

 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT ENGINEERING & COMPLIANCE DIVISION APPLICATION PROCESSING AND CALCULATIONS	PAGES 12	PAGE 1
	APPL. NO. 528998	DATE 07/15/2012
	PROCESSED BY Jon Uhl	CHECKED BY

PERMIT TO CONSTRUCT (modification)

COMPANY NAME, LOCATION ADDRESS:

CHEVRON USA, INC., SCAQMD ID # 800032
 601 S. VAIL AVE.
 MONTEBELLO, CA 90640

EQUIPMENT DESCRIPTION:

MODIFICATION OF PERMIT TO CONSTRUCT NO. R-391362, TRUCK BOTTOM LOADING RACK NO. 1
 CONSISTING OF:

1. TWO 4" EMCO-WHEATON DIESEL BOTTOM LOADING CONNECTIONS (A&B).
2. TWO 4" EMCO-WHEATON VAPOR RETURN CONNECTIONS.
3. THREE DIESEL CENTRIFUGAL PUMPS (COMMON), EACH EQUIPPED WITH A MECHANICAL SEAL, AND A 60 H.P. MOTOR.
4. TWO VELCON TYPE FILTERS (COMMON).
5. TWO METERS.
6. ONE 4" EMCO-WHEATON PURINOX CARB DIESEL BOTTOM LOADING CONNECTION (C) DRYBREAK COUPLER.
7. ONE VELCON TYPE 5-MICRON FILTER.
8. ONE 4" TURBINEMETER, 640 GPM.
9. ONE 4" EMCO-WHEATON ETHANOL BOTTOM LOADING CONNECTION.
10. ONE ETHANOL METER.
11. TWO VELCON TYPE FILTERS (COMMON).
12. TWO ETHANOL LOADING PUMPS (COMMON), EACH EQUIPPED WITH DOUBLE MECHANICAL SEAL, AND A 50 H.P. MOTOR.

BY THE DELETION OF THE FOLLOWING:

6. TWO 4" EMCO-WHEATON DIESEL BOTTOM LOADING CONNECTIONS (A&B).
7. TWO 4" EMCO-WHEATON VAPOR RETURN CONNECTIONS.
6. ONE 4" EMCO-WHEATON **PURINOX CARB DIESEL** BOTTOM LOADING CONNECTION (C) DRYBREAK COUPLER.
9. ONE 4" EMCO-WHEATON ETHANOL BOTTOM LOADING CONNECTION.

BY THE ADDITION OF THE FOLLOWING:

1. TWO 4" DIESEL BOTTOM LOADING CONNECTIONS (A&B), EMCO-WHEATON **OR EQUIVALENT**.
2. TWO 4" VAPOR RETURN CONNECTIONS, EMCO-WHEATON **OR EQUIVALENT**.
6. ONE 4" EMCO-WHEATON **BIODIESEL** BOTTOM LOADING CONNECTION (C), EMCO-WHEATON **OR EQUIVALENT**.
9. ONE 4" ETHANOL BOTTOM LOADING CONNECTION, EMCO-WHEATON **OR EQUIVALENT**.
13. ONE TRANSMIX CENTRIFUGAL PUMP, EQUIPPED WITH **DOUBLE MECHANICAL SEALS AND A BARRIER FLUID, AND A 30 H.P. MOTOR.**

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BACKGROUND:

Loading Rack #1 was reconstructed in 1990 for diesel loading. AN528998 was filed to add transmix loading. Transmix is a combination of varying grades of petroleum products such as gasoline, diesel and crude oil that is created during the pipeline transportation process. The loading rack is located at Chevron’s Montebello Bulk Terminal. Chevron has also filed AN522923 to store transmix in Tank 886 at this facility. The Chevron Montebello Terminal is a Title V facility; it is not a RECLAIM facility. There are no K-12 schools within 1000 ft of this facility. A search of the AQMD Compliance data base indicates that no Notice of Violation or Notice to Comply have been issued to the facility in the past 10 years.

