BEFORE THE ARKANSAS POLLUTION CONTROL AND ECOLOGY COMMISSION

IN THE MATTER OF AMENDMENTS TO RULE NO. 19, RULES OF THE ARKANSAS PLAN OF IMPLEMENTATION FOR AIR POLLUTION CONTROL	**)** **)** **)** **)**	**DOCKET NO. 21-001-R**

RESPONSIVE SUMMARY FOR RULE NO. 19, RULES OF THE ARKANSAS PLAN OF IMPLEMENTATION FOR AIR POLLUTION CONTROL

Pursuant to Arkansas Code Annotated (Ark. Code Ann.) § 8-4-202(d)(4)(C) and Regulation[1] No. 8.815, the Arkansas Pollution Control and Ecology Commission ("Commission," APC&EC) shall cause to be prepared a responsive summary, which groups public comments into similar categories and explains why the Commenters' rationale for each category is accepted or rejected.

On July 1, 2021, the Arkansas Department of Energy, Division of Environmental Quality, filed a Petition to Initiate Rulemaking to Amend Regulation No. 19, Regulations of the Arkansas Plan of Implementation for Air Pollution Control. The Commission initiated rulemaking on the proposed amendments on July 23, 2021. Judge Charles Moulton conducted a public hearing on September 16, 2021, and written comments on the proposed amendments to Rule No. 19 were accepted between July 31, 2021 and September 30, 2021.

The following is a summary of the comments regarding the proposed amendments to Regulation No. 19 along with the Commission's response. During the public comment period, no comments pertaining to the original impact/benefit analysis were received (Rule 8.813).

Comment #1: Rule 19, Chapter 2: Definitions—Under the definition of "Volatile Organic Compounds," DEQ is proposing to exempt compound cis1,1,1,4,4,4-hexafluorobut-2-ene also known as HFO-1336mzz-Z (CAS number 692-49-9) from the regulatory definition of volatile organic compounds (VOCs). This revision is consistent with EPA's action published at 83 FR 61127. The Commenter also supports DEQ listing compounds trans-1-chloro-3,3,3-triflouroprop-1-ene, and trans-1,3,3,3-tetrafluoropropene with their IUPAC preferred names as (1E)-1-chloro-3,3,3-trifluoroprop-1-ene and (1E)-1,3,3,3-tetrafluoroprop-1-ene, respectively.

Response #1: DEQ appreciates the Commenter's support for updating the regulatory definition of volatile organic compounds. **No revisions to proposed Rule 19 language or the associated draft state plans are necessary as a result of this comment.**

[1] All citations of and references to state environmental regulations contained in this document signify those regulations promulgated by the Arkansas Pollution Control and Ecology Commission.

Comment #2: Rule 19, Chapter 8: 111(d) Designated Facilities—the Commenter notes the proposed changes to Chapter 8: 111(d) Designated Facilities, which contains Arkansas's CAA section 111(d) state plans for sulfuric acid plants (for the control of sulfuric acid mist) and kraft pulp mills (for the control of total reduced sulfur emissions).

a. From the proposed changes, it appears that Arkansas no longer has any sulfuric acid plants subject to 40 CFR part 60, subpart Cd (Emissions Guidelines and Compliance Times for Sulfuric Acid Production Units), within its jurisdiction and has removed the contents of that section related to sulfuric acid plants from this chapter. The Commenter recommends that, if it is correct that there are no longer any designated facilities subject to 40 CFR part 60, subpart Cd, in Arkansas's jurisdiction, a negative declaration letter and a request to withdraw the previously approved Arkansas 111(d) plan for sulfuric acid plants (previously approved by EPA on March 10, 1998) be submitted to the EPA.
b. As revisions to Chapter 8 also includes changes to the state regulations incorporating Emission Guideline requirements for kraft pulp mills and is part of the EPA-approved Arkansas 111(d) plan for kraft pulp mills, the Commenter recommends a plan revision be submitted to EPA for changes to this portion of the chapter.

Response #2: DEQ has prepared a draft state 111(d) plan revision concurrent with this rulemaking, which will be submitted to EPA for review and approval. This plan revision provides updates congruent with changes to Rule 19 regarding requirements for sulfuric acid plants and kraft pulp mills. For reference, Section III. of the draft 111(d) plan narrative states, "DEQ requests that EPA withdraw its state plan for sulfuric acid plants and accept this negative declaration. There are no longer any existing sulfuric acid plants in the State of Arkansas subject to 40 CFR § 60, Subpart B."[2] Section IV. of the draft 111(d) plan narrative includes DEQ's proposal to amend the state 111(d) plan, consistent with Rule 19 changes affecting kraft pulp mills. **No changes to proposed Rule 19 language or the associated draft state plans are necessary as a result of this comment.**

Comment #3: Rule 19, Chapter 10: Rules for the Control of Volatile Organic Compounds in Pulaski County — DEQ is proposing to delete and remove Section 19.1004(H) – "Malfunctions, Breakdowns, Upsets" in its entirety from the EPA-approved Arkansas SIP. This section was identified as substantially inadequate in the national 2015 Startup, Shutdown, and Malfunction (SSM) SIP Call. The Commenter supports this effort and strongly encourage deletion and removal of the Section 19.1004(H) from the Arkansas SIP. On a separate, but related matter, although DEQ is not proposing a revision to Section 19.602 titled "Emergency Conditions of Rule 19" currently, the Commenter remind you that Section 19.602 remains subject to the national 2015 SSM SIP Call.

[2] https://www.adeq.state.ar.us/air/planning/sip/pdfs/111(d)-plan-narrative.pdf Draft State 111(d) Plan Narrative

Response #3: DEQ appreciates the Commenter's support for removing Rule 19.1004(H), "Malfunctions, Breakdowns, Upsets." DEQ is aware that Rule 19.602, "Emergency Conditions of Rule 19," is still subject to the 2015 SSM SIP Call, and will address this provision separately. **No changes to proposed Rule 19 language or the associated draft state plans are necessary as a result of this comment.**

Comment #4: Rule 19, Chapter 15: Best Available Retrofit Technology — the Commenter has reviewed Arkansas DEQ's proposed amendments to Rule 19 Chapter 15, which addresses regional haze and best available retrofit technology (BART) requirements for certain sources in Arkansas. The Commenter reminds DEQ that Rule 19 Chapter 15 was submitted to EPA on September 23, 2008, as part of the Arkansas Regional Haze SIP. On August 3, 2010, DEQ submitted a SIP revision that further amended Rule 19 Chapter 15. When EPA took final action on the Arkansas Regional Haze SIP and the August 3, 2010 amendments to Rule 19 Chapter 15 in a final rulemaking published on March 12, 2012, EPA approved into the SIP portions of Rule 19 Chapter 15 (see 77 FR at 14675).

