PROPOSED

Covered Source Permit Review Summary

Application No.: Initial Application No. 0370-04

Permit No.: 0370-02-C

Applicant: Mid Pac Petroleum, LLC
Kauai Petroleum Company, Ltd.

Facility: Petroleum Bulk Loading Terminal
Kauai Terminal
3185 Waapa Road, Lihue, Kauai

Mailing Address: Mid Pac Petroleum, LLC
1100 Alakea St., 8th Floor
Honolulu, Hawaii 96813

Responsible Official: Mr. Sayle Hirashima
CFO/VP
(808) 535-5990

Point of Contact: Mr. Russell Whang
Manager, Supply and Commercial Sales
(808) 535-5941

Plant Manager: Mr. Chris Tamura
Kauai Terminal Supervisor
(808) 635-6362

Application Dates: Initial application received on September 29, 2014
Additional information received on October 29, 2014 and October 31, 2014

SICC: 5171 (Petroleum Bulk Stations and Terminals)

Background:

The Kauai Terminal currently operates under Noncovered Source Permit (NSP) No. 0370-01-N. The Kauai Terminal currently receives both gasoline and jet fuel from marine barges, stores these products in four (4) above ground storage tanks, and bottom loads into outbound tank trucks at a single-bay truck load rack. Currently, permitted Tank Nos. 1, 4, and 9 store gasoline, while unpermitted Tank No. 2 stores jet fuel.

Due to changing market conditions, the applicant would like to upgrade the terminal to accommodate additional products and load at higher rates. The project consists of two (2) phases, the first of which is addressed in this application.

Proposed Project:

The applicant proposes to modify the current terminal's tank truck load rack throughput limits of 235,800 barrels of gasoline and 350,000 barrels of jet fuel per rolling twelve-month (12-month)

period to 949,000 barrels of gasoline/naphtha, 793,000 barrels of jet fuel, 219,000 barrels of diesel, and 94,900 barrels of ethanol, per any rolling twelve-month (12-month) period.

The applicant also proposes to install and operate a flare to control VOC emissions from the tank truck load rack and to comply with 40 CFR Part 60, Subpart XX. Therefore, the covered source applicability was triggered and this source will be required to obtain a covered source permit.

The applicant also proposes to install and operate four (4) to six (6) 645 barrel temporary aboveground storage tanks (ASTs) in denatured ethanol or diesel service.

The initial application fee for a nonmajor, non-toxic covered source of $1,000.00 was received and processed.

Equipment Description:

1. Petroleum Storage Tanks

Tank No.	Product	Tank Capacity (bbl)	Description
1	Gasoline Naphtha	7,300	Internal Floating Roof
4	Gasoline Naphtha Diesel	7,500	Internal Floating Roof
9	Gasoline Naphtha	3,100	Internal Floating Roof
2	Jet Fuel	7,200	Internal Floating Roof
AST 1	Denatured Ethanol Diesel	645	Internal Floating Roof
AST 2	Denatured Ethanol Diesel	645	Internal Floating Roof
AST 3	Denatured Ethanol Diesel	645	Internal Floating Roof
AST 4	Denatured Ethanol Diesel	645	Internal Floating Roof
AST 5	Denatured Ethanol Diesel	645	Internal Floating Roof
AST 6	Denatured Ethanol Diesel	645	Internal Floating Roof

2. Petroleum Tank Truck Load Rack

Arm No.	Product	Description
1	gasoline	bottom loading
2	gasoline	bottom loading
3	jet fuel	bottom loading
4-6		bottom loading

3. Flare, air-assisted, propane pilot gas, used with gasoline, naphtha, ethanol loading. Stack height is 32.0 feet (with shroud) or 13.1 feet.

