and gasoline/ethanol blends.
Gasoline/ethanol blends are produced by blenders installed in each loading bay. The blender is an enclosed system that mixes denatured ethanol and gasoline into an E 10 blend (90% gasoline and 10% denatured ethanol), or other gasoline/denatured ethanol blends depending on market conditions.
{Permitting Note: This emissions unit is regulated by 40 CFR 60, Subpart XX, Standards of Performance for Bulk Gasoline Terminals, Rule 62-296.510, F.A.C. (RACT), the Compliance Assurance Monitoring (CAM) requirements under 40 CFR 64, and Subpart BBBBBB.}

Essential Potential to Emit (PTE) Parameters

A.1. Products Throughput. The throughput shall not exceed 750,000,000 gallons per year of gasoline and denatured ethanol, calculated on a twelve-month rolling total basis.
[Rules 62-4.160(2) and 62-210.200(245), F.A.C.-Definitions (PTE).]

A.2. Hours of Operation. This emissions unit is allowed to operate continuously, i.e., 8,760 hours/year.
Rule 62-210.200 (225) F.A.C.]

Emission Limitations and Standards

A.3. ~~**Not Federally Enforceable**~~ Loading Liquid Products**.** The federal standards ~~required in 40 C.F.R. 60, Subpart XX,~~ shall apply to owners and operators of loading racks at bulk gasoline terminals that load any liquid products, unless the owners or operators can demonstrate as a practical matter that the tank trucks being loaded do not contain gasoline vapors**.**[40 C.F.R. 60, Subpart XX]
~~[Broward County Code, Sec. 27-177(f)]~~

A.4. Gasoline or Gasoline/Ethanol Blend Loading at Bulk Gasoline Terminals. No person shall load gasoline or gasoline/ethanol blend into any tank, trucks, or trailers from any bulk gasoline terminal unless:
(a) Displaced vapors are vented only to the vapor control system; and
(b) A means is provided to prevent liquid waste from the loading device to exceed the quantity specified for the self-sealing coupler or adapter according to API regulation RP 1004 (or equivalent) upon the loading device being disconnected or when it is not in use (the above referenced are available from the American Petroleum Institute, 2101 "L" Street N.W., Washington, D.C. 20037); and,
(c) All loading and vapor lines equipped with fittings are vapor tight; and
(d) The bulk gasoline terminal is equipped with a properly installed and operated vapor control system complying with F.A.C. Rule 62-296.510 and which recovers vapors from the equipment being controlled or which directs all vapors to a combustion or incineration system.
[Rule 62-296.510(3) & 62-4.070 (3), F.A.C.]

A.5. Vapor Collection System Design.
(1) The facility shall be equipped with a vapor collection system designed to collect the total organic compounds vapors displaced from tank trucks during product loading.
(2) 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(a), (d)]

A.6. Vapor Collection System Emissions Limit. The emissions to the atmosphere from the vapor collection system due to the loading of gasoline or gasoline/ethanol blend into tanker trucks shall not exceed 31 milligrams of VOC per liter of gasoline or gasoline/ethanol blend loaded.

[Rule 62-4.160(2), F.A.C.; and letter received on February 24, 2004 from applicant requesting the emission limit, Construction Permit No. 0110051-010-AC]

{Permitting Note: The emission and throughput (see Condition A.1) limits serve to synthetically limit the potential emissions of VOC to below the PSD major source threshold of 250 tons per year, which serve to maintain the source classification as a synthetic minor source under the PSD program. In accordance with Rule 62-212.400(12) (b), F.A.C, at such time the source becomes a major PSD source solely by virtue of a relaxation in limits, then the requirements of subsections 62-212.400(4) through (12), F.A.C., shall apply to previous construction projects as though the constructions had not yet commenced at the source.}

A.7. Gasoline Tank Truck Requirements.

(a)- (d) [Blank].

(e) Loading requirements. Loadings of liquid product into gasoline tank trucks shall be limited to vapor-tight gasoline tank trucks using the following procedures:

(1) *Vapor tightness documentation.* The owner or operator shall obtain the vapor tightness documentation for each gasoline tank truck which is to be loaded at the affected facility. The vapor tightness 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).

(2) *Tank identification number - records.* 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) *Tank identification number – cross checking.*

(i) The owner or operator shall cross-check each tank identification number obtained in paragraph (e)(2) of this section 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 previous 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 (e)(3)(i) (A) through (B) of this section reveals that these conditions were not maintained, the source must return to biweekly monitoring until such time as these conditions are again met.

(4) *Non-vapor-tight gasoline tank truck notification.* 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 (e)(3) of this section.

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

(6) *Alternate procedures*. Alternate procedures to those described in paragraphs (e) (1) through (5) of this section for limiting gasoline tank truck loadings may be used upon application to and approval by, the Administrator (EPA). The facility is also allowed to use a terminal automation system to cross-check and lock out trucks with expired vapor tightness documentation.

(f) Vapor collection equipment compatibility. 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.

(g) Vapor collection systems connections. 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.

(h) Gauge pressure during product loading. 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) (see Condition A.12 (d) - "Gauge Pressure Measurement").

(i) Pressure-vacuum vent. 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).

(j) Vapor leaks. 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(e)-(j)]

A.8. Gasoline Loading Operations – Subpart BBBBBB Requirements.

(a) The loading rack shall be equipped with a vapor collection system designed to collect the total organic compound (TOC) vapors displaced from cargo tanks during product loading; and

(b) The emissions of TOC shall be reduced to less than or equal to 80 mg/l of gasoline loaded into gasoline cargo tanks at the loading rack; *{Permitting Note. The source is operating the loading rack in accordance with an existing State enforceable emission limit which is lower than 80 mg/l (see Condition A.3)}.*

(c) The vapor collection system shall be design and operate to prevent any TOC vapors collected at one loading rack or lane from passing through another loading rack or lane to the atmosphere; and

(d) The loading of gasoline into cargo tanks shall be limited to cargo tanks that are vapor tight using the procedures specified in 40 CFR 60.502(e) through (j) . For the purposes of this section, the term ―tank truck‖ as used in 40 CFR 60.502(e) through (j) means ―cargo tank‖ as defined in 40 CFR 63.11100.

[40 CFR 63.11088, Table 2 to Subpart BBBBBB]

Test Methods and Procedures

A.9. Subpart BBBBBB – Testing. The owner or operator shall comply with the applicable testing and monitoring requirements for the loading rack specified in 40 CFR 63.11092 for the VRUs (see Appendix M).
[40 CFR 63.11092]

A.10. Performance Testing Frequency.

(1) The owner or operator shall conduct a compliance test (see Condition A.12) prior to obtaining a renewed permit on the loading rack using the two VRUs, and at such times when the ~~PPRAQD~~ EEPD, after investigation, has good reason (such as failure to adhere to the monitoring requirements of the Compliance Assurance Monitoring (CAM) plan) to believe that any applicable emission standard of the loading rack is being violated

[Rules 62-297.310(8) (a) 3. & 62-297.310(8) (b), F.A.C.]

(2) *Gasoline Cargo Trucks*. Owners of gasoline cargo trucks loading gasoline at the terminal shall update the cargo truck vapor tightness certification at least once per year to reflect current test results as determined by Method 27.

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

A.11. General Performance Testing Requirements. Unless otherwise specified in the permit, the owner or operator shall comply with the general compliance test requirements of Rule 62-297.310, F.A.C.
[Rules 62-297.310, F.A.C.]

A.12. Performance Testing Requirements. The owner or operator shall meet the following requirements during the formal compliance testing of the VRUs:

(a) Reference methods and procedures. In conducting the performance tests required in 40 CFR 60.8 (see Appendix M), 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.

(b) Monitor for leakage of vapor. Immediately before the performance test required to determine compliance with 40 CFR 60.502 (b) and (h), the owner or operator shall use Method 21 to monitor for leakage of vapor all potential sources in the terminal's vapor collection system equipment while a gasoline tank truck is being loaded. The owner or operator shall repair all leaks with readings of 10,000 ppm (as methane) or greater before conducting the performance test.