The portions of Rule 19 Chapter 15 that are currently SIP approved are:

- 19.1501 "Purpose"
- 19.1502 "Definitions"
- 19.1503 "BART Eligible Sources"
- 19.1504(A) "Facilities Subject to BART"
- 19.1504(B) "Facilities Subject to BART" [partially approved]
- 19.1504(C) "Facilities Subject to BART"
- 19.1505(A)(3) [addressing PM BART at SWEPCO Flint Creek Power Plant]
- 19.1505(F)(3) [addressing PM BART for bituminous coal burning at White Bluff Unit 1]
- 19.1505(G)(3) [addressing PM BART for sub-bituminous coal burning at White Bluff Unit 1]
- 19.1505(I)(3) [addressing PM BART for bituminous coal burning at White Bluff Unit 2]
- 19.1505(J)(3) [addressing PM BART for sub-bituminous coal burning at White Bluff Unit 2]
- 19.1505(M)(2) [addressing PM BART for natural gas burning at Lake Catherine Unit 4]
- 19.1506 "Compliance Provisions"
- 19.1507 "Permit Reopening"

The Commenter reminds DEQ that amendments to these SIP approved portions of Chapter 15 must be made via a SIP revision that includes a CAA section 110(l) analysis.

The Commenter agrees with the proposed removal of the sections of Chapter 15 that were disapproved by EPA in the March 12, 2012 final rulemaking and are thus not SIP approved. However, the Commenter disagrees with the proposed removal of 19.1503 and 19.1504(A), which are SIP approved and list the sources in Arkansas determined to be BART eligible and subject to BART. Arkansas' determination of BART eligible and subject to BART sources was

approved into the SIP in the March 12, 2012 final rulemaking and it would therefore be inappropriate to remove these sections from Chapter 15. Particularly, sources that were determined to be subject to BART in the March 12, 2012 final rulemaking continue to be subject to BART. DEQ should also explain why it is necessary to remove 19.1507, which relates to the reopening of Part 70 permits. Finally, the Commenter notes that proposed new 19.1505(E) appears to be identical to 19.1505(H) and therefore 19.1505(H) may have been added in error.

Response #4: The purpose for revision of Rule 19, Chapter 15 "Regional Haze," is to remove informational non-regulatory language related to subject-to-BART sources and BART-eligible sources and to remove emission limits that were disapproved by EPA. EPA-approved requirements pertaining to Planning Period 1 of the Regional Haze program are retained in this proposed rulemaking.

DEQ disagrees that provisions at Rule 19.1503 and 19.1504(A) are necessary to retain; DEQ chose to remove Rule 19.1503 and 19.1504(A) as this language is purely informational, and contains no enforceable conditions in its present form. All BART-related enforceable conditions are included in each source's permit, and where reference to enforceable conditions is necessary within Rule 19, DEQ has included cross-reference to BART-eligible sources' related permit conditions (e.g., proposed Rule 19.1505(A) for SWEPCO Flint Creek Power Plant, Rule 19.1505(E) for Entergy Arkansas, Inc. White Bluff, and 19.1505(L) for Entergy Arkansas, Inc. Lake Catherine), which were approved by EPA in Regional Haze Planning Period I.

DEQ's SIP submission for the Phase II Regional Haze SIP included administrative orders outlining the BART requirements for these sources:

- Arkansas Electric Cooperative Corporation: Carl E. Bailey (AFIN: 74-00024) and John L. McClellan (AFIN: 52-00055) generating stations
- Southwestern Electric Power Company: Flint Creek Power Plant (AFIN: 04-00107); and
- Entergy: White Bluff (AFIN: 35-00110), Lake Catherine (AFIN: 30-00011), and Independence (AFIN 32-00042).

These requirements remain in effect as enforceable requirements with each source's permit, even in the absence of Rule 19.1503 and 19.1504.

Apart from Carl E. Bailey, which has ceased operation, DEQ agrees with the Commenter that the sources listed at 19.1503 and 19.1504 continue to be subject to BART, but disagrees that Rule 19.1503 and 19.1504(A) have any legal or regulatory effect on that status.

DEQ has prepared a draft SIP revision[3] concurrent with this rulemaking, which will be submitted to EPA for review and approval. Justification for removal of Rule 19 Chapter 15 provisions and

[3] https://www.adeq.state.ar.us/air/planning/sip/pdfs/state-implementation-plan-(sip)-narrative.pdf Draft SIP Revision Narrative

analysis and discussion of CAA section 110(l) is included in the draft SIP Technical Support Document[4] to be submitted to EPA with the draft SIP.

DEQ chose to remove 19.1507, related to the reopening of permits for part 70 sources because all of the requirements being retained in Chapter 15 are based on existing permit limits.

The Commenter correctly noted that 19.1505(E) and 19.1505(H) are identical, and this was an error on DEQ's part in drafting the revised provisions. **DEQ will propose to "reserve" 19.1505(H) in the adoption version of the Rule as a result of this comment and make associated revisions to the SIP narrative. "[Reserved]" is used to indicate that a portion of the Rule was intentionally left blank. No other changes to proposed Rule 19 language or the associated draft state plans are necessary as a result of this comment.**

Comment #5: Rule 19, Chapter 17: 111(d) Requirements for Landfills—the Commenter supports the proposed changes to Chapter 17: 111(d) Requirements for Landfills, which contains Arkansas's state regulations incorporating Emission Guideline requirements at 40 CFR part 60, subpart Cf (Emission Guidelines and Compliance Times for Municipal Solid Waste Landfills). The Commenter has no additional comments on changes to this chapter nor the accompanying Appendix A: Technical Support Document—Standards of Performance for Existing Municipal Solid Waste Landfills.

Response #5: DEQ appreciates the comment and will submit a 111(d) state plan to EPA reflecting the addition of provisions for 40 CFR Part 60 Subpart Cf requirements for landfills. **No changes to proposed Rule 19 language or the associated draft state plans are necessary as a result of this comment.**

Comment #6: Technical Support Document/Changes to the Rules of the State Implementation Plan Appendix A: CAA 110(l) Demonstration for Repeal of VOC Regulations of Pulaski County—CAA section 110(l) prohibits EPA from approving any SIP revision if the revision would interfere with any applicable requirement concerning attainment and reasonable further progress (RFP), or any other applicable requirement of the CAA. EPA has generally taken the position that it can approve SIP revisions that either 1) don't cause an increase in emissions, 2) include offsetting emission decreases if there are emissions increases or are 3) supported with modeling of the increase in emissions to show that it will not interfere with attainment. Because SIP revisions must rely on enforceable limits, if limits are removed, EPA must assume the source is uncontrolled for the purposes of 110(l).