4. One (1) diesel engine generator, 300 bhp or less, Tier 4 rated with a stack height of 8.5 feet.

Air Pollution Controls:

VOC emissions from the petroleum storage tanks and petroleum tank truck loading rack are controlled by the design characteristics of the tanks and load rack. The petroleum storage tanks nos. 1, 2, 4, and 9 (and the temporary ASTs) have internal floating roofs and the petroleum tank truck load rack is bottom loading. In addition, the proposed flare will control VOC emissions from the petroleum tank truck load rack.

Applicable Requirements:

Hawaii Administrative Rules (HAR)
Title 11, Chapter 11-59, Ambient Air Quality Standards
Title 11, Chapter 11-60.1, Air Pollution Control
- Subchapter 1, General Requirements
- Subchapter 2, General Prohibitions
  - 11-60.1-31 Applicability
  - 11-60.1-39 Storage of Volatile Organic Compounds
- Subchapter 5, Covered Sources
- Subchapter 6, Fees for Covered Sources, Noncovered Sources, and Agricultural Burning
  - 11-60.1-111 Definitions
  - 11-60.1-112 General Fee Provisions for Covered Sources
  - 11-60.1-113 Application Fees for Covered Sources
  - 11-60.1-114 Annual Fees for Covered Sources
  - 11-60.1-115 Basis of Annual Fees for Covered Sources
- Subchapter 8, Standards of Performance for Stationary Sources
- Subchapter 9, Hazardous Air Pollutant Sources

Federal Requirements

40 Code of Federal Regulations (CFR) Part 60 – Standards of Performance for New Stationary Sources (NSPS)

40 CFR Part 60, Subpart XX - Standard of Performance for Bulk Gasoline Terminals – is applicable to the petroleum tank truck load rack since the increase in throughput would increase the hourly VOC emission rate and trigger Subpart XX under an NSPS modification. The proposed flare will be used for compliance with TOC emissions not to exceed 35 mg/l of gasoline loaded.

40 CFR Part 60, Subpart IIII – Standards of Performance for Stationary Compression Ignition Internal Combustion Engines. NSPS Subpart IIII applies to diesel engines manufactured after April 1, 2006.

40 CFR Part 63 - National Emission Standards for Hazardous Air Pollutants for Source Categories (Maximum Achievable Control Technologies (MACT) Standards)

40 CFR Part 63, Subpart ZZZZ - National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines (RICE NESHAP). This MACT standard applies to stationary reciprocating internal combustion engines located at major and area sources of HAPs. New stationary RICE located at an area source must meet the requirements of this part by meeting the requirements of 40 CFR Part 60, Subpart IIII for compression ignition (i.e., diesel) engines. No further requirements apply for such engines under this part.

40 CFR Part 63, Subpart BBBBBB - National Emission Standards for Hazardous Air Pollutants for Source Category: Gasoline Distribution Bulk Terminals, Bulk Plants, and Pipeline Facilities - is applicable to all tanks in gasoline service (Tank nos. 1, 4, and 9), the petroleum tank truck load rack, and fugitive components in gasoline service and as an existing facility, is required to be in compliance no later than January 10, 2011. Using the proposed throughput change of 949,000 barrels of gasoline/naphtha per any rolling twelve-month (12-month) period, the petroleum tank truck load rack has a total throughput of less than 250,000 gallons per day of gasoline. Per the requirements in Table 2 of Subpart BBBBBB, the facility is in compliance as it uses submerged filling with a submerged fill pipe (no more than six (6) inches from the bottom of the cargo tank) and keeps records of all throughputs that are available upon request.

Non-Applicable Requirements:

Hawaii Administrative Rules (HAR)

Title 11, Chapter 11-60.1, Air Pollution Control

Subchapter 7, Prevention of Significant Deterioration Review

Subchapter 9, Hazardous Air Pollutant Sources

Federal Requirements

40 CFR Part 52.21 - Prevention of Significant Deterioration of Air Quality

40 CFR Part 61 - National Emission Standards for Hazardous Air Pollutants (NESHAPS)

40 CFR Part 63 – National Emission Standards for Hazardous Air Pollutants for Source Categories (Maximum Achievable Control Technologies (MACT) Standards)

40 CFR Part 63, Subpart R - National Emission Standards for Hazardous Air Pollutants for Gasoline Distribution Facilities - is not applicable to the facility because the facility is not a major source of HAPs.

