

AIR QUALITY PERMIT

Issued to: Montana Refining Company Permit #2161-19
1900 10th Street North East Application Complete: 5/17/07
Great Falls, MT 59404 Preliminary Determination Issued: 6/26/07
Department Decision Issued:
Permit Final:
AFS#: 013-0004

An air quality permit, with conditions, is hereby granted to the Montana Refining Company (MRC) pursuant to Sections 75-2-204, 211, and 215 of the Montana Code Annotated (MCA), as amended, and the Administrative Rules of Montana (ARM) 17.8.740, *et seq.*, as amended, for the following:

SECTION I: Permitted Facilities

A. Plant Location

MRC operates a petroleum refinery located at the NE¹/₄ of Section 1, Township 20 North, Range 3 East, in Cascade County, Montana. The refinery is located along the Missouri River in Great Falls, Montana.

B. Permitted Facility

The major permitted equipment at MRC includes:

- Crude Unit;
- Fluid Catalytic Cracking Unit (FCCU);
- Hydrogen Plant;
- Catalytic Reformer Unit;
- Naptha Hydrodesulfurization (HDS);
- Diesel HDS;
- Catalytic Poly Unit;
- Hydrogen Fluoride (HF) Alkylation Unit;
- Deisobutanizer Unit;
- Sodium Hydrosulfate (NaHS) Unit;
- Diesel/Gas Hydrotreater Unit (HTU);
- Polymer-Modified Asphalt (PMA) Unit;
- Storage Tanks (heated asphalt, crude oil, and petroleum products);
- Gasoline Truck Loading with a vapor combustor unit (VCU);
- Gasoline Railcar Loading with a VCU; and
- Utilities (boilers, cooling towers, wastewater treatment).

A complete list of permitted equipment for MRC is contained in Section I.A. of the permit analysis.

C. Current Permit Action

On May 17, 2007, the Department of Environmental Quality (Department) received an application from MRC for the installation of a railcar product loading rack controlled by a John Zink VCU. On June 19, 2007, MRC clarified that gasoline and naphtha were the only products that will go through the new railcar loading rack, and that other products already loaded into railcars (diesel, jet fuel, etc.) would not be affected.

The permit was also updated to improve the organization, remove obsolete equipment and references, and incorporate all de minimis changes made since the previous permit, including:

- Integrate conditions of Consent Decree #CIV-01-1422LH, entered March 5, 2002 (MRC Consent Decree), as requested 9/14/05 and 6/28/06;
- Update the compliance assurance monitoring for the existing Truck Gasoline Loading Rack VCU to reflect withdrawal of the Alternate Monitoring Plan (AMP) request and to demonstrate compliance with the monitoring required under 40 CFR 63, Subpart R;
- Add new relevant applicable requirements, including 40 CFR 63, Subpart UUU, Subpart EEEE, and Subpart DDDDD;
- Remove the old sour water stripper (SWS) and its requirements; and
- Revise the refinery fuel gas compliance demonstration to reflect the continuous monitoring of fuel gas H₂S concentrations, as well as monitoring of either SWS overhead (SWSOH) H₂S concentrations or SO₂ concentration in the #1 & #2 boiler stack, in conformance with 40 CFR 60, Subpart J.

Permit #2161-19 replaces Permit #2161-18.

SECTION II: Limitations and Conditions

A. General Facility Conditions

1. MRC shall comply with all applicable requirements of ARM 17.8.340, which references 40 CFR Part 60, Standards of Performance for New Stationary Sources (NSPS):
 - a. Subpart A - General Provisions shall apply to all equipment or facilities subject to an NSPS Subpart as listed below.
 - b. Subpart J - Standards of Performance for Petroleum Refineries shall apply to the following affected facilities, as described:
 - i. FCCU regenerator: for carbon monoxide (CO) and sulfur dioxide (SO₂) (MRC Consent Decree).
 - ii. Heaters and boilers (MRC Consent Decree).
 - c. Subpart Kb - Standards of Performance for Volatile Organic Liquid Storage Vessels shall apply to all volatile organic storage vessels (including petroleum liquid storage vessels) for which construction, reconstruction or modification commenced after July 23, 1984.
 - d. Subpart UU – Standards of Performance for Asphalt Processing and Asphalt Roofing Manufacture shall apply to all asphalt storage tanks that processes and stores only non-roofing asphalts, and was constructed or modified since May 26, 1981.
 - e. Subpart VV - Standards of Performance for Equipment Leaks of Volatile