(c) The owner or operator shall determine compliance with the standards in 40 CFR 60.502 (b) as follows:

(1) *Test duration and gasoline loaded.* The performance test shall be at least 6 hours long during which at least 80,000 gallons (302,800 liters) of gasoline is loaded. If this is not possible, the test may be continued the same day until 80,000 gallons of gasoline is loaded or the test may be resumed the next day with another complete 6-hour period. In the latter case, the 80,000-gallons criterion need not be met. However, as much as possible, testing should be conducted during the 6-hour period in which the highest throughput normally occurs.

(2) *Intermittent operation.* 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) *Emission rate computation.* The emission rate (E) of total organic compounds shall be computed using the following equation:

$$E = K\sum_{i=1}^{n}\left(V_{esi}C_{ei}\right)/L10^{6}$$

where:

E = emission rate of total organic compounds, mg/liter of gasoline loaded.
V_{esi} = volume of air-vapor mixture exhausted at each interval "i", scm.
C_{ei} = concentration of total organic compounds at each interval "i", ppm.
L = total volume of gasoline loaded, liters.
n = number of testing intervals.
i = emission testing interval of 5 minutes.
K = density of calibration gas, 1.83 x 10^6 for propane and 2.41 x 10^6 for butane, mg/scm.

(4) *Test interval.* 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 (Vesi) and the corresponding average total organic compounds concentration (Cei) shall be determined. The sampling system response time shall be considered in determining the average total organic compounds concentration corresponding to the volume exhausted.

(5) *Volume (Vesi) air-vapor mixture exhausted at each interval.* Method 2A shall be used to determine Vesi for the VRU, and Method 2B for the VCU.

(6) *Total organic compounds concentration (Cei) at each interval.* Method 25A or 25B shall be used for determining Cei. 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) *Volume (L) of gasoline dispensed during the performance test period.* To determine L 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.

(d) Gauge pressure measurement. The owner or operator shall use the following procedure to determine compliance with the standard in 40 CFR 60.502(h), which requires that the vapor collection and liquid loading equipment be designed and operated to prevent gauge pressure in the delivery tank from exceeding 4,500 pascals (450 mm of water) during product loading.

(1) *Pressure measurement.* 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) *Pressure recording*. 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.13. CMS Requirements (Subpart BBBBBB).

{**Permitting Note**. The CMS required by subpart BBBBBB is to provide assurance that the VOC emissions from the loading rack do not exceed 80 mg/l (see Condition A5 (b). The owner or operator shall use the CAM (see Appendix H) to monitor for the exceedance of the State enforceable emission limit (See Condition A.3).}

(a) [Blank].

(b) The owner or operator shall install, calibrate, certify, operate, and maintain, according to the manufacturer's specifications, a CMS while gasoline vapors are displaced to the vapor processor systems, as specified in paragraphs (b)(1) through (5) of this section. The CMS is subject to the applicable monitoring requirements of 40 CFR 63.8 of Table 3 to Subpart BBBBBB (see Appendix F).

(1) For each performance test conducted, the owner or operator shall determine a monitored operating parameter value for the vapor processing system using the procedures specified in paragraph (b)(1)(i) (i.e. carbon adsorption system). During the performance test, continuously record the operating parameter as specified under paragraphs (b) (1) (i).

(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) or (B) of this section.

(A) A continuous emissions monitoring system (CEMS) capable of measuring organic compound concentration shall be installed in the exhaust air stream. *{Permitting Note. The owner or operator has selected this option.}*

(B) As an alternative to paragraph (b)(1)(i)(A) of this section, the owner or operator may choose to meet the requirements listed in paragraph (b)(1)(i)(B)(*1*) and (*2*) of this section. *{Permitting Note. The owner or operator proposes to implement the alternative monitoring procedures in the event of a CEMS malfunction for extended period of downtime. Written notification of this change and associated Monitoring and Inspection Plan will be provided within 15 days consistent 63.9(j).}*

(1) Carbon adsorption devices shall be monitored as specified in paragraphs (b)(1)(i)(B)(1)(i), (ii), and (iii) of this section.

(i) Vacuum level shall be monitored using a pressure transmitter installed in the vacuum pump suction line, with the measurements displayed on a gauge that can be visually observed. Each carbon bed shall be observed during one complete regeneration cycle on each day of operation of the loading rack to determine the maximum vacuum level achieved.

(ii) Conduct annual testing of the carbon activity for the carbon in each carbon bed. Carbon activity shall be tested in accordance with the butane working capacity test of the American Society for Testing and Materials (ASTM) Method D 5228–92 (incorporated by reference, see §63.14), or by another suitable procedure as recommended by the manufacturer.

(iii) Conduct monthly measurements of the carbon bed outlet volatile organic compounds (VOC) concentration over the last 5 minutes of an adsorption cycle for each carbon bed, documenting the highest measured VOC concentration. Measurements shall be made using a portable analyzer, or a permanently mounted analyzer, in accordance with 40 CFR part 60, Appendix A–7, EPA Method 21 for open-ended lines.

(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 (b)(1)(i)(B)(2)(i) through (v) of this section.

(i) The lowest maximum required vacuum level and duration needed to assure regeneration of the carbon beds shall be determined by an engineering analysis or from the manufacturer's recommendation and shall be documented in the monitoring and inspection plan.

(ii) The owner or operator shall verify, during each day of operation of the loading rack, the proper valve sequencing, cycle time, gasoline flow, purge air flow, and operating temperatures. Verification shall be through visual observation, or through an automated alarm or shutdown system that monitors system operation. A manual or electronic record of the start and end of a shutdown event may be used.

(iii) The owner or operator shall perform semi-annual preventive maintenance inspections of the carbon adsorption system, including the automated alarm or shutdown system for those units so equipped, according to the recommendations of the manufacturer of the system.

(iv) The monitoring plan developed under paragraph (2) of this section shall specify conditions that would be considered malfunctions of the carbon adsorption system during the inspections or automated monitoring performed under paragraphs (b)(1)(i)(B)(2)(i) through (iii) of this section, 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 the maximum vacuum level observed on each carbon bed from each daily inspection and the maximum VOC concentration observed from each carbon bed on each monthly inspection as well as any system malfunction, as defined in the monitoring and inspection plan, and any activation of the automated alarm or shutdown system with a written entry into a log book or other permanent form of record. Such record shall also include a description of the corrective action taken and whether such corrective actions were taken in a timely manner, as defined in the monitoring and inspection plan, as well as an estimate of the amount of gasoline loaded during the period of the malfunction.

(2) [Blank]

(3) Determine an operating parameter value based on the parameter data monitored during the performance test, supplemented by engineering assessments and the manufacturer's recommendations. {*Permitting Note*. *The operating parameter value is based on 80 mg/l limit (see Condition A.5 (b))*}.

(4) 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 A.6.

(5) If the owner or operator have chosen to comply with the performance testing alternatives provided

under 40 CFR 63.11092 (a)(2) (operating in compliance with the emission limit in Condition C.3), the monitored operating parameter value may be determined according to the provisions in paragraph (b)(5)(i) or paragraph (b)(5)(ii) of this section.

(i) Monitor an operating parameter that has been approved by the Administrator and is specified in the facility's current enforceable operating permit. At the time that the Administrator requires a new performance test, determine the monitored operating parameter value according to the requirements specified in paragraph (b) of this section.

(ii) Determine an operating parameter value based on engineering assessment and the manufacturer's recommendation and submit the information specified in paragraph (b) (4) of this section for approval by the Administrator. At the time that the Administrator requires a new performance test, the owner or operator must determine the monitored operating parameter value according to the requirements specified in paragraph (b) of this section.

(c) For each performance test, the owner or operator shall document the reasons for any change in the operating parameter value for the CMS since the previous performance test.

(d) The owner or operator shall comply with the requirements in paragraphs (d) (1) through (4): (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 paragraph (b) (1) of this section.

(2) In cases where an alternative parameter pursuant to paragraph (b)(5)(i) of this section 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 Condition A.3, except as specified in paragraph (d)(4) of this section.

(4) For the monitoring and inspection, as required under paragraphs (b)(1)(i)(B)(*2*) and (b)(1)(iii)(B)(*2*) of this section, malfunctions that are discovered shall not constitute a violation of the emission standard in Condition A.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 control practices 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 63.11088, 11092 (b) - (d)]

Compliance Assurance Monitoring (CAM)

A.15. CAM Requirements. This emissions unit is subject to the Compliance Assurance Monitoring (CAM) requirements contained in Appendix H of this permit. Failure to adhere to the monitoring requirements specified does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(7) (b), F.A.C.
[40 CFR 64; Rules 62-204.800 (12) & 62-213.440(1) (b) 1.a., F.A.C.]