Prevention of Significant Deterioration (PSD):

This source is not a major stationary source nor are there modifications proposed that by itself constitute a major stationary source that is subject to PSD review. Therefore, a PSD review is not applicable.

Best Available Control Technology (BACT):

A Best Available Control Technology (BACT) analysis is required for new covered sources or significant modifications to covered sources that have the potential to emit or increase emissions above significant amounts as defined in HAR §11-60.1. A BACT analysis for this source is not applicable. See table below.

Pollutant	Post-Project Potential Emissions [1] (tpy)	Pre-Project Potential Emissions [2] (tpy)	Emissions Increase (tpy)	Significant Level (tpy)	Significant?
NO_x	1.1	0	1.1	40	No
SO_2	0	0	0	40	No
CO	4.9	0	4.9	100	No
PM	0.1	0	0.1	25	No
PM_{10}	0.1	0	0.1	15	No
VOC	14.0	69.9	- 55.9	40	No

[1]Post-project potential emissions are based on a proposed maximum throughput of 949,000 barrels of gasoline/naphtha, 793,000 barrels of jet fuel, 219,000 barrels of diesel, and 94,900 barrels of ethanol, per any rolling twelve-month (12-month) period.
[2]Pre-project potential emissions are based on the current facility's throughput limits of 235,800 barrels of gasoline and 350,000 barrels of jet fuel per any rolling twelve-month (12-month) period.

Compliance Assurance Monitoring (CAM):

The purpose of Compliance Assurance Monitoring (CAM) is to provide a reasonable assurance that compliance is being achieved with large emissions units that rely on air pollution control device equipment to meet an emissions limit or standard. Pursuant to 40 CFR Part 64, for CAM to be applicable, the emissions unit must: (1) be located at a major source; (2) be subject to an emissions limit or standard; (3) use a control device to achieve compliance; (4) have potential pre-control emissions that are 100% of the major source level; and (5) not otherwise be exempt from CAM. CAM is not applicable because this is not a major source.

Air Emissions Reporting Requirements (AERR):

40 CFR Part 51, Subpart A – Air Emissions Reporting Requirements, is based on the emissions of criteria air pollutants from Type B point sources (as defined in 40 CFR Part 51, Subpart A), that emit at the AERR triggering levels as shown in the table below.

Pollutant	Type B Triggering Levels [1] (tpy)	Pollutant	In-house Total Facility Triggering Levels [2] (tpy)	Potential Emissions (tpy)
NO_x	≥ 100	NO_x	≥ 25	1.1
SO_x	≥ 100	SO_x	≥ 25	0
CO	≥ 1000	CO	≥ 250	4.9
$PM_{10}/PM_{2.5}$	≥ 100/100	PM/PM_{10}	≥ 25/25	$PM/PM_{10}/PM_{2.5} = 0.1$
VOC	≥ 100	VOC	≥ 25	14.0
Pb	≥ 5	Pb	≥ 5	0
		HAPs	≥ 5	1.3

[1]Based on actual emissions
[2]Based on potential emissions

This facility does not emit at the AERR triggering levels. Therefore, AER requirements are not applicable.

Although AERR for the facility is not triggered, the Clean Air Branch requests annual emissions reporting from those facilities that have facility-wide emissions of a single air pollutant exceeding in-house triggering levels or is a covered source. Annual emissions reporting for the facility will be required for in-house recordkeeping purposes since this is a covered source.

Synthetic minor:

A synthetic minor is a facility that without operational limitations, emits above the major source triggering levels as defined by HAR §11-60.1-1, but is made non-major by using operational limitations. This facility is a synthetic minor.