[4] https://www.adeq.state.ar.us/air/planning/sip/pdfs/appendix-a-sip-technical-support-document.pdf TSD for Draft SIP Revision

As explained in detail below, the SIP revision does not show that there would not be an increase in emissions as outlined in the first approach. With regard to the second approach, it is worth noting that while the Rule 19 provisions were adopted for attainment of previous versions of the ozone standard, EPA must consider whether the repeal will interfere with attainment of the standard which is in effect today. The SIP revision in and of itself does not provide any substitute state rules. The SIP revision does discuss numerous Federal rules that have been implemented over the years. But it is likely that these Federal rules are part of the reason that Pulaski County has continued to make progress in ozone reduction and now has air quality meeting the more recent standards and as such any of the reductions from these rules likely cannot be used to offset a current increase in emissions due to the repeal of the rules.

That leaves the third approach of modeling the projected increase in VOC emissions to show that the increase will not interfere with attainment. As further discussed below, it is unclear how large the potential increase in VOC's is from the proposed rule changes. As such it is not certain that the EPA sensitivity modeling cited in the Technical Support Document (TSD) will be adequate to support the 110(l) demonstration and it may be necessary to do more refined modeling.

The Commenter's review of this CAA section 110(l) anti-backsliding demonstration to support the proposed repeal of the VOC regulations of Pulaski County has raised concerns that the demonstration has not conclusively determined the net effect on VOC emissions due to removal of these regulations. Table 1 of DEQ's TSD ("Relative Contribution to Total Pulaski County VOC inventory of Rule 19.1005 Regulated Processes by SCC Code") lists the regulated processes by source classification code (SCC) that would be impacted by removal of the Pulaski County regulations. Section IV.A ("Pulaski County Volatile Organic Compound Emission Inventory") explains on pg. A-4 that the sum of emissions from the impacted SCC codes was 1,309 tons in 2017, approximately 5% of the 2017 Pulaski County VOC emission inventory (EI).

The Commenter clarified with DEQ technical staff that the 1,309 tons represents approximately five percent of the total combined (anthropogenic + biogenic) 2017 VOC emissions for Pulaski County. The Commenter estimates that the 1,309 tons would represent approximately 11% of the anthropogenic VOCs in Pulaski County, and this 11% would be the controlled level of VOC emissions prior to repeal of these regulations. As discussed above, after the repeal of the Rule 19 provisions the emissions of no longer regulated sources must be assumed to be uncontrolled. The State should estimate the potential increase in emissions. The 110(l) demonstration should indicate how this new percentage matches up with the 50% VOC reduction value contained in EPA's Office of Air Quality Planning and Standards ozone sensitivity modeling results released as part of the Ozone Advance program guidance. This modeling is cited in Section III of DEQ's TSD (pg. A-3).

The TSD does not estimate the total increase in VOC emissions after removal of the Chapter 10 requirements, such as an estimate of the 2017 EI after repeal. The demonstration argues that most of the impacted sources, but not all are covered by federal rules netting similar reductions (not completely for some categories such as floating roof tanks and cutback asphalt). Because not all impacted sources are covered, the Commenter recommends identifying and listing all of the individual sources in the Pulaski County area covered by the SIP demonstration, detailing the existing VOC emissions limits on these sources required by Chapter 10, and identify each federal standard that currently applies to these individual sources, explaining how the proposed repeal of the Pulaski County regulations will result in either greater, lesser or equivalent reductions of VOC emissions in the area.

It is important to make clear how the applicability criteria for each of the federal standards apply. For example, for each of the New Source Performance Standards (NSPS) you list in your analysis, detail each Pulaski County source where the NSPS applies and verify that the sources do not predate the NSPS or are not in any way exempt from the NSPS requirements and that the VOC emissions will not increase due to the proposed Rule 19 changes. For the National Emission Standards for Hazardous Air Pollutants (NESHAP), verify the control requirements for the individual hazardous air pollutants apply to all the VOCs emitting from the source as well as the listed hazardous air pollutants for the NESHAPs applicable at the source.

Below are specific examples of how certain source categories could have sources that would have significant emissions if uncontrolled:

- Bulk Gasoline Plants: The SIP explains for bulk gasoline plants with a daily throughput between 23,000 gallons and 250,000 gallons, the requirements of Rule 19.1005(A)(3) may be more stringent. With this exception, NESHAP Subpart BBBBBB is just as stringent as Rule 19.1005(A)(2) and (3) for subject facilities. The SIP should explain how many facilities fall into this range and what the uncontrolled emissions from these facilities would be.
- Storage Tanks: The draft SIP explains how the NSPS regulations are as stringent or more stringent than Rule 19 requirements. The Commenter agrees that this is likely the case for storage tanks subject to NSPS. Rule 19 requirements, however, potentially apply to storage tanks which construction predates the applicability of the NSPS. The SIP should clarify whether there are any of these older storage tanks in Pulaski County and estimate the uncontrolled emissions from any such tanks.
- Cutback Asphalt: the Commenter understands that the Arkansas rules prohibit the use of cutback asphalt to when temperatures are above 59 degrees Fahrenheit. This approach is similar to the approach in other states in Region 6 with current and past ozone nonattainment areas where the use of cutback asphalt is prohibited during the ozone season. As noted in the draft SIP revision, these rules are based on EPA's control technique guideline which was issued in 1977. Restrictions based on the CTG

have been successfully implemented in nonattainment areas and former nonattainment areas since that time using alternative paving methods. The SIP notes that emissions from this category are only a small amount which is not surprising given the current restrictions. The SIP, however, should address any potential increases in use of cutback asphalt and document the expected emissions when the restrictions on cutback asphalt are lifted.

- The Coating Rule: The SIP explains in detail that the HAP controls achieved by EPA's NESHAPS are more stringent for affected sources. The draft SIP acknowledges that the NESHAPS do not apply to non-HAP VOCs. As a result, the repeal of the Rule 19 coating requirements could leave non-HAP sources uncontrolled. In addition, the repeal of the Rule 19 requirements could provide additional incentive for sources to reformulate coatings to use non-HAP ingredients further increasing VOC emissions. Again, the SIP should estimate the uncontrolled emissions from sources that would no longer be subject to the Rule 19 requirements and not covered by the NESHAPS.

The Commenter believes it is important to verify that the analyses comprising the CAA section 110(l) antibacksliding demonstration are complete and result in a thorough accounting of all increases of VOCs that can be expected to occur due to the proposed changes to Rule 19.