PERMIT HISTORY FOR LOADING RACK NO. 1:

Table 1 – Summary of Permit Applications for Loading Rack #1

	A/N	Permit #	
Permit to Operate	228672	F00257	Diesel Loading
Cancelled	389652		Add Purinox CARB Diesel loading
Permit to Construct	391362		Add Ethanol loading
Open Application	502183		Add biodiesel loading Delete Purinox CARB Diesel loading
Open Application	510745		Add 'or equivalent' the loading connections
Open Application	528998		Add Transmix loading

A/N 228672 – Permit to Operate F00257

Permit to Operate F00257 was issued on June 21, 1996, for loading diesel at Truck Bottom Loading Rack #1. This Permit to Operate is listed in Section D of the facility Title V permit (see copy of the permit in Attachment #1).

A/N 389652 – Permit to Construct (cancelled)

A Permit to Construct was issued on September 12, 2001, to add Purinox CARB diesel loading at Loading Rack #1. Purinox was a diesel additive to lower NOx emissions from diesel combustion. This project was never built, and the Permit to Construct was cancelled on September 2, 2003. A copy of this permit is included in Attachment #2.

A/N 391362 – Permit to Construct

A Permit to Construct was issued on June 12, 2002, to add ethanol loading at Loading Rack #1. This Permit to Construct is listed in Section H of the facility Title V permit (see copy of the permit in Attachment #3).

A/N 502183 – Open Application

This application was received on September 4, 2009, to delete the Purinox CARB diesel loading, and add biodiesel loading at Loading Rack #1. This application will be cancelled and combined with A/N 528998 below.

A/N 510745 – Open Application

This application was received on May 5, 2010, to change the loading connections from ‘EMCO-WHEATON’ to ‘EMCO-WHEATON OR EQUIVALENT’ at Loading Rack #1. This application will be cancelled and combined with A/N 528998 below.

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A/N 528998 – Open Application

This application was received on November 8, 2011, to add transmix loading and add one additional pump at Loading Rack #1. A new Permit to Construct will be issued for this application.

PROCESS DESCRIPTION:

The facility has six loading racks. This loading rack is used to load diesel, biodiesel, ethanol and transmix into tanker trucks. There is a combined facility limit of 3,303,109 gal/day for gasoline, diesel, biodiesel and transmix; and a 100,000 bbl/month limit for ethanol. All loading operations are vented to an air pollution control system. Dry-break couplers are used for all loading hoses. A Rule 1173 inspection and maintenance program is required. BACT is required for all new components in VOC service.

EMISSIONS CALCULATIONS:

Table 2 – Summary of VOC Emission Calculations

	A/N	Permit #		VOC emissions (lb/day)			
				Loading	Fugitives	Total	
PTO	228672	F00257	Diesel Loading	22.02	8.50	30.52	lb/day
Cancelled	389652		Add Purinox CARB Diesel loading	+0.05	0	+0.05	lb/day
PTC	391362		Add Ethanol loading	+0.08	+3.72	+3.80	lb/day
Application	502183		Add biodiesel loading	0	0	0.00	lb/day
			Delete Purinox CARB Diesel loading	-0.05	0	-0.05	lb/day
Application	510745		Add 'or equivalent' connections	0	0	0.00	lb/day
Application	528998		Add Transmix loading	0	+0.18	+0.18	lb/day
			Total	22.10	12.40	34.50	lb/day

A/N 228672 – Permit to Operate F00257

Permit to Operate F00257 was issued on June 21, 1996, as part of Chevron’s project to upgrade their truck loading equipment at this facility. The loading equipment was divided into six permit units for permitting. Combined VOC emissions calculations were based on a total facility loading limit of 3,303,109 gal/day and a Rule 462 limit of 0.04 lb/1000 gallons (this limit was imposed to lower the Rule 1401 MICR calculated value to 1×10^{-6}). Combined VOC fugitive emissions were estimated to be 51.01 lb/day for all six loading permit units based on component counts. One sixth of the VOC emissions were assigned to Loading Rack #1.