Notifications, Recordkeeping and Reporting Requirements

A.16. General Notification, Recordkeeping and Reporting Requirements. Emission unit (EU) 001 is subject to the NSPS requirements of 40 CFR 60.7 and 60.19 in Appendix G and me, respectively. EU-001 is also subject to Subpart BBBBBB notification, recordkeeping, and reporting requirements listed in Appendices O, K, and L, respectively.

[40 CFR 60.7 & 60.19, 40 CFR 63.11093, 11094, and 11095]

{Permitting Note. In accordance with the notification required by 40 CFR 63.11094 (c) (2) (ii), the terminal is using the alternative method to meet compliance requirements specified in 40 CFR 63.11094(c) (2) recordkeeping requirements. As an alternative to keeping records at the terminal of each gasoline cargo tank test result, the documents are stored at an offsite location and copies will be made available upon request via facsimile or other electronic means.}

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A.17. Performance Test Notification - NSPS. The owner or operator shall notify the ~~PPRAQD~~ EEPD at least 30 days prior notice of any performance test to afford the ~~PPRAQD~~ EEPD the opportunity to have an observer present. If after 30 days notice for an initially scheduled performance test, there is a delay (due to operational problems, etc.) in conducting the scheduled performance test, the owner or operator shall notify the ~~PPRAQD~~ EEPD as soon as possible of any delay in the original test date, either by providing at least 7 days prior notice of the rescheduled date of the performance test, or by arranging a rescheduled date with the ~~PPRAQD~~ EEPD.
[40 CFR 60.8 (d)]

A.18. Performance Test Report Submittal. The performance test report shall be submitted to the ~~PPRAQD~~ EEPD
as soon as practicable, as but no later than 45 days after the last test is completed.
[Rule 62-297.310(10) (b) (1), F.A.C.]

A.19. Notifications - Subpart BBBBBB. The owner or operator shall comply with all additional notification requirements specified in 40 CFR 63.11094 (see Appendix O)
[40 CFR 63.11093]

A.20. Performance Test Report Information. The compliance test report shall provide sufficient detail on the emissions unit tested and the test procedures used to allow ~~PPRAQD~~ EEPD to determine if the test was properly conducted and the test results properly computed. As a minimum, the test report shall provide the following information:

1. The type, location, and a general layout of the emissions unit tested including a sketch of the duct within 8 stack diameters upstream of the sampling point, including the distance to any upstream bends or other flow disturbances.
2. The type of air pollution control devices installed on the emissions unit, their general condition, their normal operating parameters, and their operating parameters during each test run.
3. The normal type and amount of products loaded during each test run. Truck monitoring data sheets showing the amounts of accountable gasoline (or gasoline/ ethanol blend) loaded.
4. Test equipment specifications with instrument and calibration information. Data related to the required calibration of the test equipment.
5. Measurement and data acquisition/ analysis/ computation procedures to obtain all measured and calculated data to determine compliance with the emission limiting standard. Detailed calculations of the emission rate including computer printout of measurements and VOC analyzer strip charts.
6. Results of the Method 21 testing (prior to the formal loading rack compliance testing) for leaks around all fittings, flanges, valves, and any other exposed potential leak sources.
7. The names of individuals, who furnished the process variable data, conducted the test, analyzed the samples and prepared the report.
8. A certification that, to the knowledge of the owner or his authorized agent, all data submitted is true and correct. When a compliance test is conducted for the ~~PPRAQD~~ EEPD, the person who conducts the test shall provide the certification with respect to the test procedures used. The owner or his authorized agent

shall certify that all data required and provided to the person conducting the test are true and correct to his knowledge.
[Rule 62-297.310 (c) 3, and 62-4.070(3) F.A.C.]

A.21. Reporting - Subpart BBBBBB. The owner or operator shall comply with all additional reporting requirements specified in 40 CFR 63.11095 (see Appendix L).
[40 CFR 63.11095]

A.22. Records (Tank Trucks) - NSPS.

(a) *Tank Truck Vapor Tightness Documentation.* The tank truck vapor tightness documentation required under 40 CFR 60.502(e) (1) shall be kept on file at the terminal in a permanent form available for inspection.

(b) *Documentation File for each Gasoline Tank Truck.* 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 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) *Leak Inspection Report.* A record of each monthly leak inspection of the vapor collection system, vapor processing system and loading racks required under 40 CFR 60.502(j) shall be kept on file at the terminal for at least 2 years. Inspection records shall include, as a minimum, the following information:
(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.

(d) *Non-vapor-tight gasoline tank truck documentations.* The terminal owner or operator shall keep documentation of all notifications required under 40 CFR 60.502(e) (4), non-vapor-tight gasoline tank truck loaded at the facility, on file at the terminal for at least 2 years.

(e) *Alternative to keeping records at the terminal*. As an alternative to keeping records at the terminal of each gasoline cargo tank test result as required in paragraphs (a), (c), and (d) of this section, an owner or operator may comply with the requirements in either paragraph (e)(1) or (2) of this section.
(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 section 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 section.
(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 section 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 section

(f) *Replacements or additions of components.* The owner or operator of an affected facility shall keep records of all replacements or additions of components performed on an existing vapor processing system for at least 3 years.
[40 CFR 60.505]

A.22. Records - Subpart BBBBBB. The owner or operator shall comply with all additional recordkeeping requirements specified in 40 CFR 63.11094 (see Appendix K).
[40 CFR 63.11094]

A.23 Test Results. Test results records shall be maintained at the terminal for at least five years and be made available to ~~PPRAQD~~ EEPD upon request.
[Rule 62-4.070(3), F.A.C.]

A.24. Throughput. The owner or operator shall maintain product throughput records for the previous 12 months along with the total product throughput for the previous 12 months.
[Rule 62-4.070(3) F.A.C.]

A.25. Annual Certification Test for Gasoline Cargo Tanks (Subpart BBBBBB). The annual certification test for gasoline cargo tanks shall consist of the test methods specified in paragraphs (1) or (2) of this section. Affected facilities that are subject to subpart XX of 40 CFR part 60 may elect, after notification to the subpart XX delegated authority, to comply with paragraphs (1) and (2) of this section.

(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 (Δ p, Δ v) for all affected gasoline cargo tanks is 3 inches of water, or less, in 5 minutes.

(2) *Railcar bubble leak test procedures.* As an alternative to the annual certification test required under paragraph (1) of this section for certification leakage testing of gasoline cargo tanks, the owner or operator may comply with paragraphs (f)(2)(i) and (ii) of this section for railcar cargo tanks, provided the railcar cargo tank meets the requirement in paragraph (f)(2)(iii) of this section.

(i) Comply with the requirements of 49 CFR 173.31(d), 49 CFR 179.7, 49 CFR 180.509, and 49 CFR 180.511 for the periodic testing of railcar cargo tanks.

(ii) The leakage pressure test procedure required under 49 CFR 180.509(j) and used to show no indication of leakage under 49 CFR 180.511(f) shall be ASTM E 515–95, BS EN 1593:1999, or another bubble leak test procedure meeting the requirements in 49 CFR 179.7, 49 CFR 180.505, and 49 CFR 180.509.

(iii) The alternative requirements in this paragraph (f)(2) may not be used for any railcar cargo tank that collects gasoline vapors from a vapor balance system and the system complies with a Federal, State, local, or tribal rule or permit. A vapor balance system is a piping and collection system designed to collect gasoline vapors displaced from a storage vessel, barge, or other container being loaded, and routes the displaced gasoline vapors into the railcar cargo tank from which liquid gasoline is being unloaded.

[40 CFR 63.11092 (f)]

Subsection B.

This section addresses the following emissions unit.

E.U. ID	Brief Description
015	Petroleum Product Storage Tanks – Fixed Roofs

This emission unit consists of fixed roof tanks that stores gasoline additives, petroleum contact water (PCW), and diesel fuel.
(Permitting Note: Tanks are subjected to throughput limits.)