Response #6: DEQ appreciates the Commenter's detailed discussion of proposed revisions to the SIP and agrees that emissions for at least one category—cutback asphalt—are difficult to quantify for an anti-backsliding demonstration. **As such, DEQ will retain sections of Chapter 10 related to the control of VOCs from cutback asphalt processes.**

The other categories of sources addressed in Rule 19, Chapter 10, are required to incorporate Rule 19, Chapter 10 requirements into their air permits. Therefore, DEQ examined each active air permit in Pulaski County that cites to Rule 19, Chapter 10. There are only five such sources in Pulaski County with active permits that have permit conditions pursuant to Rule 19, Chapter 10. All five sources with permit conditions derived from Rule 19, Chapter 10 were also subject to NSPS and/or NESHAPs with equivalent or more stringent requirements. **DEQ will revise the narrative sections of the SIP revision to reflect this revised information and include citations to the relevant permits and conditions.**

The Commenter refers to Table 1 of the draft TSD that accompanied the draft SIP revision ("Relative Contribution to Total Pulaski County VOC inventory of Rule 19.1005 Regulated Processes by SCC Code"). This table was an early estimate of possible sources subject to Rule 19, Chapter 10, based solely on SCC codes within Pulaski County's emissions inventory. As explained, after receiving this comment, DEQ examined every existing permit in Pulaski County that is subject to standards in Rule 19, Chapter 10, and found only five such sources. In the

revised TSD, DEQ has removed Table 1, and redrafted the narrative to explain what was found in research completed after the draft TSD was released for review by the public.

Based on DEQ's analysis of permit conditions, no source categories, with the exception of cutback asphalt, would have the ability to revert to an uncontrolled state. Rule 19, Chapter 10 provisions found in each permit that DEQ identified are redundant with federal requirements. **DEQ will retain the Rule 19, Chapter 10 control strategy for cutback asphalt.** Therefore, the changes to Rule 19, Chapter 10, as revised pursuant to this comment, will not result in any emissions increases.

To specifically address the Commenter's concerns listed above:

- *Bulk Gasoline Plants:* There are four sources subject to Rule 19.1005(A). Permit conditions derived from requirements under Rule 19.1005(A) and federal requirements are compared in Table 1.

Table 1: Comparison of Rule 19.1005(A)-Derived Permit Conditions and Permit Conditions Derived from Federal Requirements

Facility	Rule 19.1005(A) Requirements	Federal Requirements
Sunoco AFIN: 60-00440, Permit # 0590-AOP-R20	**Specific Condition 10** The gasoline delivery vessels at the facility shall be loaded through bottom loading (19.1005(A)(1))	**Specific Condition 60** Limit the loading of gasoline into gasoline cargo tanks that are vapor tight using the procedures specified in § 60.502(e) through (j) (NESHAP BBBBBB)

	Specific Condition 37 Vapor control system required to prevent emissions of gasoline vapor in excess of 10 mg/L of gasoline loaded Compliance with this emission limit shall be demonstrated by compliance with Specific Condition #42. (cites to 19.1005(A)(3), which limits to 80 mg/L, not 10).	**Specific Condition 43** The emissions to the atmosphere from the vapor collection system due to the loading of liquid product into gasoline tank trucks are not to exceed 35 milligrams of total organic compounds per liter of gasoline loaded. (NSPS XX) **Specific Condition 60** Reduce emissions of TOC to less than or equal to 80 mg/l of gasoline loaded into gasoline cargo tanks at the loading rack (NESHAP BBBBBB)
Magellan NLR North Terminal AFIN 60-00606 Permit # 0652-AR-9	**Specific Condition 16** Vapor control system required to prevent emissions of gasoline vapor in excess of 80 mg/L of gasoline loaded (19.1005(A)(3))	**Specific Condition 24** The emissions to the atmosphere from the vapor collection system due to the loading of liquid product into gasoline tank trucks are not to exceed 35 milligrams of total organic compounds per liter of gasoline loaded. (NSPS XX)
Magellan NLR South Terminal AFIN 60-00574 Permit # 06752-AR-15	**Specific Condition 12** Gasoline vapors from the vapor control system shall not exceed 80 milligrams per liter of gasoline loaded. (19.1005(A)(3))	**Specific Condition 24** The emissions to the atmosphere from the vapor collection system due to the loading of liquid product into gasoline tank trucks are not to exceed 10 milligrams of total organic compounds per liter of gasoline loaded. (NSPS XX)
Center Point Terminal Company AFIN 60-01218 Permit # 2355-AR-2	**Specific condition 47** Submerged fill pipe or bottom loading required for loading of gasoline into a storage tank (19.1005(A)(1)) **Specific condition 48** Submerged fill pipe or bottom loading required for loading of	**Specific condition 37** Submerged filling for cargo tank filling (NESHAP Y) **Specific condition 41** Submerged fill pipe required when operating loading racks (NESHAP

	gasoline into gasoline delivery vessels (19.1005(A)(2))	BBBBBB)
	Specific condition 49 Vapor control system required to prevent emissions of gasoline vapor in excess of 80 mg/L of gasoline loaded (4.7 grains/gallon) (19.1005(A)(3))	**Specific conditions 15 and 16** Vapor collection system required to prevent emissions in excess of 35 mg total organic compound per Liter of gasoline loaded. (NSPS XX) **Specific Condition 42** Must install, calibrate, certify, operate, and maintain a continuous monitoring system while gasoline vapors are displaced to the vapor processor systems. (NESHAP BBBBBB). The vapor processor system is a vapor combustion unit with a manufacturer's emissions guarantee off 10 mg/l of gasoline loaded.

Each source subject to Rule 19.1005(A) is also subject to equivalent or more stringent federal requirements pursuant to applicable NSPS and NESHAPs. Therefore, repeal of 19.1005(A) will not result in any emission increase for sources currently subject to Rule 19.1005(A). Any new sources in this category constructed in Pulaski County would be subject to the applicable NSPS and NESHAPs.

- *Petroleum Liquid Storage:* DEQ identified five sources that were subject to Rule 19, Chapter 10 requirements. These sources are also subject to redundant NESHAP and NSPS requirements. There are no older storage tanks in Pulaski County that are subject only to Rule 19, Chapter 10 requirements, therefore, the removal of Rule 19, Chapter 10 will result in no additional (or uncontrolled) VOC emissions from any such tanks. See Table 2 for a comparison of permit conditions.