$$(3,303,109 \text{ gal/day}) \times (0.04 \text{ lb}) / (1000 \text{ gal}) = 132.12 \text{ lb/day from loading for all six racks}$$

$$\text{Loading Rack \#1: } (132.12 \text{ lb/day}) / 6 = 22.02 \text{ lb/day from loading}$$

$$\text{and } (51.01 \text{ lb/day}) / 6 = 8.50 \text{ lb/day from fugitives}$$

A/N 389652 – Permit to Construct (cancelled)

A Permit to Construct was issued on September 12, 2001, to add Purinox CARB diesel loading at Loading Rack #1. Purinox was a diesel additive to lower NOx emissions from diesel combustion. This project was estimated to add 0.05 lb/day to VOC emissions.

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A/N 391362 – Permit to Construct

A Permit to Construct was issued on June 12, 2002, to add ethanol loading at Loading Rack #1. VOC emissions from bulk loading operations were calculated using eqn. 1 from EPA AP-42, Section 5.2.2.1.1 – Loading Losses.

$$L_L = (12.46) \times S \times P \times M / T$$

where: L_L = loading loss, in pounds per 1000 gallons of liquid loaded
 S = a saturation factor, from Table 5.2-1, AP-42, (=0.60)
 P = true vapor pressure of the liquid loaded, in psia, (=0.87 psia)
 M = molecular weight of the vapors, in lb/lbmol, (=46.07)
 T = temperature of the liquid loaded, in °R (°F + 460), (=78 + 460 = 538)

$$L_L = (12.46) \times (0.60) \times (0.87) \times (46.07) / (538) = 0.557 \text{ lb} / 1000 \text{ gallons}$$

Ethanol loading emissions = (100,000 bbl/month) x (42 gal/bbl) x (0.557 lb) / (1000 gal) / (30 day/month)
 = 77.97 lb/day uncontrolled
 = (77.97 lb/day)x(1 - 0.999) = 0.08 lb/day controlled [99.9 % control was assumed]

The ethanol loading emissions of 0.08 lb/day were assigned to loading rack #1.

The ethanol pumps and other components are listed as common equipment for five of the six loading racks. Combined VOC fugitive emission increases were estimated to be 18.62 lb/day for all five loading permit units based on component counts. One fifth of the fugitive VOC emissions were assigned to Loading Rack #1.

Loading Rack #1: 0.08 lb/day from loading
 and (18.62 lb/day) / 5 = 3.72 lb/day from fugitives

A/N 502183 – Open Application

This application was received on September 4, 2009, to delete the Purinox CARB diesel loading, and add biodiesel loading at Loading Rack #1. The biodiesel has a vapor pressure less than 2 mmHg, and there is no increase in the combined loading throughput limit. The increased VOC emissions due to biodiesel loading are estimated to be less than 0.01 lb/day.

A/N 510745 – Open Application

This application was received on May 5, 2010, to change the loading connections from ‘EMCO-WHEATON’ to ‘EMCO-WHEATON OR EQUIVALENT’ at Loading Rack #1. The increased VOC emissions due to the change in the description of the dry-break connections is zero.

A/N 528998 – Open Application

This application was received on November 8, 2011, to add transmix loading and add one additional pump at Loading Rack #1. There is no increase in the combined loading throughput limit; therefore, there is no increase in loading emissions.

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URS supplied an estimate of the fugitive emissions from the new loading rack components. Based on the correlation equation method (Method 2) and the 2010 calendar year Rule 1173 leak screening data, the increase in fugitive VOC emissions are 66.14 lb/year (0.18 lb/day). The total increase VOC potential-to-emit is the sum of the loading losses and the fugitive emissions.