Project Emissions:

Source	VOC Emissions (tpy)
Tank 1	3.2
Tank 2 (insignificant activity)	0.1
Tank 4	1.7
Tank 9	2.5
Temporary ASTs (6) (insignificant activity)	0.6
Tank Totals	**8.1**
Tank Truck Load Rack (fugitives, not captured by flare)[1,2]	2.3
Pipeline fugitives	0.2
Total Emissions	**10.6**

Flare Criteria Pollutants Emissions (load rack vapors and pilot gas - propane)[7]

Pollutants	tpy
CO	0.8
NO_x	0.6
SO_2	0
PM_{10}	0.1
$PM_{2.5}$	0.1
VOC [2,3,4,5]	3.2

Diesel Engine Generator Criteria Pollutants Emissions[6]

Pollutants	tpy
CO	4.1
NO_x	0.5
SO_2	0
PM_{10}	0
$PM_{2.5}$	0
VOC	0.2

HAP Emissions

Pollutants	tpy
Benzene	0.1
Ethylbenzene	0
n-Hexane	1.0
Toluene	0.1
Xylenes (Mixed Isomers)	0.1
Methanol	0
Naphthalene	0
Total HAP Emissions[1]	**1.3**

Notes:
[1]Based on a throughput limit of 949,000 barrels of gasoline/naphtha, 793,000 barrels of jet fuel, 219,000 barrels of diesel, and 94,900 barrels of ethanol, per any rolling twelve-month (12-month) period.
[2]Based on a flare capture efficiency of 98.7%.
[3]Based on a flare destruction efficiency of 98%.
[4]Tank truck load rack vapors controlled by flare are based on gasoline/naphtha and denatured ethanol.
[5]VOC emissions include both uncombusted organics and organics formed during combustion.
[6]Based on operating 4,745 hours in any rolling twelve-month (12-month) period.
[7]Based on operating 2,920 hours in any rolling twelve-month (12-month) period.

Greenhouse Gas (GHG) Emissions:

This facility is not subject to PSD for GHG emissions because it does not emit GHG emissions greater than 100,000 tpy CO_2e. See table below.

Fuel	CO_2 (tpy)	CH_4 (tpy)	N_2O (tpy)	CO_2e (tpy)
Flare Pilot Gas (Propane)	11	0	0	11
Flare Load Rack Vapors (Gasoline)	634	0	0.1	651
Diesel Engine Generator	440	0	0	452
Total Emissions (Short Tons)	1,085	0	0.1	1,114

Alternate Operating Scenarios:

The applicant did not propose any alternate operating scenarios.

Insignificant Activities:

1. One (1) 7,200 bbl storage tank no. 2 storing jet fuel, insignificant per HAR §11-60.1-82(f)(7);
2. Six (6) 645 bbl internal floating roof tanks, nos. AST 1 to AST 6 storing denatured ethanol or diesel, insignificant per HAR §11-60.1-82(f)(1) and §11-60.1-82(f)(7).

Ambient Air Quality Assessment:

The applicant conducted an ambient air quality impact analysis (AAQIA) to determine the emissions impact on the ambient air quality from the proposed flare and diesel engine generator for two (2) different locations of both the flare and diesel engine generator (primary and alternate).

Location	DEG UTM Coordinates (m)	Flare UTM Coordinates (m)	Flare Height (ft)
Primary Location	463245.95 E, 2427949.35 N	463237.84 E, 2427973.88 N	32.0
Alternate Location	463243.46 E, 2427952.14 N	463234.44 E, 2428000.59 N	13.1

The analysis used the EPA's AERSCREEN model to quantify ambient air pollutant impacts in the surrounding area. Using a screening modeling analysis such as AERSCREEN will give more conservative results than using a refined modeling analysis such as AERMOD.