Table 2: Comparison of Rule 19.1005(B)-derived Permit Conditions and Permit Conditions Derived from Federal Requirements (Petroleum Liquid Storage)

Facility	Rule 19.1005(B) Requirements	Federal Requirements
HWRT Terminal NLR, LLC AFIN: 60-00404 Permit #: 1308-AR-3	**Specific Condition 11** The permittee shall not cause or permit the storage of volatile organic compounds having a true vapor pressure in excess of 10.5 kilopascals (1.52 psia) in tanks having a capacity equal to or greater than 150,000 liters (approximately 39,000 gallons) unless such tanks: a) meet the equipment specifications and maintenance requirements of the federal Standards of Performance for New Stationary Sources – Storage Vessels for Petroleum Liquids, 40 C.F.R. § 60.110, as amended by proposed rule change, Federal Register, May 18, 1978, pages 21617 through 21625; or b) are retrofitted with a floating roof or internal floating cover using a non-metallic resilient seal as a primary seal which meets the equipment specifications in the federal standards referred to in (a) above, or its equivalent, or c) have a covered floating roof or internal floating cover which is maintained in effective working order and which meets the manufacturer's equipment specifications in effect at the time it was installed. [Reg.19.705, Reg.19.1005(B)(1), and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] **Specific Condition 12** All seals necessary to meet the requirements of Reg. 19.1005(B)(1)(b) and (c) are to be	**Specific Condition 30** For each internal floating roof gasoline storage tank (SN-01 and SN-06, and when storing gasoline, SN-02), the permittee shall comply with one of the following options per tank: a) Equip and operate each internal floating roof gasoline storage tank according to the applicable requirements in 40 C.F.R. § 60.112b(a)(1), except for the secondary seal requirements under 40 C.F.R. § 60.112b(a)(1)(ii)(B) and the requirements in 40 C.F.R. § 60.112b(a)(1)(iv) through (ix), [40 C.F.R. § 63.11087(a), Table 1 of 40 C.F.R. § 63 Subpart BBBBBB,] or b) Equip and operate each internal floating roof gasoline storage tank according to the applicable requirements in § 63.1063(a)(1) and (b), except for the secondary seal requirements under § 63.1063(a)(1)(i)(C) and (D) [40 C.F.R. § 63.11087(a), Table 1 of 40 C.F.R. § 63 Subpart BBBBBB,] (NESHAP Subpart BBBBBB) **General Condition** Gasoline loading racks, gasoline storage tanks (SN-01 and SN-06, and when storing gasoline, SN-02), equipment components in vapor or liquid gasoline service (SN-14), and vapor collection-equipped gasoline cargo tanks are subject to 40 C.F.R.

	maintained in good operating condition. [Reg.19.705, Reg. 19.1005(B)(2), and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311]	§ 63 Subpart BBBBBB. (NESHAP Subpart BBBBBB) **Specific Condition 31** The permittee shall: [40 C.F.R. § 63.11088(a), Table 2 of 40 C.F.R. § 63 Subpart BBBBBB, and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] a) Equip your loading rack(s) with a vapor collection system designed to collect the TOC vapors displaced from cargo tanks during product loading; b) Reduce emissions of TOC to less than or equal to 80 mg/l of gasoline loaded into gasoline cargo tanks at the loading rack; (Note: The lower limit specified in Specific Condition #6 of 40 milligrams per liter (2.5 grains per gallon) of gasoline loaded still applies) c) Design and operate the vapor collection system 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) Limit the loading of gasoline into gasoline cargo tanks that are vapor tight using the procedures specified in 40 C.F.R. § 60.502(e) through (j). For the purposes of this section, the term "tank truck" as used in 40 C.F.R. § 60.502(e) through (j) means "cargo tank" as defined in § 63.11100. (NESHAP Subpart BBBBBB) **Specific Condition 41** Each owner or operator subject to the emission standard in § 63.11087 for gasoline storage tanks shall comply with the requirements in § 63.11092(e)(1) for each tank,

	Specific Condition 13 All openings, except stub drains and those related to safety, are to be sealed with suitable closures when not in use. [Reg.19.705, Reg. 19.1005(B)(3), and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311]	depending on which option was chosen in Table 1 to 40 C.F.R. § 63 Subpart BBBBBB. [40 C.F.R. § 63.11087(c), 40 C.F.R. § 63.11092(e), and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] (NESHAP Subpart BBBBBB) **Specific Condition 10** All gasoline and ethanol storage tanks at this facility shall be equipped with a fixed roof and an internal floating type cover equipped with a continuous closure device between the tank wall and the cover edge. This cover is to be floating at all times (e.g. off the leg supports) except during the initial fill and when the tank is completely emptied and subsequently refilled. The process of emptying when the cover is resting on the leg supports shall be continuous (no new product flowing into the tanks) and shall be accomplished as rapidly as possible. The process of refilling the gasoline tanks when the cover is resting on the leg supports shall be continuous until the cover is floating the leg supports. The process of refilling the ethanol tanks shall be accomplished as rapidly as possible until the cover is floating the leg supports. Each opening in the cover except for automatic bleeder vents, rim space vents, stub drains, and leg sleeves is to be equipped with a cover, seal, or lid which is to be maintained in a closed position at all times (e.g. no visible gap) except when the device is in actual use. Automatic bleeder vents are to be closed at all times except when the

		cover is floated off or landed on the leg supports. Rim vents are to be set open only when the cover is being floated off the leg supports or at the manufacturer's recommended setting. (NSPS Subpart Kb)
Sunoco AFIN: 60-00440, Permit # 0590-AOP-R20	**Specific Condition 11** The petroleum liquid storage tanks at the facility used for the storage of volatile organic compounds having a capacity greater than or equal to 150,000 liters have been equipped to meet the equipment requirements of §19.1005 (B)(1)(c). **Specific Condition 12** All seals necessary to meet the conditions of §19.1005 (B)(1)(b) and (c) shall be maintained in good operating condition. **Specific Condition 13** All openings, except stub drains and those related to safety, are to be sealed with suitable closures when not in use. Reg. 19.1005 (B)(3)	**Specific Condition 23** The permittee shall equip each storage vessel with one of the following: a. A fixed roof in combination with an internal floating roof meeting the following specifications: i. The internal floating roof 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 internal floating roof 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. (NSPS Subpart Kb) **Specific Condition 59** The loading racks are subject to NESHAP 40 CFR Part 63 Subpart BBBBBB and shall comply with the conditions listed below. The permittee must be in compliance with all applicable provisions no later than January 10, 2011. (NESHAP Subpart BBBBBB)