Table 3 – VOC Potential-to-Emit Increase at the Loading Rack #1 from Transmix Loading

Uncontrolled Emissions	Controlled Emissions
66.14 lb/year	66.14 lb/year
0.18 lb/day	0.18 lb/day
0.007 lb/hr	0.007 lb/hr

HEALTH RISK ASSESSMENT:

There is a fugitive emissions increase of 66.14 lbs/yr of ROG. A risk assessment due to the increase follows assuming all ROG as gasoline. The TAC Speciation Profile is a worst case composite taken from Chevron’s Refinery analysis for Regular Unleaded and Premium Unleaded Gasoline. A composite gasoline speciation profile using the highest TAC percentages in each Gasoline (RUL & PUL) was created to determine worst case TAC emissions for the Risk assessment that follows:

Table 4 - TAC Emissions based on composite (RUL & PUL gasoline) speciation profiles from Chevron

TAC	% liquid weight	Emission Rate		
		Lb/yr	Lb/day	Lb/hr
1,2,4 Trimethylbenzene	2.46	1.63	4.46E-03	1.86E-04
1,3 Butadiene	.0004	0.00	7.25E-07	3.02E-08
Benzene	0.78	0.52	1.41E-03	5.89E-05
Cyclohexane	1.20	0.79	2.17E-03	9.06E-05
Ethylbenzene	1.62	1.07	2.94E-03	1.22E-04
Hexane-n	3.52	2.33	6.38E-03	2.66E-04
Napthalene	0.08	0.05	1.45E-04	6.04E-06
Propylene	0.03	0.02	5.44E-05	2.27E-06
Toluene	6.68	4.42	1.21E-02	5.04E-04
Xylenes	8.84	5.85	1.60E-02	6.67E-04

The loading rack passes the Tier 1 Screening Risk Assessment at 50 meters (included in Attachment #4).

REVIEW OF COMPLIANCE DATABASE:

A search of the AQMD Compliance data base indicates that no Notice of Violation or Notice to Comply have been issued to the facility in the past 10 years.

RULES EVALUATION:

PART 1 STATE REGULATIONS

California Environmental Quality Act (CEQA)	
	Chevron has submitted Form 400-CEQA, which indicated that this is not a significant project.

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PART 2 SCAQMD REGULATIONS

Rule 212	Standards for Approving Permits	November 14, 1997
	This loading rack meets all the criteria in Rule 212 for permit approval. Rule 212 public notice is not required.	
212(a)	The loading rack was designed to operate without emitting air contaminants in violation of Division 26 of the State Health and Safety Code or in violation of AQMD's rules and regulations.	
212(b)	Does not apply; this is a Permit to Construct.	
212(c)(1)	The loading rack is not located within 1000 feet of a school.	
212(c)(2)	There is no VOC emission increase exceeding 30 lb/day.	
212(c)(3)	This loading rack does not have an increased cancer risk greater than, or equal to, one in a million (1×10^{-6}) during a lifetime of 70 years or pose a risk of nuisance.	
Rule 401	Visible Emissions	November 9, 2001
	Visible emissions are not expected under normal operation.	
Rule 402	Nuisance	May 7, 1976
	Nuisance complaints are not expected under normal operating conditions.	
Rule 407	Liquid and Gaseous Air Contaminants	April 2, 1982
407(a)(1)	Does not apply. CO emissions are not expected.	
407(a)(2)	Discharge of sulfur compounds in excess of 500 ppmv, calculated as sulfur dioxide, is not expected.	
Rule 462	Organic Liquid Loading	May 14, 1999
	This rule applies to loading organic liquids with a vapor pressure of 1.5 psia or greater under actual loading conditions into any tank truck, trailer, or railroad tank car. Rule 462 applies to this loading rack. It can be used to load more than 20,000 gallons on any one day; therefore, it is a class "A" facility under this rule.	
462(d)(1)(A) 462(d)(1)(B)	Exempt per 462(i)(2) – the displaced hydrocarbons are vented to a District-permitted air pollution control system which receives gaseous streams from other facility loading equipment.	
462(d)(1)(C)	The displaced organic vapors and air are vented to a District-permitted air pollution control system.	