Essential Potential to Emit (PTE) Parameters

B.1. 1. (a) Capacity and Content of Tanks. The capacity and content of the tanks are:

Tank ID	Capacity gallons (cubic meters)	Content
A	8,000 (30)	Additives
H	10,000 (38)	Diesel Fuel
C	10,576 (40)	PCW
E	8,000 (30)	Additives
F	10,576 (40)	PCW
G	5,000 (19)	PCW
Tote	550 (2)	Additives

(b) Throughput. The throughput shall not exceed 1,010,000 gallons/year of Additives, Diesel Fuel and PCW calculated on a twelve-month rolling total basis.
[Rule 62-4.160(2), F.A.C. and Rule 62-210.200, F.A.C., Definitions - (PTE)]

Recordkeeping and Reporting Requirements

B.2. Product Content and Throughput. The owner or operator shall keep records of TVP and product throughput for the previous 12 months along with the total product throughput for the previous 12 months.
[Rule 62-4.070(3) F.A.C.]

Subsection C. This section addresses the following emissions unit:

E.U. ID	Brief Description
-014	~~Floating Roof~~ Petroleum Product Storage Tanks - Internal Floating Roofs (IFR)

This emission unit consists of Internal Floating Roof (IFR) ~~and Domed External Floating Roof (DEFR)~~ Storage Tanks for Petroleum Products and Denatured Ethanol.
{Permitting Notes. The tanks of EU-014 are subject to GDGACT, NSPS Subpart Kb, and RACT as follow:

Tank No.	*GDGACT*	*NSPS (Subpart Kb)*	*RACT*
7	*x*		*x*
8	*x*		*x*
9	*x*		*x*
10	*x*	*x*	*x*
11	*x*	*x*	*x*
12	*x*	*x*	*x*
13	*x*	*x*	*n*

{Permitting Note. Tanks No. 10, 11, 12, and 13 which are complying with the control requirements of NSPS Subpart Kb is deemed to be in compliance with the applicable requirements of the Subpart BBBBBB.}

Essential Potential to Emit (PTE) Parameters

C.1. (a) Capacity. The tanks listed below have the following safe fill capacities:

Tank No.		Capacity Gallons (cubic meters)	Primary Seal	Secondary Seal
7	IFR**	2,097,295(7,939)	Mechanical Shoe	Rim-mounted
8	~~DEFR*~~IFR	3,787,399(14,337)	Mechanical Shoe	Rim-mounted
9	IFR~~**~~	1,680,656(6,362)	Mechanical Shoe	None
10	IFR	3,107,757 (11,764)	Mechanical Shoe	Rim-mounted
11	IFR	3,781,477(14,314)	Mechanical Shoe	Rim-mounted
12	IFR	3,781,477(14,314)	Mechanical Shoe	Rim-mounted
13	IFR	6,663,944(25,226)	Mechanical Shoe	Rim-mounted

*DEFR: Domed external floating roof tanks
**IFR: Internal floating roof tanks.

(b) Throughput. The throughput shall not exceed 750,000,000 gallons per year of petroleum products and denatured ethanol, calculated on a twelve-month rolling total basis.
[Rules 62-4.160(2) and 62-210.200(~~PTE~~225), F.A.C. (Potential To Emit)]

Emission Limitations and Standards

{Permitting Note. Tanks subject to the GDGACT must be in compliance at the first degassing and cleaning activity after January 10, 2011 or by January 10, 2018, whichever is first. Additionally, the applicable testing and monitoring requirements specified in 40 CFR 63.11092(e) shall be implemented.}

{Permitting Note. Tanks Nos. 10, 11, 12, and 13 are ~~currently~~ subject to, and comply with, the control requirements of NSPS Subpart Kb are deemed to be in compliance with the applicable requirements of the GDGACT.}

C.3. Design Requirements for All Tanks (RACT).

(1) *Applicability*. The true vapor pressure of products stored in the floating roof storage tanks shall not exceed 11.0 psia (76 kilopascals) under actual storage conditions.

(2) *Control Technology*. The IFR tanks shall comply with the following:

(a) The tanks have been retrofitted with an internal floating roof equipped with a closure seal, or seals, to close the space between the roof edge and tank wall, or have been retrofitted with an equally effective alternative control; and,

(b) The tanks are maintained such that there are no visible holes, tears, or other openings in the seal or any seal fabric or materials; and,

(c) All openings, except stub drains are equipped with covers, lids, or seals such that:

(i) The cover, lid, or seal is in the closed position at all times except on demand for sampling, maintenance, repair, or necessary operational practices; and,

(ii) Automatic bleeder vents are closed at all times except when the roof is floated off or landed on the roof leg supports; and,

(iii) Rim vents, if provided, are set to open when the roof is being floated off the roof leg supports or at the manufacturer's recommended setting.

[Rule 62-296.508, F.A.C.]

C.4. Design Requirements for Tanks Nos. 7, 8, and 9 (GDGACT). The owner or operator shall equip and operate each tank according to the applicable requirements in 40 CFR 63.1063(a) (1) and (b), except for the secondary seal requirements under 40 CFR 63.1063(a) (1) (i) (C) and (D) (see note below), as follow:

(a) *Design requirements* The IFR shall be equipped with one of the following seal configurations: ((A) A liquid-mounted seal, or (B) A mechanical shoe seal.

(b) *Operational requirements.*

(1) The floating roof shall float on the stored liquid surface at all times, except when the floating roof is supported by its leg supports or other support devices (e.g., hangers from the fixed roof).

(2) When the storage vessel is storing liquid, but the liquid depth is insufficient to float the floating roof, the process of filling to the point of refloating the floating roof shall be continuous and shall be performed as soon as practical.

(3) Each cover over an opening in the floating roof, except for automatic bleeder vents (vacuum).

(4) Each automatic bleeder vent (vacuum breaker vent) and rim space vent shall be closed at all times, except when required to be open to relieve excess pressure or vacuum, in accordance with the manufacturer's design.

(5) Each unslotted guide pole cap shall be closed at all times except when gauging the liquid level or taking liquid samples.

[40 CFR 63.11087 (a), Table 1 To Subpart BBBBBB Option 2.d)]\

{Permitting Note. 40 CFR 63.1063(a) (1) (i) (C) allows two seals mounted one above the other. The lower seal may be vapor-mounted. 40 CFR 63.1063(a)(1)(i) (D) states that if the IFR is equipped with a vapor-mounted seal as of the proposal date for a referencing subpart, paragraphs (a)(1)(i)(A) through (a)(1)(i)(C) of this section do not apply until the next time the storage vessel is completely emptied and degassed, or 10 years after promulgation of the referencing subpart, whichever occurs first.}

C.5. Design Requirements for Tanks Nos.10, 11, 12, and 13 (NSPS).

(i) The IFR shall rest or float on the liquid surface (but not necessarily in complete contact with it) inside a storage vessel that has a fixed roof. The IFR shall be floating on the liquid surface at all times, except during initial fill and during those intervals when the storage vessel is completely emptied or

subsequently emptied and refilled. When the roof is resting on the leg supports, the process of filling, emptying, or refilling shall be continuous and shall be accomplished as rapidly as possible.

(ii) The IFR shall be equipped with one of the following closure devices between the wall of the storage vessel and the edge of the IFR:

(A) *A foam- or liquid-filled seal mounted in contact with the liquid (liquid-mounted seal).* A liquid-mounted seal means a foam- or liquid-filled seal mounted in contact with the liquid between the wall of the storage vessel and the floating roof continuously around the circumference of the tank.

(B) *Two seals mounted one above the other so that each forms a continuous closure that completely covers the space between the wall of the storage vessel and the edge of the IFR*. The lower seal may be vapor-mounted, but both must be continuous.

(C) *A mechanical shoe seal which consists of a metal sheet that is held vertically against the wall of the storage vessel by springs or weighted levers and is connected by braces to the floating roof.* A flexible coated fabric (envelope) spans the annular space between the metal sheet and the floating roof.

(iii) Each opening in a non contact IFR except for automatic bleeder vents (vacuum breaker vents) and the rim space vents is to provide a projection below the liquid surface.

(iv) Each opening in the IFR except for leg sleeves, automatic bleeder vents, rim space vents, column wells, ladder wells, sample wells, and stub drains is to be equipped with a cover or lid which is to be maintained in a closed position at all times (i.e., no visible gap) except when the device is in actual use. The cover or lid shall be equipped with a gasket. Covers on each access hatch and automatic gauge float well shall be bolted except when they are in use.