- f. Subpart GGG - Standards of Performance for Equipment Leaks of VOC in Petroleum Refineries shall apply to the NaHS Unit, Diesel/Gas Oil HDS Unit, Hydrogen Plant, and any other equipment as appropriate. A monitoring and maintenance program as described under 40 CFR Part 60, Subpart VV shall be instituted.
 - g. Subpart QQQ - Standards of Performance for VOC Emissions from Petroleum Refining Wastewater Systems shall apply to the HTU, Hydrogen Unit, and any other equipment as appropriate.
2. MRC shall comply with all applicable requirements of ARM 17.8.342, as specified by 40 CFR Part 63, National Emission Standards for Hazardous Air Pollutants (NESHAP) for Source Categories:
- a. Subpart A - General Provisions applies to all equipment or facilities subject to a NESHAP for source category subpart as listed below.
 - b. Subpart R – NESHAP for Gasoline Distribution Facilities (Bulk Gasoline Terminals and Pipeline Breakout Stations), as specified under Subpart CC.
 - c. Subpart CC - NESHAP from Petroleum Refineries shall apply to, but not be limited to, the bulk loading rack, miscellaneous process vents, storage vessels, wastewater, and equipment leaks. The gasoline loading rack provisions in Subpart CC require compliance with applicable Subpart R provisions, and the equipment leak provision requires compliance with applicable 40 CFR 60, Subpart VV provisions.
 - d. Subpart UUU– NESHAP from Petroleum Refineries: Catalytic Cracking Units, Catalytic Reforming Units, and Sulfur Recovery Plants, shall apply to, but not be limited to, the FCCU and the Catalytic Reformer Unit.
 - e. Subpart EEEE – NESHAP for Organic Liquids Distribution (Non-Gasoline) shall apply to, but not be limited to, Tank # 1- Diethylene glycol monoether (DEGME) and the naphtha loading rack.
 - f. Subpart DDDDD – NESHAP for Industrial, Commercial, and Institutional Boilers and Process Heaters.

B. Emission Control Requirements:

MRC shall install, operate and maintain the following equipment and practices as specified:

1. The refinery flare shall be utilized for emergency use only (ARM 17.8.749 and ARM 17.8.752).
2. The diesel/gas oil HDS heater and hydrogen plant reformer heater shall be fired with only purchased natural gas and shall not be fired with refinery fuel gas or refinery Liquefied Petroleum Gas (LPG). The purge (vent) gas used as fuel in the hydrogen plant reformer heater shall be sulfur free (ARM 17.8.752).

3. Storage Tanks:
 - a. Storage tanks #52, #53, and #57 shall be equipped with double seal internal floating roofs (ARM 17.8.752).
 - b. Storage tanks #122, #123, #124, #125, and #126 shall be equipped with dual-seal external floating roofs (ARM 17.8.752).
 - c. Storage tanks #127 and #128 shall be equipped with dual-seal external floating roofs. The primary seals shall be visually inspected for holes every 5 years and the secondary seals shall be visually inspected for holes annually (ARM 17.8.752).
 - d. Storage tanks #8, #9, #50, #55, #56, #69 #102, #110, #112, #130, #132, #133, and #135 shall be used for asphalt, modified asphalt, or tall oil service (ARM 17.8.749).
 - e. Storage tanks #137, #139, and #140 shall be used for asphalt (ARM 17.8.749).
 - f. Asphalt tank heaters #102, #135, #137, #139 and #140 shall burn only natural gas or refinery fuel gas in compliance with 40 CFR 60, Subpart J (ARM 17.8.749, Consent Decree, and 40 CFR 60, Subpart J).
 - g. Other than the above asphalt heaters that are approved to burn both natural gas and refinery fuel gas, all other asphalt heaters, including the three 0.75 million British thermal units per hour (MMBtu/hr) PMA tank heaters (Tanks #130, #132, and #133), shall be fired only with natural gas (ARM 17.8.752).
 - h. MRC shall not cause to be discharged into the atmosphere from any asphalt tank constructed or modified since May 26, 1981, exhaust gases with opacity greater than 0% except for one consecutive 15-minute period in any 24-hour period when the transfer lines are being blown for clearing (ARM 17.8.340 and 40 CFR 60, Subpart UU).
 - i. For any asphalt tank constructed between November 23, 1968, and May 26, 1981, or any other tank constructed since November 23, 1968, MRC shall not cause to be discharged into the atmosphere exhaust gases with an opacity of 20% or greater, averaged over 6 consecutive minutes (ARM 17.8.304).
 - j. For any tank constructed prior to November 23, 1968, MRC shall not cause to be discharged into the atmosphere exhaust gases with an opacity of 40% or greater, averaged over 6 consecutive minutes (ARM 17.8.304).
4. Pressure Vessels - All pressure vessels in HF Acid service, except storage tanks, shall be vented to the flare system (ARM 17.8.749 and ARM 17.8.752).
5. The HF Alkylation Unit shall be operated and maintained as follows (ARM 17.8.749 and ARM 17.8.752):
 - a. All valves used shall be high quality valves containing high quality packing.
 - b. All open-ended valves shall be of the same quality as the valves described above. They shall have plugs or caps installed on the open end.