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Rule 462	Organic Liquid Loading	May 14, 1999
462(d)(1)(D)	Controlled VOC emissions from this loading rack are required to be (0.04 lb/1000 gal loaded) < the (0.08 lb/1000 gal loaded) requirement.	
462(d)(1)(E)	Bottom loading only.	
462(d)(1)(F)	The transfer equipment shall be operated and maintained to prevent overfills, vapor leaks, liquid leaks and liquid leaks from disconnect operations. This loading rack is subject to all provisions of Rule 462 by permit condition, and subject to a Rule 1173 inspection & maintenance program.	
462(d)(1)(G)	The vapor recovery system operates at less than 18 inches of water column pressure.	

Rule 1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants	February 6, 2009
	This loading rack is expected to continue to comply with Rule 1173 given proper recordkeeping and inspections. Compliance with Rule 1173 requirements per condition.	

REG XIII	New Source Review (NSR)	December 6, 2002										
	Application Deemed Complete: November 9, 2011											
	<u>Emissions Summary – Criteria Pollutants</u>											
	<table border="1"> <thead> <tr> <th>Pollutant</th> <th>R1 (lb/hr)</th> <th>R1 (lb/day)</th> <th>R2 (lb/hr)</th> <th>R2 (lb/day)</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>1.44</td> <td>34.50</td> <td>1.44</td> <td>34.50</td> </tr> </tbody> </table>		Pollutant	R1 (lb/hr)	R1 (lb/day)	R2 (lb/hr)	R2 (lb/day)	ROG	1.44	34.50	1.44	34.50
Pollutant	R1 (lb/hr)	R1 (lb/day)	R2 (lb/hr)	R2 (lb/day)								
ROG	1.44	34.50	1.44	34.50								
1303(a)	BACT: This is a Class A tank truck bulk loading rack (> 20,000 gal/day). The modification due to this application does not involve a change in throughput. VOC emissions from this loading rack are required to be (0.04 lb/1000 gal loaded). BACT for fugitive emission sources is triggered due to the new transmix pump in light liquid service, which is a pump with double mechanical seals and a barrier fluid, and compliance with the AQMD Rule 1173. Chevron has an ongoing Rule 1173 inspection & maintenance program, and this loading rack is part of that program.											
1303(b)(1)	Modeling: Modeling for VOC is not required (Rule 1303, Appendix A); no further modeling analysis is required.											
1303(b)(2)	Offsets: No offsets are required; VOC increase is less than 0.5 lb/day.											
1303(b)(3)	Sensitive Zone Requirements. ERC's are not required.											
1303(b)(4)	Facility Compliance. This facility complies with all applicable District rules and regulations.											
1303(b)(5)	Major Polluting Facilities. This is not a new major polluting facility or major modification at an existing major polluting facility; the VOC emission increase is less than 1 lb/day. Therefore, the provisions of this paragraph do not apply to this equipment.											

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Rule 1401	New Source Review of Toxic Air Contaminants	September 10, 2010 Application Deemed Complete: November 9, 2011
	<p>The loading rack passes the Tier 1 Screening Risk Assessment at 50 meters (included in Attachment #4).</p> <p>Federal NSR for toxics does not apply since this loading rack is not located at a plant site that is a major source as defined in 40CFR63, Subpart A, §63.2. This facility emits less than 10 tons per year of any HAP and 25 tons per year of all hazardous air pollutants (HAPs).</p>	

Rule 1401.1	Requirements for New and Relocated Facilities Near Schools	November 4, 2005
1401.1(b)	This is an existing facility.	

REG XX	RECLAIM	May 6, 2005
	This is not a RECLAIM facility.	