Magellan NLR North Terminal AFIN 60-00606 Permit # 0652-AR-9	**Specific Condition 15** All seals necessary to meet the requirements of (1)(b) and (c) of §19.1005(B) are to be maintained in good operating condition. **Specific Condition 16** All openings, except stub drains and those related to safety, are to be sealed with suitable closures when not in use. [19.1005(B)(3)]	**Specific Condition 41** The internal floating roof shall be equipped with 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 internal floating roof. The lower seal may be vapor-mounted, but both must be continuous. [40 C.F.R. § 60.112b(a)(1)(ii)(B)] (NSPS Subpart Kb) **Specific Condition 41** Each opening in the internal floating roof 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. [40 C.F.R. § 60.112b(a)(1)(iv)] (NSPS Subpart Kb)
Magellan NLR South Terminal AFIN 60-00574 Permit # 06752-AR-15	**Specific Condition 19** All seals necessary to meet the requirements of (1)(b) and (c) of §19.1005(B) are to be maintained in good operating condition.	**Specific Condition 41** Each opening in the internal floating roof 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

	Specific Condition 20 All openings, except stub drains and those related to safety, are to be sealed with suitable closures when not in use. [19.1005(B)(3)]	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. [40 C.F.R. § 60.112b(a)(1)(iv)] (NSPS Subpart Kb) **Specific Condition 41(d)** Each opening in the internal floating roof 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. [40 CFR §60.112b(a)(1)(iv)] (NSPS Subpart Kb)
Center Point Terminal Company AFIN 60-01218 Permit # 2355-AR-2	**Specific Condition 50** No person shall cause or permit the storage of volatile organic compounds having a true vapor pressure in excess of 10.5 kilopascals (1.52 pounds-force per square inch [psia]) in tanks having a capacity equal to or greater than 150,000 liters (approximately 39,000 gallons) unless such tanks: [Reg. 19.1005(B)(1)] (nn) meet the equipment specifications and maintenance requirements of the federal Standards of Performance for New Stationary Sources—Storage Vessels for Petroleum Liquids, 40CFR 60.110, as amended by proposed rule change, Federal Register, May 18, 1978,	**Specific Condition 9** 1. SN-02, SN-03, SN-04, and SN-05 shall be equipped with a fixed roof in combination with an internal floating roof meeting the following specifications: [Reg.19.304 and 40 CFR §60.112b(a)(1)] (a) The internal floating roof 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 internal floating roof shall be floating on the liquid surface at all times, except during initial fill and during those intervals when the

	pages 21617 through 21625; or (oo) are retrofitted with a floating roof or internal floating cover using a non-metallic resilient seal as a primary seal which meets the equipment specifications in the federal standards referred to in Reg. 19.1005(B)(1)(a), or its equivalent; or (pp) have a covered floating roof or internal floating cover which is maintained in effective working order and which meets the manufacturer's equipment specifications in effect at the time it was installed. **Specific Condition 51** All seals necessary to meet the requirements of (1)(b) and (c) of §19.1005(B) are to be maintained in good operating condition.	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. (b) Each internal floating roof shall be equipped with one of the following closure devices between the wall of the storage vessel and the edge of the internal floating roof: i. 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. ii. 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 internal floating roof. The lower seal may be vapor-mounted, but both must be continuous. iii. A mechanical shoe seal. A mechanical shoe seal is a metal sheet held vertically against the wall of the storage vessel by springs or weighted levers and is connected by braces

	Specific Condition 52 All openings, except stub drains and those related to safety, are to be sealed with suitable closures when not in use. [19.1005(B)(3)]	to the floating roof. A flexible coated fabric (envelope) spans the annular space between the metal sheet and the floating roof. (NSPS Subpart Kb) **Specific Condition 38** SN-02, 03, 04, 05, 08, and 11 are subject to provisions of 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. (NESHAP Subpart BBBBBB) **Specific Condition 9(d)** Each opening in the internal floating roof 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. (NSPS Subpart Kb)

Each source subject to Rule 19.1005(B) is also subject to equivalent or more stringent federal requirements pursuant to applicable NSPS and NESHAPs. Therefore, repeal of 19.1005(B) will not result in any emission increase for sources currently subject to Rule 19.1005(B). Any new sources in this category constructed in Pulaski County would be subject to the applicable NSPS and NESHAPs.

- *Cutback Asphalt:* The restriction on cutback asphalt use in 19.1005(C) does not trigger the requirement for a permit. Therefore, DEQ cannot quantify potential emissions increases that may occur if 19.1005(C) is repealed.

- *Gasoline Tank Trucks and Vapor Collection Systems:* There are five sources subject to Rule 19.1005(D) that are also subject to equivalent or more stringent NSPS and/or NESHAPs. Permit conditions derived from requirements under Rule 19.1005(D) and federal requirements are compared in Table 3. Each source subject to Rule 19.1005(D) is also subject to equivalent or more stringent federal requirements pursuant to applicable NSPS and NESHAPs. Therefore, repeal of 19.1005(D) will not result in any emission increase for sources currently subject to Rule 19.1005(D). Any new sources in this category constructed in Pulaski County would be subject to the applicable NSPS and NESHAPs.

Table 3: Comparison of Rule 19.1005(D)-derived Permit Conditions and Permit Conditions Derived from Federal Requirements (Gasoline Tank Trucks and Vapor Collection Systems)

Facility	Rule 19.1005(D) Requirements	Federal Requirements
HWRT Terminal NLR, LLC AFIN: 60-00404 Permit #: 1308-AR-3	**Specific Condition 8** The permittee shall design and operate the vapor collection system and gasoline loading equipment in a manner that prevents: … c) Avoidable visible liquid leaks during loading or unloading operations at this facility. The permittee shall, within 15 days, repair and retest the vapor collection system if it exceeds the limit in paragraph b. [Reg.19.705, Reg.1005(D)(2), and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311]	**Specific Condition 32** The permittee shall perform a monthly leak inspection of all equipment in gasoline service, as defined in 40 C.F.R. § 63.11100. For this inspection, detection methods incorporating sight, sound, and smell are acceptable. [40 C.F.R. §63.11089(a) and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] (NESHAP Subpart BBBBBB) **Specific Condition 34** 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 40