The parameters used in the AERSCREEN model (primary location) consisted of the following:

- Flat terrain option (terrain height below stack base elevation)
- Rural dispersion
- Downwash effects from tank no. 9 for both the flare and DEG
- Meteorology parameters consisting of the following:
  Min/Max temperature = 64 °F/84 °F
  Minimum wind speed = 0.5 m/s
  Anemometer height = 10 meters
  Surface characteristics input = AERMET seasonal tables
  Dominant surface profile = urban
  Dominant climate type = average moisture

Stack Parameters (Primary Location)

Equipment	Stack Parameters								
	Height (ft)	**Temp. (°F)**	**Velocity (ft/s)**	**Diameter (in)**	**Total Heat Release Rate (cal/s)**	**Radiative Heat Loss Fraction**	**NO_x to NO_2 chemistry**	**NO_2/NO_x in-stack ratio**	**O_3 Background Concentration (ppm)**
Flare	32.0	1831.7	-	-	179,600	0.55	PVMRM	0.1	0.057
DEG	8.5	700	375	3	-	-	PVMRM	0.1	0.057

Flare and DEG Downwash Parameters	
Building Height	32 ft
Building Width	26 ft
Building Length	26 ft
Stack Distance from Center Point	50 ft

Parameter	Flare	DEG
Dominant Season (maximum concentration)	Autumn	Spring
Albedo	0.18	0.14
Bowen Ratio	2.0	1.0
Roughness Length	1 meter	1 meter

Maximum Modeled Impacts for the Flare and DEG (Primary Location)

Pollutant	Averaging Period	Flare Emission Rate (g/s)	Flare Maximum Modeled Concentration ($\mu g/m^3$)	DEG Emission Rate (g/s)	DEG Maximum Modeled Concentration ($\mu g/m^3$)
NO_2	Annual	0.04941	2.36	0.02486	15.91
	1-hr	0.04941	11.79	0.02486	79.54
SO_2	Annual	-	-	0.00004	0.03
	24-hr	-	-	0.00004	0.09
	3-hr	-	-	0.00004	0.14
	1-hr	-	-	0.00004	0.14
CO	8-hr	0.06515	15.53	0.21750	695.88
	1-hr	0.06515	17.26	0.21750	773.20
PM_{10}	Annual	0.00877	0.46	0.00124	0.88
	24-hr	0.00877	1.39	0.00124	2.65
$PM_{2.5}$	Annual	0.00877	0.46	0.00124	0.88
	24-hr	0.00877	1.39	0.00124	2.65

The predicted ambient air quality impacts are shown in the table below. The table demonstrates that the impacts of NO_2, SO_2, CO, $PM_{10,}$ and $PM_{2.5}$ from the flare and DEG plus background air quality levels should not cause or contribute to a violation of any State or National ambient air quality standard.

Predicted Ambient Air Quality Impacts for the Flare and DEG (Primary Location)

Pollutant	Averaging Period	Flare Maximum Modeled Concentration ($\mu g/m^3$)	DEG Maximum Modeled Concentration ($\mu g/m^3$)	Measured Background Concentration [a] ($\mu g/m^3$)	Maximum Total Concentration ($\mu g/m^3$)	AAQS [b] ($\mu g/m^3$)	Percent of AAQS (%)
NO_2	Annual	2.36	15.91	3.76	22.03	75	29.4
	1-hr	11.79	79.54	75.27	166.60	188	88.6
SO_2	Annual	-	0.03	2.62	2.65	80	3.3
	24-hr	-	0.09	31.44	31.53	365	8.6
	3-hr	-	0.14	75.98	76.12	1300	5.9
	1-hr	-	0.14	78.60	78.74	196	40.2
CO	8-hr	15.53	695.88	1604	2315.4	5000	46.3
	1-hr	17.26	773.20	2749	3539.5	10000	35.4
PM_{10}	Annual	0.46	0.88	14.5	15.84	50	31.7
	24-hr	1.39	2.65	39.0	43.04	150	28.7
$PM_{2.5}$	Annual	0.46	0.88	3.9	5.24	12	43.7
	24-hr	1.39	2.65	12.0	16.04	35	45.8

[a]Background concentrations are based on the Niumalu Monitoring Station for NO_x (1-hr, annual), SO_2 (1-hr, 3-hr, 24-hr, annual), CO (1-hr, 8-hr), and $PM_{2.5}$ (24-hr, annual); and Kapolei Monitoring Station for PM_{10} (24-hr, annual). The data from 2013 was used. The 1st high maximums were used for all pollutants, except for $PM_{2.5}$ which used the 98th percentile.