REG XXX	Title V	November 5, 2010																																			
	<p>Chevron USA – Montebello Terminal is a Title V facility. This is a de minimis significant permit revision as defined in Rule 3000(b)(7), where the cumulative emission increases of non-RECLAIM pollutants or hazardous air pollutants (HAP) from all de minimis significant permit revisions during the term of the Title V permit are not greater than the threshold levels given in this rule.</p> <table border="1"> <thead> <tr> <th>Air Contaminant</th> <th>Prior revisions</th> <th>This revision</th> <th>Total</th> <th>Threshold level</th> </tr> </thead> <tbody> <tr> <td>HAP</td> <td>0.</td> <td>0.</td> <td>0.</td> <td>30. lb/day</td> </tr> <tr> <td>VOC</td> <td>2.12</td> <td>0.18</td> <td>2.30</td> <td>30. lb/day</td> </tr> <tr> <td>PM10</td> <td>0.</td> <td>0.</td> <td>0.</td> <td>30. lb/day</td> </tr> <tr> <td>SOx</td> <td>0.</td> <td>0.</td> <td>0.</td> <td>60. lb/day</td> </tr> <tr> <td>NOx</td> <td>0.</td> <td>0.</td> <td>0.</td> <td>40. lb/day</td> </tr> <tr> <td>CO</td> <td>0.</td> <td>0.</td> <td>0.</td> <td>220. lb/day</td> </tr> </tbody> </table>		Air Contaminant	Prior revisions	This revision	Total	Threshold level	HAP	0.	0.	0.	30. lb/day	VOC	2.12	0.18	2.30	30. lb/day	PM10	0.	0.	0.	30. lb/day	SOx	0.	0.	0.	60. lb/day	NOx	0.	0.	0.	40. lb/day	CO	0.	0.	0.	220. lb/day
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NOx	0.	0.	0.	40. lb/day																																	
CO	0.	0.	0.	220. lb/day																																	
	Rule 3000 (b)(15)(A)(i)	This revision does not require or change a case-by-case evaluation of: reasonably available control technology (RACT) pursuant to Title I of the federal Clean Air Act; or maximum achievable control technology (MACT) pursuant to 40 CFR Part 63, Subpart B.																																			
	(b)(15)(A)(ii)	This revision does not violate a regulatory requirement.																																			
	(b)(15)(A)(iii)	This revision does not require any significant change in monitoring terms or conditions in the permit.																																			
	(b)(15)(A)(iv)	This revision does not require relaxation of any recordkeeping, or reporting requirement, or term, or condition in the permit.																																			

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(b)(15)(A)(vii)	This revision does not result in an increase in GHG emissions of >75,000 tpy CO ₂ e.
(b)(15)(A)(viii)	This revision does not establish or change a permit condition that the facility has assumed to avoid an applicable requirement.
(b)(15)(A)(ix)	This revision is not an installation of a new permit unit subject to a New Source Performance Standard (NSPS) pursuant to 40 CFR Part 60, or a National Emission Standard for Hazardous Air Pollutants (NESHAP) pursuant to 40 CFR Part 61 or 40 CFR Part 63.
(b)(15)(A)(x)	This revision is not a modification or reconstruction of an existing permit unit, resulting in new or additional NSPS requirements pursuant to 40 CFR Part 60, or new or additional NESHAP requirements pursuant to 40 CFR Part 61 or 40 CFR Part 63.
A de minimis significant permit revision is subject to a 45-day EPA review , Rule 3003(j) and not subject to public participation requirements, Rule 3006(b).	

PART 3 FEDERAL REGULATIONS

40CFR Part 60	Subpart XX – Standards of Performance for Bulk Gasoline Terminals
§60.500	<u>Applicability</u> (a) This loading rack does not deliver liquid product to a gasoline tank truck. 40 CFR 60 Subpart XX does not apply to this loading rack.