- c. All pumps used in the alkylation plant shall be fitted with the highest quality state-of-the-art mechanical seals.
 - d. All pumps shall be monitored and maintained as described in 40 CFR 60.482-2 and all control valves shall be monitored and maintained as described in 40 CFR 60.482-7. All other potential sources of VOC leaks shall be inspected quarterly for evidence of leakage by visual or other detection methods. Repairs shall be made promptly as described in 40 CFR 482-7d. Records of monitoring and maintenance shall be maintained on site for a minimum of 2 years.
 - e. All process drains shall consist of water seal traps with covers.
 - f. All equipment shall be operated and maintained as described in 40 CFR 60.692-2, 60.692-6, and 60.693-1. Inspection reports shall be made available for inspection upon request.
 - g. The tank heaters shall burn only natural gas or fuel gas in compliance with 40 CFR 60, Subpart J (ARM 17.8.749, Consent Decree, and 40 CFR 60, Subpart J).
6. The PMA Unit shall be operated and maintained as follows:
 - a. All open-ended valves shall have plugs or caps installed on the open end (ARM 17.8.752).
 - b. All pumps in the PMA unit shall be equipped with standard single seals (ARM 17.8.752).
 - c. All pumps and valves in heavy liquid service, pressure relief devices in light liquid or heavy liquid service, and flanges and other connectors shall meet the standards described in 40 CFR 60.482-8. Repairs shall be made promptly as described in 40 CFR 60.482-7e (ARM 17.8.752).
 7. MRC shall ensure that the NaHS Unit, Diesel/Gas Oil HDS Unit, Hydrogen Plant, and any other equipment as appropriate, comply with the applicable requirements in 40 CFR 63, Subpart GGG, including (ARM 17.8.342 and 40 CFR 63, Subpart GGG):
 - a. All valves used shall be high quality valves containing high quality packing.
 - b. All open-ended valves shall be of the same quality as the valves described above. They shall have plugs or caps installed on the open end.
 - c. A monitoring and maintenance program as described under 40 CFR Part 60, Subpart VV shall be instituted.
 8. MRC shall ensure that all process drains consist of water seal traps with covers, for the HTU, Hydrogen Unit, and any other equipment as appropriate (ARM 17.8.342 and 40 CFR 63, Subpart QQQ).
 9. Cooling Towers - Cooling water shall be monitored twice per shift for changes, specifically pH and hydrocarbon content. The appearance of the towers and related equipment shall be inspected at least once per shift (ARM 17.8.749 and ARM 17.8.752).
 10. MRC shall incinerate the HTU SWSOH stream only in the #1 and #2 boilers.

Incineration of the SWSOH and any refinery fuel gas shall meet the applicable limitations in 40 CFR 60, Subpart J (Consent Decree, ARM 17.8.340 and 40 CFR 60, Subpart J).

11. MRC shall not re-activate the old SWS unit that was taken out of stripping service in 2006, without conducting a permitting analysis in conformance with ARM 17.8 Subchapter 7, and obtaining Department approval, in writing (ARM 17.8.749).
12. The gasoline and distillates truck loading rack shall be operated and maintained as follows:
 - a. MRC's tank truck loading rack shall be equipped with a vapor collection system designed to collect the organic compound vapors displaced from cargo tanks during gasoline product loading (ARM 17.8.342).
 - b. MRC's collected vapors shall be routed to the VCU at all times. In the event the VCU is inoperable, MRC may continue to load distillates, provided the Department is notified in accordance with the requirements of ARM 17.8.110 (ARM 17.8.752).
 - c. The vapor collection and liquid loading equipment shall be designed and operated to prevent gauge pressure in the gasoline cargo tank from exceeding 4,500 Pascals (Pa) (450 millimeters [mm] of water) during product loading. This level shall not be exceeded when measured by the procedures specified in the test methods and procedures in 40 CFR 60.503(d) (ARM 17.8.342 and 40 CFR 63, Subpart CC).
 - d. No pressure-vacuum vent in the permitted terminal's vapor collection system shall begin to open at a system pressure less than 4,500 Pa (450 mm of water) (ARM 17.8.342).
 - e. The vapor collection system shall be designed to prevent any VOC vapors collected at one loading position from passing to another loading position (ARM 17.8.342).
 - f. Loadings of liquid products into gasoline cargo tanks shall be limited to vapor-tight gasoline cargo tanks, using the following procedures (ARM 17.8.342):
 - i. MRC shall obtain annual vapor tightness documentation described in the test methods and procedures in 40 CFR 63.425(e) for each gasoline cargo tank that is to be loaded at the truck loading rack;
 - ii. MRC shall require the cargo tank identification number to be recorded as each gasoline cargo tank is loaded at the terminal;
 - iii. MRC shall cross-check each tank identification number obtained during product loading with the file of tank vapor tightness documentation within 2 weeks after the corresponding cargo tank is loaded;
 - iv. MRC shall notify the owner or operator of each non-vapor-tight cargo tank loaded at the truck loading rack within 3 weeks after the loading has occurred; and
 - v. MRC shall take the necessary steps to ensure that any non-vapor-tight