(v) Automatic bleeder vents shall be equipped with a gasket and are to be closed at all times when the roof is floating except when the roof is being floated off or is being landed on the roof leg supports.

(vi) Rim space vents shall be equipped with a gasket and are to be set to open only when the IFR is not floating or at the manufacturer's recommended setting.

(vii) Each penetration of the IFR for the purpose of sampling shall be a sample well. The sample well shall have a slit fabric cover that covers at least 90 percent of the opening.

(viii) Each penetration of the IFR that allows for passage of a column supporting the fixed roof shall have a flexible fabric sleeve seal or a gasketed sliding cover.

(ix) Each penetration of the IFR that allows for passage of a ladder shall have a gasketed sliding cover.

[40 CFR 60.112b (a) (1)]

Test Methods and Procedures

C.6. Inspections for All Tanks (RACT). At least once per year, the owner or operator shall determine compliance of the floating roof tanks using EPA 450/2-77-036 p. 6-2 methodology which requires visual inspection of the floating cover through the roof hatches. The cover should be uniformly floating on or above the liquid and there should be no visible defects in the surface of the cover or liquid accumulated on the cover. The seal must be intact and uniformly in place around the circumference of the cover between the cover and tank wall. The owner or operator shall also conduct a complete inspection of the seals and covers whenever the tanks are emptied for non-operational reasons (e.g. maintenance).

[Rules 62-296.508(3) (a), and 62-4.070(3) F.A.C]

C.7. Inspection Requirements for Tanks Nos. 7, 8, and 9 (GDGACT). The owner or operator shall comply with the requirements of 40 CFR 63.1063(c)(1) to meet option 2(d) of Table 1 to Subpart BBBBBB (see Appendix J), as follow:

(a) – (b) [Blank].

(c) *Inspection frequency requirements.* Internal floating roofs shall be inspected as specified in paragraph (d) (1) of this section before the initial filling of the storage vessel. Subsequent inspections shall be performed as specified in paragraph (c) (1) (i) or (c) (1) (ii) of this section. (i) Internal floating roofs shall be inspected as specified in paragraphs (c) (1) (i) (A) and (c)(1)(i)(B) of this section.

(A) At least once per year the IFR shall be inspected as specified in paragraph (d) (2) of this section.

(B) Each time the storage vessel is completely emptied and degassed, or every 10 years, whichever occurs first, the IFR shall be inspected as specified in paragraph (d)(1) of this section.

(ii) Instead of the inspection frequency specified in paragraph (c)(1)(i) of this section, internal floating roofs with two rim seals may be inspected as specified in paragraph (d)(1) of this section each time the storage vessel is completely emptied and degassed, or every 5 years, whichever occurs first.

(d) *Inspection procedure requirements.* Floating roof inspections shall be conducted as specified in paragraphs (d) (1) through (d) (3) of this section, as applicable. If a floating roof fails an inspection, the owner or operator shall comply with the repair requirements of paragraph (e) of this section.

(1) Floating roof (IFR) inspections shall be conducted by visually inspecting the floating roof deck, deck fittings, and rim seals from within the storage vessel. The inspection may be performed entirely from the top side of the floating roof, as long as there is visual access to all deck components specified in paragraph (a) of this section. Any of the conditions described in paragraphs (d) (1) (i) through (d) (1) (v) of this section constitutes inspection failure.

(i) Stored liquid on the floating roof.

(ii) Holes or tears in the primary or secondary seal (if one is present).

(iii) Floating roof deck, deck fittings, or rim seals that are not functioning as designed (as specified in paragraph (a) of this section).

(iv) Failure to comply with the operational requirements of paragraph (b) of this section.

(v) Gaps of more than 0.32 centimeters (1/8inch) between any deck fitting gasket, seal, or wiper (required by paragraph (a) of this section) and any surface that it is intended to seal.

(2) Tank-top inspections of IFR's shall be conducted by visually inspecting the floating roof deck, deck fittings, and rim seal through openings in the fixed roof. Any of the conditions described in paragraphs (d) (1) (i) through (d) (1) (iv) of this section constitutes inspection failure. Identification of holes or tears in the rim seal is required only for the seal that is visible from the top of the storage vessel.

[40 CFR 63.11087 (e)]

{Permitting Note. Consistent with 40 CFR 63.11087 storage vessels equipped with floating roofs and not meeting the requirements of Table 1 must be in compliance at the first degassing and cleaning activity after January 10, 2011 or by January 10, 2018, whichever is first. Additionally, the applicable testing and monitoring requirements specified in 40 CFR 63.11092(e) shall be implemented before the applicable date.}

{Permitting Note. Tanks Nos. 10, 11, 12, and 13 which are ~~currently~~ subject to, and comply with, the control requirements of 40 CFR part 60, subpart Kb are deemed in compliance with Subpart BBBBBB as outlined in 63.11087(f).}

C.8. Inspection Requirements for Tanks Nos.10, 11, 12 and 13 (NSPS)

(1) *Prior to initial fill.* Visually inspect the IFR, the primary seal, and the secondary seal, prior to filling the storage vessel with Volatile Organic Liquid (VOL). If there are holes, tears, or other openings in the primary seal, the secondary seal, or the seal fabric or defects in the IFR, or both, the owner or operator shall repair the items before filling the storage vessel.

(2) *Inspection at least once every 12 months after initial fill.* Visually inspect the IFR and the primary seal or the secondary seal through manholes and roof hatches on the fixed roof. If the internal floating roof is not resting on the surface of the VOL inside the storage vessel, or there is liquid accumulated on the roof, or the seal is detached, or there are holes or tears in the seal fabric, the owner or operator shall repair the items or empty and remove the storage vessel from service within 45 days. If a failure that is detected during inspections required in this paragraph cannot be repaired within 45 days and if the vessel cannot be emptied within 45 days, a 30-day extension may be requested from the administrator in the inspection report required in Sec. 60.115b(a)(3). Such a request for an extension must document that alternate storage capacity is unavailable and specify a schedule of actions the company will take that will assure that the control equipment will be repaired or the vessel will be emptied as soon as possible.

(3) *For vessels equipped with a double-seal system (i.e. two seals mounted one above the other so that each forms a continuous closure that completely covers the space between the wall of the storage vessel and the edge of the IFR. The lower seal may be vapor-mounted, but both must be continuous)*

(i) Visually inspect the vessel as specified in paragraph (a) (4) of this section at least every 5 years; or

(ii) Visually inspect the vessel as specified in paragraph (a) (2) of this section.

(4) *Inspection at least every 10 years*. After the tank is emptied and degassed, visually inspect the IFR, the primary seal, the secondary seal, gaskets, slotted membranes and sleeves. If the IFR has defects, the primary seal has holes, tears, or other openings in the seal or the seal fabric, or the secondary seal has holes, tears, or other openings in the seal or the seal fabric, or the gaskets no longer close off the liquid surfaces from the atmosphere, or the slotted membrane has more than 10 percent open area, the owner or operator shall repair the items as necessary so that none of the conditions specified in this paragraph exist before refilling the storage vessel with VOL.

[40 CFR 60.113b (a)]

{Permitting Note: In accordance with a response from USEPA, 40 CFR 60.113b (a) (4) does not require that tanks be taken out of service to do the inspection if the owner or operator can overcome the safety issues (confined space) while the tank is in service.}

Notification, Recordkeeping, and Reporting Requirements

C.9. General Notification, Recordkeeping and Reporting Requirements. Tanks Nos. 10, 11, 12, and 13 are subject to the NSPS requirements listed in Appendix 1 and the Subpart BBBBBB requirements listed in Appendices O,K and L Tanks Nos. 7, 8, and 9 are subject to the Subpart BBBBBB requirements listed Appendices O, K, and L.

[40 CFR 60.7 & 60.19, 40 CFR 63.11093, 11094, and 11095]

{Permitting Note. The administrator for Subpart BBBBBB Appendices ~~2, 3, and 4~~ O, K, and L is the USEPA)

C.10. Inspection Notification for Tanks Nos. 7, 8, and 9 (GDGACT).