40CFR Part 61	Subpart FF - National Emission Standard for Benzene Waste Operations
§61.340	<u>Applicability</u> (b) This facility is not a chemical manufacturing plant, coke by-product recovery plant or petroleum refinery as defined in §61.341. (c) This facility does not treat, store or dispose of hazardous waste generated by any facility listed in paragraph (a). 40 CFR 61 Subpart FF does not apply to this facility.

40CFR Part 63	Subpart R - National Emission Standards for Gasoline Distribution Facilities (Bulk Gasoline Terminals and Pipeline Breakout Stations)
§63.420	<u>Applicability</u> : 40 CFR 63 Subpart R applies to this bulk gasoline terminal.
§63.422	<u>Standards: Loading Racks</u> (a) This loading rack does not load gasoline cargo tanks.
§63.424	<u>Standards: Equipment Leaks</u> (a) This loading rack is not in gasoline service.

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40CFR Part 63	Subpart BBBBBB - National Emission Standards for Hazardous Air Pollutants for Source Category: Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities
§63.11081	(a)(1) Applicability - This facility is a bulk gasoline terminal that is subject to the control requirements of 40 CFR part 63, subpart R; therefore, this facility is not subject to 40 CFR part 63, subpart BBBBBB.

CONCLUSION

Based on the evaluation above, this loading rack will comply with all applicable District, State, and Federal rules and regulations. Therefore, a permit to construct is recommended upon completion of the 45-day EPA review period.

Conditions:

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.
[RULE 204]
2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.
[RULE 204]
3. THE MAXIMUM LOADING RATE OF THE BULK LOADING PLANT FOR GASOLINE, DIESEL, **BIODIESEL AND TRANSMIX** SHALL NOT EXCEED 3,303,109 GALLONS PER DAY. THE LIMIT SHALL APPLY TO THE TOTAL COMBINED LOADING RATE FOR THE ENTIRE BULK LOADING PLANT.
[RULE 1303(b)(2) – OFFSETS]
4. THE THROUGHPUT OF FUEL ETHANOL LOADING SHALL NOT EXCEED 100,000 BARRELS PER MONTH.
[RULE 1304 (c)(4) - REGULATORY COMPLIANCE]
5. THE OPERATOR SHALL NOT OPERATE THE DIESEL, **BIODIESEL, TRANSMIX** OR ETHANOL LOADING CONNECTIONS, UNLESS THEY ARE VENTED TO AIR POLLUTION CONTROL EQUIPMENT WHICH IS IN FULL USE AND HAS BEEN ISSUED A PERMIT TO OPERATE BY THE EXECUTIVE OFFICER.
[RULE 462, RULE 1303(a)(1) – BACT]
6. IN ADDITION TO THE RECORDS REQUIRED IN RULE 462, THE LOADING THROUGHPUT RECORD SHALL BE MAINTAINED IN A FORMAT APPROVED BY THE DISTRICT. RECORDS SHALL BE MAINTAINED AND KEPT FOR AT LEAST FIVE YEARS, AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.
[RULE 204]
7. THE FOLLOWING BACT REQUIREMENTS SHALL APPLY TO NEW VOC SERVICE FUGITIVE COMPONENTS ASSOCIATED WITH THE DEVICES THAT ARE COVERED BY THIS PERMIT TO CONSTRUCT.