		C.F.R. § 63.11089(d). [40 C.F.R. § 63.11089(c) and Ark. Code Ann. § 8- 4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] (NESHAP Subpart BBBBBB) **Specific Condition 42** The annual certification test for gasoline cargo tanks shall consist of the test methods specified in § 63.11092(f)(1). [40 C.F.R. § 63.11092(f) and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] a) EPA Method 27, Appendix A–8, 40 C.F.R. § 60. Conduct the test using a time period (t) for the pressure and vacuum tests of 5 minutes. The initial pressure (Pi) for the pressure test shall be 460 millimeters (mm) of water (18 inches of water), gauge. The initial vacuum (Vi) 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. [40 C.F.R. § 63.11092(f)(1) and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311] (NESHAP Subpart BBBBBB)
	Specific Condition 9 The permittee shall not allow a gasoline tank truck to be filled or emptied at this facility unless the tank truck sustains a pressure change of no more than 750 pascals (3 inches of H2O) in five minutes when pressurized to a gauge pressure of 4,500 pascals (18 inches of H2O) or evacuated to a gauge pressure of 1,500 pascals (6 inches of H2O) during annual testing conducted using a test method approved by the Director and consistent with the test procedures described in Appendix A or C of the OAQPS Guideline Series document, “Control of Organic Compounds Leaks from Gasoline Tank Trucks and Vapor Collection	

	Systems," EPA-450/2-78-051. The provisions of Reg.19.1005(D)(1)(c) shall not apply to this facility provided the facility does not allow any gasoline tank truck to fill or empty on its premises without providing proof of current certification under the testing requirements of Reg. 19.1005(D)(1)(a) and (b). [Reg.19.705, Reg.19.1005(D)(1), and Ark. Code Ann. § 8-4-203 as referenced by Ark. Code Ann. §§ 8-4-304 and 8-4-311]	
Sunoco AFIN: 60-00440, Permit # 0590-AOP-R20	**Specific Condition 39** The permittee shall not allow a gasoline tank truck to be emptied or filled unless the gasoline truck: [§19.1005 (D)(1)] a. Is tested on an annual schedule according to the test procedure referenced in §19.1004 (F)(3). b. Sustains a pressure change of no more than 750 Pascals (3 in. of H2O) in five minutes when pressurized to a gauge pressure of 4,500 Pascals (18 in. of H2O) or evacuated to a gauge pressure of 1,500 Pascals (6 in. of H2O) during the testing. c. Is repaired by the owner or operator and retested within 15 days of testing if it does not meet the described criteria. **Specific Condition 40** The permittee shall operate the vapor collection system and gasoline loading equipment in a manner that prevents: [§19.1005 (D)(2)(a)]	**Specific Condition 60** (a) Limit the loading of gasoline into gasoline cargo tanks that are vapor tight using the procedures specified in § 60.502(e) through (j) of this chapter. For the purposes of this section, the term "tank truck" as used in § 60.502(e) through (j) of this chapter means "cargo tank" as defined in § 63.11100. (NESHAP Subpart BBBBBB) **Specific Condition 49** The vapor collection and liquid loading equipment shall be operated to prevent gauge pressure in the delivery tank from exceeding 4,500 Pascals (450 mm of H2O) during product loading. This level is not to be exceeded when measured by the procedures specified in §60.503(d).

	a. Gauge pressure from exceeding 4,500 Pascals (18 in. of H2O) and vacuum from exceeding 1,500 Pascals (6 in. of H2O) in the gasoline tank truck. b. A reading equal to or greater than 100 percent of the lower explosive limit (LEL, measured as propane) at 2.5 centimeters from all points on the perimeter of a potential leak source when measured by the method referenced in §19.1004 (F)(3) during loading or unloading operations. c. Avoidable visible liquid leaks during loading or unloading operations.	[Regulation 19 §19.304 and 40 CFR Part §60.502(h)] (NSPS Subpart XX) **Specific Condition 52** Immediately before the performance test required to determine compliance with §60.502 (b) and (h), the permittee 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 shall repair all leaks with readings of 10,000 ppm (as methane) or greater before conducting the performance test. [Regulation 19 §19.304 and 40 CFR Part §60.503(b)] (NSPS Subpart XX) **Specific Condition 51** 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 this inspection, 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. [Regulation 19 §19.304 and 40 CFR Part §60.502(j)] (NSPS Subpart XX)
Magellan NLR North Terminal AFIN 60-00606 Permit # 0652-AR-9	**Specific Condition 17** The permittee shall not allow a gasoline tank truck to be filled or emptied at this facility unless the	**Specific Condition 49** 1. Limit the loading of gasoline into gasoline cargo tanks that are vapor tight using the

	tank truck sustains a pressure change of no more than 750 pascals (3 inches of H2O) in five minutes when pressurized to a gauge pressure of 4,500 pascals (18 inches of H2O) or evacuated to a gauge pressure of 1,500 pascals (6 inches of H2O) during annual testing conducted using a test method approved by the Director and consistent with the test procedures described in Appendix A or C of the OAQPS Guideline Series document, "Control of Organic Compounds Leaks from Gasoline Tank Trucks and Vapor Collection Systems," EPA-450/2-78-051. The provisions of §19.1005(D)(1)(c) shall not apply to this facility provided the facility does not allow any gasoline tank truck to fill or empty on its premises without providing proof of current certification under the testing requirements of §19.1005(D)(1)(a) and (b). **Specific Condition 19** The permittee shall operate the Vapor Combustion Unit (VCU) in a manner that prevents gauge pressure from exceeding 4,500 pascals (18 inches of water) and vacuum from exceeding 1,500 Pascals (6 inches of water) in the gasoline tank truck. [19.1005(D)(2)(a)(i)] **Specific Condition 20** The permittee shall operate the	procedures specified in 40 C.F.R. § 60.502(e) through (j). For the purposes of this section, the term "tank truck" as used in 40 C.F.R. § 60.502(e) through (j) means "cargo tank" as defined in § 63.11100. (NESHAP Subpart BBBBBB) **Specific Condition 29** 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 C.F.R. § 60.503(d). (NSPS Subpart XX) **Specific Condition 35(5)** The following methods shall be used to determine the volume $_{(Vesi)}$