(Permitting Note. See Condition ~~A.~~C.6 (c) for inspection frequencies)

(1) *Notification of inspection.* To provide the Administrator the opportunity to have an observer present, the owner or operator shall notify the Administrator at least 30 days before an inspection required by 40 CFR 63.1063(d)(1) (see Condition ~~A.~~C.6). If an inspection is unplanned and the owner or operator could not have known about the inspection 30 days in advance, then the owner or operator shall notify the Administrator at least 7 days before the inspection. Notification shall be made by telephone immediately followed by written documentation demonstrating why the inspection was unplanned. Alternatively, the notification including the written documentation may be made in writing and sent so that it is received by the Administrator at least 7 days before the inspection.

(2) *Inspection results.* The owner or operator shall submit a copy of the inspection record (required in 40 CFR 63.1065) when inspection failures occur.

(3) *Requests for alternate devices.* The owner or operator requesting the use of an alternate control device shall submit a written application including emissions test results and an analysis demonstrating that the alternate device has an emission factor that is less than or equal to the device specified in 40 CFR 63.1063.

(4) Requests for extensions. An owner or operator who elects to use an extension in accordance with 40 CFR 63.1063(e) (2) or 40 CFR 63.1063(c) (2) (iv) (B) shall submit the documentation required by those paragraphs.

[40 CFR 63.11095 (a), 40 CFR 63.1066]

C.11. Inspection Notification for Tank Nos. 10, 11, 12 and 13 (NSPS)

(Prior to ~~the initial filling tanks after installing IFRs or~~ refilling of the tanks after emptied and degassed.)

The owner or operator shall notify the ~~PPRAQD~~ EEPD in writing at least 30 days prior to filling each storage tank upon completion of the inspections required by 40 CFR 60.113b (a)(1) (installing the IFR) or 40 CFR 60.113b (a)(4) (emptying and degassing tanks). If the inspection required by 40 CFR 60.113b (a)(4) is not planned and the owner or operator could not have known about the inspection 30 days in advance or refilling the tank, the owner or operator shall notify the Environmental Engineering and Permitting Division ~~PPRAQD~~ EEPD at least 7 days prior to the filling of the storage vessel. Notification shall be made by telephone immediately followed by written documentation demonstrating why the inspection was

unplanned. Alternatively, this notification including the written documentation may be made in writing and sent by express mail so that it is received by the ~~PPRAQD~~ EEPD at least 7 days prior to the filling. [40 CFR 60.113b (a) (5)]

C.12. Inspection Notification for All Tanks (RACT). The owner or operator shall notify ~~PPRAQD~~EEPD, at least 15 days prior to the date on which each inspection) is to begin, of the date, time, and coordinating and having such inspection conducted for the owner or operator.
[Rule 62-297.310(9) (a) 9, F.A.C.]
{Permitting Note. ~~BP~~ Motiva Enterprises may notify ~~PPRAQD~~ EEPD of the RACT inspection date at the same time when submitting the GDGACT notification. (see Condition ~~A.10~~ C.11)}

Recordkeeping and Reporting Requirements

C.13. Reporting for IFR Tank Nos 10, 11, 12 and 13 (NSPS). After the installation of IFR for Tanks Nos. 10, 11, 12 and 13, the owner or operator shall meet the following requirements.

(1) Furnish ~~PPRAQD~~ EEPD with a report that describes the IFR and certifies that the IFR meets the specifications of 40 CRF 60.112b (a) (1) (see Condition C.5.~~A.4~~) and 40 CFR 60.113b (a) (1) (see Condition C.8.~~A.7~~. This report shall be an attachment to the notification required by 40 CFR 60.7(a) (3).

(2) Keep a record of each inspection performed as required by 40 CFR 60.113b (a) (1), (a) (2), and (a) (4) (see Condition C.8.~~A.7~~). Each record shall contain the date the vessel was inspected and the observed condition of each component of the control equipment (seals, IFR, and fittings).

(3) If any of the conditions described in 40 CFR 60.113b (a) (2) (see Condition C.8. ~~A.7~~) are detected during the annual visual inspection required by 40 CFR 60.113b (a) (2), a report shall be furnished to the ~~PPRAQD~~ EEPD within 30 days of the inspection. Each report shall identify the storage vessel, the nature of the defects, and the date the storage vessel was emptied or the nature of and date the repair was made.

[40 CFR 60.115b (a)]

C.14. Reporting Requirements for All Tanks (RACT). The inspection report (see Condition A.5) shall be submitted to the ~~PPRAQD~~ EEPD as soon as practicable, but no later than 45 days after the last test is completed. The report shall provide sufficient detail on the tanks inspected and the inspection procedures used to allow ~~PPRAQD~~ EEPD to determine if the inspection was properly conducted.
[Rule 62-297.310(10) (a) & (b), 62-297.310(10) (c), and 62-4.070(3) F.A.C.]

C.15. Recordkeeping Requirements for Tanks Nos. 7, 8, and 9 (GDGACT). . Each owner or operator complying with the requirements of option 2(d) in Table 1 to Subpart BBBBBB, shall keep records as specified in 40 CFR 63.1065 as follow. The owner or operator shall keep the records required in paragraph (a) for as long as liquid is stored. Records required in paragraphs (b), (c) and (d) shall be kept for at least 5 years. Records shall be kept in such a manner that they can be readily accessed within 24 hours. Records may be kept in hard copy or computer-readable form including, but not limited to, on paper, microfilm, computer, floppy disk, magnetic tape, or microfiche.

(a) *Vessel dimensions and capacity.* A record shall be kept of the dimensions of the storage vessel, an analysis of the capacity of the storage vessel, and an identification of the liquid stored.

(b) *Inspection results.* Records of floating roof inspection results shall be kept as specified in paragraphs (b) (1) and (b) (2) of this section.

(1) If the floating roof passes inspection, a record shall be kept that includes the information specified in paragraphs (b) (1) (i) and (b) (1) (ii) of this section. If the floating roof fails inspection, a record shall be kept that includes the information specified in paragraphs (b) (1) (i) through (b) (1) (v) of this section.

(i) Identification of the storage vessel that was inspected.

(ii) The date of the inspection.

(iii) A description of all inspection failures.

(iv) A description of all repairs and the dates they were made.
(v) The date the storage vessel was removed from service, if applicable.
calculations performed.
(c) *Floating roof landings.* The owner or operator shall keep a record of the date when a floating roof is set on its legs or other support devices. The owner or operator shall also keep a record of the date when the roof was refloated, and the record shall indicate whether the process of refloating was continuous.
(d) An owner or operator who elects to use an extension in accordance with 40 CFR 63.1063(e) (2) or 40 CFR 63.1063(c) (2) (iv) (B) shall keep the documentation required by those paragraphs.
[40 CFR 63.11094 (a), 40 CFR 63.1065]

C.16. Throughput**.** The owner or operator shall keep records of product throughput for the previous twelve (12) months (i.e. a rolling 12 months basis).
[Rule 62-4.070(3), F.A.C.]

C.17. Recordkeeping requirements for Tanks Nos. 10, 11 and 12 (NSPS).

(a) The owner or operator shall keep copies of all records required by this section, except for the record required by paragraph (b) of this section, for at least 2 years. The record required by paragraph (b) of this section will be kept for the life of the source.
(b) The owner or operator shall keep readily accessible records showing the dimension of the storage vessel and an analysis showing the capacity of the storage vessel.
(c) The owner or operator shall maintain a record of the volatile organic liquid (VOL) stored, the period of storage, and the maximum true vapor pressure of that VOL during the respective storage period.
(d) The owner or operator of each storage vessel either with a design capacity greater than or equal to 151 m^3 storing a liquid with a maximum true vapor pressure that is normally less than 5.2 kPa shall notify the ~~PPRAQD~~ EEPD within 30 days when the maximum true vapor pressure of the liquid exceeds the maximum true vapor pressure value.
(e) Available data on the storage temperature may be used to determine the maximum true vapor pressure as determined below:
(1) For vessels operated above or below ambient temperatures, the maximum true vapor pressure is calculated based upon the highest expected calendar-month average of the storage temperature. For vessels operated at ambient temperatures, the maximum true vapor pressure is calculated based upon the maximum local monthly average ambient temperature as reported by the National Weather Service.
(2) For refined petroleum products the vapor pressure may be obtained by the following:
(i) Available data on the Reid vapor pressure and the maximum expected storage temperature based on the highest expected calendar-month average temperature of the stored product may be used to determine the maximum true vapor pressure from monographs contained in API Bulletin 2517 (incorporated by reference--see 40 CFR 60.17), unless the ~~PPRAQD~~ EEPD specifically requests that the liquid be sampled, the actual storage temperature determined, and the Reid vapor pressure determined from the sample(s).
(3) For other liquids, the vapor pressure:
(i) May be obtained from standard reference texts, or
(ii) Determined by ASTM Method D2879-83 (incorporated by reference - see 40 CFR 60.17); or
(iii) Measured by an appropriate method approved by the ~~PPRAQD~~ EEPD; or
(iv) Calculated by an appropriate method approved by the ~~PPRAQD~~ EEPD.
[40 CFR 60.116b]

Subsection D. This section addresses the following emissions unit.