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ALL VALVES SHALL BE BELLOW-SEAL VALVES EXCEPT IN THE FOLLOWING APPLICATIONS: VALVES IN HEAVY LIQUID SERVICE, CONTROL VALVES, INSTRUMENT PIPING/TUBING VALVES, VALVES REQUIRING TORSIONAL STEM MOTION, SITUATIONS WHERE VALVE FAILURE COULD POSE SAFETY HAZARD (E.G., DRAIN VALVES WITH STEMS IN THE HORIZONTAL POSITION), RETROFIT/SPECIAL APPLICATION VALVES WITH SPACE LIMITATION, AND VALVES NOT COMMERCIALY AVAILABLE. THE DISTRICT SHALL APPROVE ALL EXCEPTIONS TO THIS REQUIREMENT. ALL VALVES AND NEW MAJOR COMPONENTS SHALL BE PHYSICALLY IDENTIFIED IN THE FIELD WITH SPECIAL MARKINGS THAT DISTINGUISH THE COMPONENTS FROM NON-BACT COMPONENTS. ADDITIONALLY, ALL NEW COMPONENTS SHALL BE IDENTIFIED AS BACT COMPONENTS IN THE RECORD.

THE OPERATOR SHALL PROVIDE THE FOLLOWING INFORMATION TO THE DISTRICT NO LATER THAN 60 DAYS AFTER INITIAL STARTUP OF THE EQUIPMENT IN THE SYSTEM:

PROCESS AND INSTRUMENTATION DIAGRAMS (OR SOME OTHER EQUIVALENT DISTRICT-APPROVED DIAGRAMS) THAT IDENTIFY ALL VALVES. THE OPERATOR SHALL ALSO PROVIDE A LISTING OF ALL VALVES INSTALLED OR REMOVED, CATEGORIZED BY LOCATION, TYPE, SIZE, ACCESSIBILITY, AND SERVICE; AND FOR NON-BELLOW SEAL VALVES, REASON/S WHY BELLOW SEAL VALVES ARE NOT USED. A RECALCULATION OF FUGITIVE EMISSIONS SHALL BE SUBMITTED BASED ON THE ACTUAL COMPONENTS INSTALLED OR REMOVED FROM THE SYSTEM.

ALL FUGITIVE COMPONENTS IN VOC SERVICE, EXCEPT THOSE SPECIFICALLY EXEMPTED IN RULE 1173, SHALL BE INSPECTED MONTHLY USING EPA REFERENCE METHOD 21.

ALL COMPONENTS IN VOC SERVICE, WITH A LEAK GREATER THAN 500 PPM BUT LESS THAN 1,000 PPM MEASURED AS METHANE ABOVE BACKGROUND USING EPA REFERENCE METHOD 21, SHALL BE REPAIRED ACCORDING TO RULE 1173.

THE OPERATOR MAY REVERT TO A QUARTERLY INSPECTION UPON DISTRICT APPROVAL, AFTER TWO CONSECUTIVE MONTHS OF INSPECTIONS IN WHICH ONLY TWO PERCENT OR LESS OF THE FUGITIVE COMPONENTS ARE DETECTED TO LEAK OVER 500 PPM ABOVE BACKGROUND.

THE RECORDS OF THE MONTHLY INSPECTION, SUBSEQUENT REPAIRS AND RE-INSPECTIONS, IF ANY, SHALL BE MAINTAINED IN A FORMAT APPROVED BY THE DISTRICT. RECORDS SHALL BE MAINTAINED AND KEPT FOR AT LEAST FIVE YEARS, AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.

[RULE 1173, RULE 1303 (a)(1) - BACT]

8. RULE 1173 INSPECTION AND MAINTENANCE PROGRAM IS REQUIRED. THE OPERATOR SHALL MAINTAIN RECORDS OF THE INSPECTION IN A FORMAT APPROVED BY THE DISTRICT. RECORDS SHALL BE MAINTAINED AND KEPT FOR AT LEAST FIVE YEARS, AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.
[RULE 1173]

Periodic Monitoring: NONE

Emissions and Requirements:

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9 THIS EQUIPMENT IS SUBJECT TO THE APPLICABLE REQUIREMENTS OF THE FOLLOWING RULES AND REGULATIONS:

VOC: RULE 462 – 0.08 LBS/1000 GALS ORGANIC LIQUID LOADED

VOC: **RULE 1303(b)(2)-OFFSET – 0.04 LBS/1000 GALS ORGANIC LIQUID LOADED**