[b]Only the more restrictive of the National Ambient Air Quality Standards or State Ambient Air Quality Standards are shown.

The parameters used in the AERSCREEN model (alternate location) consisted of the following:

- Flat terrain option (terrain height below stack base elevation)
- Rural dispersion
- Downwash effects from tank no. 9 for the DEG and tank no. 4 for the flare
- Meteorology parameters consisting of the following:
  Min/Max temperature = 64 °F/84 °F
  Minimum wind speed = 0.5 m/s
  Anemometer height = 10 meters
  Surface characteristics input = AERMET seasonal tables
  Dominant surface profile = urban
  Dominant climate type = average moisture

Stack Parameters (Alternate Location)

Equipment	Stack Parameters								
	Height (ft)	Temp. (°F)	Velocity (ft/s)	Diameter (in)	Total Heat Release Rate (cal/s)	Radiative Heat Loss Fraction	NO_x to NO_2 chemistry	NO_2/NO_x in-stack ratio	O_3 Background Concentration (ppm)
Flare	13.1	1831.7	-	-	179,600	0.55	PVMRM	0.1	0.057
DEG	8.5	700	375	3	-	-	PVMRM	0.1	0.057

Flare Downwash Parameters	
Building Height	37.5 ft
Building Width	38 ft
Building Length	38 ft
Stack Distance from Center Point	96 ft

DEG Downwash Parameters	
Building Height	32 ft
Building Width	26 ft
Building Length	26 ft
Stack Distance from Center Point	57 ft

Parameter	Flare	DEG
Dominant Season (maximum concentration)	Winter	Winter
Albedo	0.35	0.35
Bowen Ratio	1.5	1.5
Roughness Length	1 meter	1 meter

Maximum Modeled Impacts for the Flare and DEG (Alternate Location)

Pollutant	Averaging Period	Flare Emission Rate (g/s)	Flare Maximum Modeled Concentration ($\mu g/m^3$)	DEG Emission Rate (g/s)	DEG Maximum Modeled Concentration ($\mu g/m^3$)
NO_2	Annual	0.04941	10.9	0.02486	10.92
	1-hr	0.04941	51.96	0.02486	54.59
SO_2	Annual	-	-	0.00004	0.02
	24-hr	-	-	0.00004	0.06
	3-hr	-	-	0.00004	0.10
	1-hr	-	-	0.00004	0.10
CO	8-hr	0.06515	68.54	0.21750	477.64
	1-hr	0.06515	76.16	0.21750	530.71
PM_{10}	Annual	0.00877	2.05	0.00124	0.61
	24-hr	0.00877	6.15	0.00124	1.82
$PM_{2.5}$	Annual	0.00877	2.05	0.00124	0.61
	24-hr	0.00877	6.15	0.00124	1.82

The predicted ambient air quality impacts are shown in the table below. The table demonstrates that the impacts of NO_2, SO_2, CO, $PM_{10,}$ and $PM_{2.5}$ from the flare and DEG plus background air quality levels should not cause or contribute to a violation of any State or National ambient air quality standard.