E.U. ID	Brief Description
013	Piping and Components

This emission unit consists of piping and equipment associated with gasoline loading, and ethanol blending (i.e. valve, pump, pressure/ vacuum vents, sampling connection system, open-ended valve or line, flange or other connectors, and the entire vapor processing system).

{Permitting Note. This emission unit is regulated under Rule 62-297.440 F.A.C. Supplementary Test Procedures at Gasoline Bulk Terminals, 40 CFR 60, Subpart XX, and 40 CFR 63 Subpart BBBBBB.}

Standards and Procedures

D.1. Leak Standard. During loading or unloading operations, there shall be no reading greater than or equal to 100 percent of the lower explosive level (LEL), measured as propane at 1 inch around the perimeter of a potential leak source as detected by a combustible gas detector using the procedure described in "Control of Volatile Organic Compound Leaks from Gasoline Tank Trucks and Vapor Collection Systems", EPA 450/2-78-051, Appendix B.

[Rule 62-297.440(2) (b) 2.a., F.A.C.]

Permitting Note. *This leak standard is used to demonstrate compliance with Rule 62-296.510 (3) (c) (see Condition D.3(c)) which requires that all loading and vapor lines equipped with fittings should be vapor tight.}*

Test Methods and Procedures

D.2. Leak Inspections – NSPS. 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 leak detection shall be recorded and the source of the leak repaired within 15 calendar days after it is detected.

[40 CFR 60.502 (j)]

D.3. Leak Inspections and Repair – Subpart BBBBBB. The owner or operator shall implement the following:

(a) The owner or operator shall perform a monthly leak inspection of all equipment in gasoline service, as defined in 40 CFR 63.11100 (i.e. valve, pump, pressure relief device, sampling connection system, open-ended valve or line, flange or other connectors, and the entire vapor processing system). For this inspection, detection methods incorporating sight, sound, and 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 section.

(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 40 CFR 63.11095(b) (see Appendix L), the reason(s) why the repair was not feasible and the date each repair was completed.

(e) The owner or operator must comply with the requirements of this subpart by the applicable dates specified in 40 CFR 63.11083.

[40 CFR 63.11089]

{Permitting Note. The log will be retained in MAXIMO a Computerized Maintenance Management System (CMMS).

Notifications, Recordkeeping, and Reporting Requirements

D.4. Emission unit (EU) 013 is subject to the NSPS requirements of 40 CFR 60.7 and 60.19. EU 013 is also subject to Subpart BBBBBB notification, recordkeeping and reporting requirements in Appendices I and G, respectively
[40 CFR 60.7 & 60.19, 40 CFR 63.11089 (f), (g)]

D.5. Leak Inspections Records – Subpart BBBBBB.
(a) – (c) [Blank].
(d) The owner or operator 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.
(e) The owner or operator shall record in the log book for each leak that is detected the information specified in paragraphs (e) (1) through (7) of this section.
(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.
[40 CFR 63.11094 (d), (e)]

Subsection E. Emissions Unit 016

Subsection E. This section addresses the following emissions unit.

E.U. ID	Brief Description
016	Emergency Generators and Fire Pump Diesel Engines consisting of two 250 KW emergency generators and one 123 Hp fire pump. The three units are diesel –fired engines

Emission unit 016 consists of the following two emergency stationary compression ignition internal combustion engines (CI ICE), and one fire pump CIICE.

CI ICE	Description	Regulation
Engine No. 1	Emergency Generator - 250 KW unit (476 Hp), 1.5 liters/cylinder, Cummins QSL9-G3 NR3, Manufactured on 8/17/2010.	NSPS Subpart IIII
Engine No. 2	Emergency Generator - 475 Hp (250 KW), 2.5 liters/cylinder, Cummins QSX 15 engine, ordered on 2005.	NESHAP Subpart ZZZZ
Engine No. 3	Fire Pump – 123 BHp (64 KW) Clarke JUAR-UF49 engine 1.1 liters/cylinder. Manufactured on 2007, ordered on 2009.	NSPS Subpart IIII

Emergency stationary internal combustion engine means any stationary internal combustion engine whose operation is limited to emergency situations and required testing and maintenance.
Fire pump engine means an emergency stationary internal combustion engine certified to NFPA requirements that is used to provide power to pump water for fire suppression or protection.

Emission Standards and Operating Requirements

E.1. Engine No. 1 Emission Standard. The owner or operator shall comply with the emission standards in the following table as outlined in Condition E.5:

250 kW Emergency Generator Engine No.1 – Emission Standards
40 CFR 89.112 - Oxides of Nitrogen, Carbon Monoxide, Hydrocarbon, and Particulate Matter Exhaust Emission Standards

Rated Power (KW)	*Tier*	*NMHC + NO_X g/kW-hr (g/BHP-hr)*	*CO g/kW-hr (g/BHP-hr)*	*PM g/kW-hr (g/BHP-hr)*
225<KW<450	Tier 3 (2006 and later models)	4.0 (3.0)	3.5 (2.6)	0.20 (0.15)

(NMHC – oxides of nitrogen as NO2 + total unburned hydrocarbons)
[40 CFR 60.4205 (b)]

E.2. Engine No. 3 Emission Standards. The owner or operator shall comply with the emission standards in the following table as outlined in Condition E.5:

Subsection E. Emissions Unit 016

Table 4 to Subpart IIII of Part 60—Emission Standards for Stationary Fire Pump Engine No. 3

Maximum engine power	*Model year(s)*	*NMHC + NO_X g/kW-hr (g/BHP-hr)*	*CO g/kW-hr (g/BHP-hr)*	*PM g/kW-hr (g/BHP-hr)*
75≤KW<130 (100≤HP<175)	2009 and earlier	10.5 (7.8)	5.0 (3.7)	0.80 (0.60)

(NMHC – oxides of nitrogen as NO2 + total unburned hydrocarbons)
[40 CFR 60.4205 (c)]

E.3. Engine No. 2 Operating Requirements. The owner or operator shall comply with the requirements in the following table as outlined in Condition E.5:

Requirements for Existing Compression Ignition
Stationary Located at Area Sources of HAP Emissions

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

[1]Sources have the option to utilize an oil analysis program as described in §63.6625(i) in order to extend the specified oil change requirement in Table 2d of Subpart ZZZZ.

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

[40 CFR 63.6603 (a)]

E.4. (A) Engine No.1 and 3 - Operating and Maintenance. The owner or operator shall operate and maintain the CI ICE that achieve the emission standards as required in 60.4205 (see Conditions E 1 and E.2) over the entire life of the engine. [40 CFR 60.4206]

(B) Engine No.2 - Operation, and maintenance requirements

(a) – (d) [Blank].

(e) The owner or operator shall operate and maintain the CIICE according to the manufacturer's emission-related written instructions or own maintenance plan which shall provide to the extent practicable for the maintenance and operation of the engine in a manner consistent with good air pollution control practice for minimizing emissions.

(f) The owner or operator shall install a non-resettable hour meter if one is not already installed. [40 CFR 63.6625]

Compliance Requirements

E.5. **Engine** No.1 and 3 Compliance Requirements

(a) The owner or operator shall comply with all of the following, except as permitted under paragraph (g) of this section:

(1) Operate and maintain the CI ICE according to the manufacturer's emission-related written instructions;

(2) Change only those emission-related settings that are permitted by the manufacturer; and

(3) Meet all applicable requirements of 40 CFR parts 89, 94 and/or 1068.