	Vapor Combustion Unit (VCU) in a manner that prevents a reading equal or greater than 100% of the lower explosive limit (LEL, measured as propane) at 2.5 centimeters from all points on the perimeter of the potential leak source when measured using the specified method referenced in §19.1004(F)(3) during loading and unloading operations at the terminal. In the event that the vapor recovery system exceeds this limit, the equipment shall be repaired and retested within 15 days. [19.1005(D)(2)(a)(ii)] **Specific Condition 21** The Vapor Combustion Unit (VCU) shall be operated in a manner that prevents visible liquid leaks during loading and unloading operations at the terminal. [19.1005(D)(2)(a)(iii)]	air-vapor mixture exhausted at each interval: (i) Method 2B shall be used for combustion vapor processing systems. (ii) Method 2A shall be used for all other vapor processing systems. (NSPS Subpart XX) **Specific Condition 31** 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. [Reg.19.304 and 40 C.F.R. § 60.502 (j)] (NSPS Subpart XX)
Magellan NLR South Terminal AFIN 60-00574 Permit # 06752-AR-15	**Specific Condition 8** The Vapor Combustion Unit (VCU) shall be operated in a manner that prevents visible liquid leaks during loading and unloading operations at the terminal. Reg.19.1005 (D)(2)(a)(iii)	**Specific Condition 50** 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. (NSPS Subpart XX)
	Specific Condition 9 The permittee shall operate the Vapor Combustion Unit (VCU) in a manner that prevents gauge pressure from exceeding 4,500 pascals (18 inches of water) and vacuum from exceeding 1,500 Pascals (6 inches of water) in the gasoline tank truck. Reg.19.1005 (D)(2)(a)(i)	**Specific Condition 29** 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). (NSPS Subpart XX)
	Specific Condition 10 The permittee shall operate the Vapor Combustion Unit (VCU) in a manner that prevents a reading equal or greater than 100% of the lower explosive limit (LEL, measured as propane) and 2.5	**Specific Condition 34** The following methods shall be used to determine the volume $_{(Vesi)}$ air-vapor mixture exhausted at each interval: (iii) Method 2B shall be used for combustion vapor processing systems. (iv) Method 2A shall be used for all other vapor processing systems. (NSPS Subpart XX)

	centimeters from all points on the perimeter of the potential leak source when measured using the method in Section 19.1004(F)(3) of Regulation #19 during loading and unloading operations at the terminal. In the event that the vapor recovery system exceeds this limit, the equipment shall be repaired and retested within 15 days. 19.1005 (D)(2)(a)(ii) **Specific Condition 17** The permittee shall not allow a gasoline tank truck to be filled or emptied at this facility unless the tank truck sustains a pressure change of no more than 750 pascals (3 inches of H2O) in five minutes when pressurized to a gauge pressure of 4,500 pascals (18 inches of H2O) or evacuated to a gauge pressure of 1,500 pascals (6 inches of H2O) during annual testing conducted using a test method approved by the Director and consistent with the test procedures described in Appendix A or C of the OAQPS Guideline Series document, "Control of Organic Compounds Leaks from Gasoline Tank Trucks and Vapor Collection Systems," EPA-450/2-78-051. The provisions of §19.1005(D)(1)(c) shall not apply to this facility provided the facility does not allow any gasoline tank truck to fill or empty on its premises without providing proof of current certification under the testing requirements of §19.1005(D)(1)(a)	**Specific Condition 49(d)** Limit the loading of gasoline into gasoline cargo tanks that are vapor tight using the procedures specified in 40 CFR §60.502(e) through (j). 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 §63.11100. (NSPS Subpart XX)

	and (b). 19.1005(D)(1)	
Center Point Terminal Company AFIN 60-01218 Permit # 2355-AR-2	**Specific Condition 53** No person shall allow a gasoline tank truck subject to this regulation to be filled or emptied unless the gasoline tank truck: [Reg. 19.1005(D)(1)] (a) is tested on a schedule acceptable to the Director according to the test procedure referenced in Reg. 19.1004(F)(3); (b) sustains a pressure change of no more than 750 pascals (3 inches of water [in. of H2O]) in five minutes when pressurized to a gauge pressure of 4,500 pascals (18 in. of H2O) or evacuated to a gauge pressure of 1,500 pascals (6 in. of H2O) during the testing required in Reg. 19.1005(D)(1)(a); and (c) is repaired by the owner or operator and retested within 15 days of testing if it does not meet the criteria of Reg. 19.1005(D)(1)(b) **Specific Condition 54** The owner or operator of a vapor collection system subject to this regulation shall: [Reg. 19.1005(D)(2)] (a) Design and operate the vapor collection system and the gasoline loading equipment in a manner that prevents: (i) Gauge pressure from exceeding 4,500 pascals (18 in. of H2O) and vacuum from exceeding 1,500 pascals (6 in. of H2O) in the gasoline tank truck; (ii) ii. A reading equal to or greater than 100 percent of the lower explosive limit (LEL, measured as propane) at 2.5 centimeters from all points on the perimeter of a	**Specific Condition 18** 1. Loadings of liquid product into gasoline tank trucks shall be limited to vapor-tight gasoline tank trucks using the following procedures: [Reg.19.304 and 40 CFR §60.502(e)] (a) The permittee shall obtain the vapor tightness documentation described in Specific Condition #30 for each gasoline tank truck which is to be loaded at the affected facility. (NSPS Subpart XX) **Specific Condition 21** 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. (NSPS Subpart XX)

	potential leak source when measured by the method referenced in Reg. 19.1004(F)(3) during loading or unloading operations at gasoline dispensing facilities, bulk plants and bulk terminals; and (iii) v. Avoidable visible liquid leaks during loading or unloading operations at gasoline dispensing facilities, bulk plants and bulk terminals. (b) Within 15 days, repair and retest a vapor collection or control system that exceeds the limit in supporting Reg. 19.1005(D)(2)(a)(ii)above.	

- *The Coating Rule*: There are no sources in Pulaski County subject to Rule 19.1005(E). Any new operation that performs surface coating of metal parts that may locate in Pulaski County will be subject to applicable NESHAP and NSPS. Therefore, the removal of Rule 19.1005(E) will result in no additional (or uncontrolled) VOC emissions from any such sources.

The Commenter incorrectly identifies facilities that have Rule 19, Chapter 10 provisions cited in their permits as being "uncontrolled sources," because these will "no longer [be] regulated" in the event Rule 19, Chapter 10 is removed from the Rule and from the SIP. As outlined above, each of the facilities identified as being subject to Rule 19, Chapter 10 has an existing active air permit with DEQ. Within those permits, equivalent or more stringent federal requirements are included as permit conditions. Repealing Rule 19, Chapter 10 provisions for these source categories does not remove these federal provisions from permits, or relax any previous practices or standards at any subject source. Therefore, each of these sources is well-regulated and emissions controlled such that there will be no VOC emission increases resulting from repeal of the Rule 19, Chapter 10 provisions identified for deletion in the final draft SIP and revised draft

Rule 19. As EPA stated, EPA has generally taken the position that it can approve SIP revisions that either 1) don't cause an increase in emissions, 2) include offsetting emission decreases if there are emissions increases or are 3) supported with modeling of the increase in emissions to show that it will not interfere with attainment. As further supported in the SIP revision narrative, criteria 1 of EPA's listed criteria for meeting CAA section 110(l) requirements is satisfied for the Rule 19, Chapter 10 amendments, as revised in response to this comment.

Prepared by:
Division of Environmental Quality

By: 
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EXHIBIT B