Predicted Ambient Air Quality Impacts for the Flare and DEG (Alternate Location)

Pollutant	Averaging Period	Flare Maximum Modeled Concentration ($\mu g/m^3$)	DEG Maximum Modeled Concentration ($\mu g/m^3$)	Measured Background Concentration [a] ($\mu g/m^3$)	Maximum Total Concentration ($\mu g/m^3$)	AAQS [b] ($\mu g/m^3$)	Percent of AAQS (%)
NO_2	Annual	10.9	10.92	3.76	25.07	75	33.4
	1-hr	51.96	54.59	75.27	181.82	188	96.7
SO_2	Annual	-	0.02	2.62	2.64	80	3.3
	24-hr	-	0.06	31.44	31.50	365	8.6
	3-hr	-	0.10	75.98	77.08	1300	5.9
	1-hr	-	0.10	78.60	78.70	196	40.2
CO	8-hr	68.54	477.64	1604	2150.2	5000	43.0
	1-hr	76.16	530.71	2749	3355.9	10000	33.6
PM_{10}	Annual	2.05	0.61	14.5	17.16	50	34.3
	24-hr	6.15	1.82	39.0	46.97	150	31.3
$PM_{2.5}$	Annual	2.05	0.61	3.9	6.56	12	54.7
	24-hr	6.15	1.82	12.0	19.97	35	57.1

[a] Background concentrations are based on the Niumalu Monitoring Station for NO_x (1-hr, annual), SO_2 (1-hr, 3-hr, 24-hr, annual), CO (1-hr, 8-hr), and $PM_{2.5}$ (24-hr, annual); and Kapolei Monitoring Station for PM_{10} (24-hr, annual). The data from 2013 was used. The 1st high maximums were used for all pollutants, except for $PM_{2.5}$ which used the 98th percentile.

[b] Only the more restrictive of the National Ambient Air Quality Standards or State Ambient Air Quality Standards are shown.

The existing petroleum storage tanks and petroleum tank truck loading rack also emit fugitive VOCs and any HAPs associated with these VOCs. An ambient air quality impact assessment is not required for the following reasons: 1) VOCs do not have an ambient air quality standard, and 2) the Department of Health air modeling guidance generally exempts an applicant from performing an ambient air quality impact assessment for fugitive sources (storage tanks, pipe leaks, etc.).

Significant Permit Conditions:

Significant permit conditions include the following:

1. Included 40 CFR Part 63, Subpart BBBBBB as an applicable regulation for petroleum storage tanks nos. 1, 4, 9, and the petroleum tank truck load rack when in gasoline service, and each piece of equipment that transfers gasoline or gasoline vapors.

2. Included 40 CFR Part 60, Subpart XX as an applicable regulation for the petroleum tank truck load rack using a flare as a control device for VOCs.

3. Increased the petroleum tank truck throughput limit as follows:

   The maximum throughput of the petroleum tank truck load rack shall not exceed 949,000 barrels of gasoline/naphtha, 793,000 barrels of jet fuel, 219,000 barrels of diesel, and 94,900 barrels of ethanol, per any rolling twelve-month (12-month) period.

4. Included operating restriction on the flare as follows:

   The total hours of operation of the flare shall not exceed 2,920 hours in any rolling twelve-month (12-month) period.

5. Added a 300 bhp or less diesel engine generator. The applicable regulations for the diesel engine generator are 40 CFR Part 60, Subpart IIII and 40 CFR Part 63, Subpart ZZZZ.

6. Included operating restrictions on the diesel engine generator as follows:

   a. The total hours of operation of the diesel engine generator shall not exceed 4,745 hours in any rolling twelve-month (12-month) period.
   b. The diesel engine generator shall be fired only on diesel no. 2 with a maximum sulfur content of 0.0015% by weight and a minimum cetane index of forty (40) or a maximum aromatic content of thirty five (35) volume percent.

Conclusion/Recommendation:

Recommend issuing the Initial Covered Source Permit (CSP) No. 0370-02-C, subject to the significant permit conditions described above, a 30-day public comment period, and a 45-day EPA review period. This permit shall supersede NSP No. 0370-01-N issued on November 9, 2010 in its entirety.

Reviewer: Darin Lum
Date: 11/2014