(b)[Blank].

(c) The owner or operator shall comply by purchasing an engine certified to the emission standards in (see Conditions E.1 and E.2) for the same model year and maximum (or in the case of fire pumps, NFPA nameplate) engine power. The engine shall be installed and configured according to the manufacturer's emission-related specifications, except as permitted in paragraph (g) of this section.

(d), (e) [Blank].

(f) *Hours of Operation*. Emergency stationary ICE may be operated for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by Federal, State or local government, the manufacturer, the vendor, or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. There is no time limit on the use of emergency stationary ICE in emergency situations. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that Federal, State, or local standards require maintenance and testing of emergency ICE beyond 100 hours per year. Emergency stationary ICE may operate up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing. The 50 hours per year for non-emergency situations cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply non-emergency power as part of a financial arrangement with another entity. For owners and operators of emergency engines, any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as permitted in this section, is prohibited.

(g) If the owner or operator did not install, configure, operate, and maintain the engine according to the manufacturer's emission-related written instructions, or change emission-related settings in a way that is not permitted by the manufacturer, the owner or operator shall demonstrate compliance as follows:

(1) [Blank]

(2) The owner or operator shall keep a maintenance plan and records of conducted maintenance and shall, to the extent practicable, maintain and operate the engine in a manner consistent with good air pollution control practice for minimizing emissions. In addition, the owner or operator shall conduct an initial performance test to demonstrate compliance with the applicable emission standards within 1 year of startup, or within 1 year after an engine and control device is no longer installed, configured, operated, and maintained in accordance with the manufacturer's emission-related written instructions, or within 1 year after you change emission-related settings in a way that is not permitted by the manufacturer. [40 CFR 60.4211]

{Permitting Note. Determination of whether operation and maintenance procedures are being used for minimizing emissions will be based on information available to the Administrator which may include, but is not limited to, monitoring results, review of operation and maintenance records and inspection of the source [40 CFR 63.6625]

E.6. Engine No.2 Compliance Requirements

(a) *Operation and Maintenance*. The owner or operator shall demonstrate continuous compliance with the operating limitation in Table 2d (see Condition E.3) according to methods specified in the following table.

Table 6 to Subpart ZZZZ of Part 63. Continuous Compliance With Emission Limitations, Operating Limitations, Work Practices, and Management Practices

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

(b) *Deviations.* The owner or operator shall report each instance of failure to meet the operating limitation in Table 2d (see Condition E.3). These deviations shall be reported in the compliance report according to the requirements in §63.6650 to include:

(1) The total operating time of the stationary RICE at which the deviation occurred during the reporting period.

(2) Information on the number, duration, and cause of deviations (including unknown cause, if applicable), as applicable, and the corrective action taken.

(c) – (e) [Blank].

(f) *Hours of Operation.* The owner or operator shall operate the emergency stationary RICE according to the requirements in paragraphs (f) (1) (i) through (iii) of this section. Any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as described in paragraphs (f) (1) (i) through (iii) of this section, is prohibited. If the engine is not operated according to the requirements in paragraphs (f) (1) (i) through (iii) of this section, the engine will not be considered an emergency engine under Subpart ZZZZ and will need to meet all requirements for non-emergency engines.

(i) There is no time limit on the use of emergency stationary RICE in emergency situations.

(ii) The owner or operator may operate the emergency stationary RICE for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by Federal, State or local government, the manufacturer, the vendor, or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that Federal, State, or local standards require maintenance and testing of emergency RICE beyond 100 hours per year.

(iii) The owner or operator may operate the emergency stationary RICE up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing. The 50 hours per year for non-emergency situations cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply power as part of a financial arrangement with another entity; except that owners and operators may operate the emergency engine for a maximum of 15 hours per year as part of a demand response

program if the regional transmission organization or equivalent balancing authority and transmission operator has determined there are emergency conditions that could lead to a potential electrical blackout, such as unusually low frequency, equipment overload, capacity or energy deficiency, or unacceptable voltage level. The engine may not be operated for more than 30 minutes prior to the time when the emergency condition is expected to occur, and the engine o is no longer imminent. The 15 hours per year of demand response operation are counted as part of the 50 hours of operation per year provided for non-emergency situations. The supply of emergency power to another entity or entities pursuant to financial arrangement is not limited by this paragraph (f)(1)(iii), as long as the power provided by the financial arrangement is limited to emergency power.

[40 CFR 63.6640]

Fuel Requirements

E.7. Engine Nos.1 and 3**.** Owners and operators of stationary CI ICE subject to this subpart with a displacement of less than 30 liters per cylinder that use diesel fuel must use diesel fuel that meets the requirements of 40 CFR 80.510(b) which requires all fuel meet the following per- gallon standards:

(1) Sulfur content:

(i) 15 ppm maximum for NR diesel fuel.

(ii) 500 ppm maximum for LM diesel fuel.

(2) Cetane index or aromatic content, as follows:

(i) A maximum aromatic content of 35 volume percent.)

[40 CFR 60.4207 (b)]

Test Methods and Procedures

E.8. **Engine** Nos.1 and 3. At such time that the manufacturer's certification is no longer valid (see Condition E.5 (g) (2)), the owner or operator shall conduct testing to demonstrate compliance with the standards as follow.

(a) The performance test must be conducted according to the in-use testing procedures in 40 CFR part 1039, Subpart F.

(b) Exhaust emissions from stationary CI ICE that are complying with the emission standards for new CI engines in 40 CFR part 1039 must not exceed the not-to-exceed (NTE) standards for the same model year and maximum engine power as required in 40 CFR 1039.101(e) and 40 CFR 1039.102(g)(1), except as specified in 40 CFR 1039.104(d). This requirement starts when NTE requirements take effect for nonroad diesel engines under 40 CFR part 1039.

(c) Exhaust emissions from stationary CI ICE that are complying with the emission standards for new CI engines in 40 CFR 89.112 or 40 CFR 94.8, as applicable, must not exceed the NTE numerical requirements, rounded to the same number of decimal places as the applicable standard in 40 CFR 89.112 or 40 CFR 94.8, as applicable, determined from the following equation:

$$\text{NTE requirement for each pollutant} = (1.25) \times (\text{STD}) \qquad \text{(Eq. 1)}$$

Where:

STD = The standard specified for that pollutant in 40 CFR 89.112 or 40 CFR 94.8, as applicable.

Alternatively, stationary CI ICE that are complying with the emission standards for new CI engines in 40 CFR 89.112 or 40 CFR 94.8 may follow the testing procedures specified in 40 CFR 60.4213 of this subpart, as appropriate.

[40 CFR 60.4212]

Recordkeeping Requirements

E.9. A) Engine No.1 and 3.

(a) If the stationary CI internal combustion engine is equipped with a diesel particulate filter, the owner or operator shall keep records of any corrective action taken after the backpressure monitor has notified the owner or operator that the high backpressure limit of the engine is approached. [40 CFR 60.4214 (c)]

(b) The owner or operator shall keep records of the total hours for the previous 12 months period that the engine is operated for maintenance checks, readiness testing, and non-emergency usage (see Condition 5 (f)). [Rule 62-4.070 (3), F.A.C]

(c) The owner or operator shall keep records of the quality of diesel fuel (see Condition E.7) used to operate the engines. [Rule 62-4.070 (3), F.A.C]

(B) Engine No.2

The owner or operator shall keep records of the hours of operation of the engine that is recorded through the non-resettable hour meter (see Condition E. 6 (f)). The owner or operator shall document how many hours are spent for emergency operation, including what classified the operation as emergency and how many hours are spent for non-emergency operation. If the engines are used for demand response operation, the owner or operator shall keep records of the notification of the emergency situation, and the time the engine was operated as part of demand response. [40 CFR 63.6655 (f)]

General Provisions

E.10. Provisions. The owner or operator shall comply with the applicable requirements of Subpart A of 40 CFR 60 listed on Table 8 to Subpart IIII of 40 CFR 60 for Engine Nos.1 and 3, and Table 8 to Subpart ZZZZ of Part 63 for Engine No.2 (see Appendix P).
[40 CFR 60.4218, 40 CFR 63.6665]

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