cargo tank will not be reloaded at the truck loading rack until vapor tightness documentation for that cargo tank is obtained which documents that:

- aa. The gasoline cargo tank meets the applicable test requirements in 40 CFR 63.425(e) to this permit;
 - bb. For each gasoline cargo tank failing the test requirements in 40 CFR 63.425(f) or (g), the gasoline cargo tank must either:
 - 1. Before the repair work is performed on the cargo tank, meet the test requirements in 40 CFR 63.425 (g) or (h), or
 - 2. After repair work is performed on the cargo tank, before or during the tests in 40 CFR 63.425 (g) or (h), subsequently passes, the annual certification test described in 40 CFR 63.425(e).
 - g. MRC shall ensure that loadings of gasoline cargo tanks at the truck loading rack are made only into cargo tanks equipped with vapor collection equipment that is compatible with the terminal's vapor collection system (ARM 17.8.342).
 - h. MRC shall ensure that the terminal and the cargo tank vapor recovery systems are connected during each loading of a gasoline cargo tank at the truck loading rack (ARM 17.8.342).
 - i. MRC shall monitor and maintain all pumps, shutoff valves, relief valves, and other piping and valves associated with the gasoline loading rack as described in 40 CFR 60.482-1 through 60.482- 10.
 - j. The truck loading rack VCU stack shall be at least 35 feet above grade (ARM 17.8.749).
13. The gasoline railcar loading rack and VCU shall be operated and maintained as follows:
- a. Gasoline and naphtha will be the only products loaded from the gasoline railcar loading rack (ARM 17.8.749).
 - b. MRC's gasoline railcar loading rack shall be equipped with a vapor recovery system designed to collect the organic compounds displaced from railcar product loading and vent those emissions to the VCU (ARM 17.8.342 and 40 CFR 63, Subpart CC and ARM 17.8.752).
 - c. MRC shall operate and maintain the VCU to control VOC and hazardous air pollutant (HAP) emissions during the loading of gasoline or naphtha in the gasoline railcar loading rack. MRC's collected vapors shall be routed to the VCU at all times (ARM 17.8.752).
 - d. The vapor recovery system shall be designed to prevent any VOC vapors collected at one loading position from passing to another loading position (ARM 17.8.749).

- e. Loading of gasoline and naphtha railcars shall be restricted to the use of submerged fill and dedicated normal service (ARM 17.8.752).
- f. MRC shall ensure that loading of railcars at the gasoline railcar loading rack are made only into railcars equipped with vapor recovery equipment that is compatible with the terminal's vapor recovery system (ARM 17.8.749).
- g. Loadings of gasoline into gasoline cargo tanks shall be limited to vapor-tight gasoline cargo tanks, using procedures as listed in 40 CFR 63, Subpart R (ARM 17.8.342 and 40 CFR 63, Subpart CC, and ARM 17.8.752).
 - i. MRC shall obtain annual vapor tightness documentation described in the test methods and procedures in 40 CFR 63.425(e) for each gasoline cargo tank that is to be loaded at the truck loading rack;
 - ii. MRC shall require the cargo tank identification number to be recorded as each gasoline cargo tank is loaded at the terminal;
 - iii. MRC shall cross-check each tank identification number obtained during product loading with the file of tank vapor tightness documentation within two weeks after the corresponding cargo tank is loaded;
 - iv. MRC shall notify the owner or operator of each non-vapor-tight cargo tank loaded at the truck loading rack within 3 weeks after the loading has occurred; and
 - v. MRC shall take the necessary steps to ensure that any non-vapor-tight cargo tank will not be reloaded at the truck loading rack until vapor tightness documentation for that cargo tank is obtained which documents that:
 - aa. The gasoline cargo tank meets the applicable test requirements in 40 CFR 63.425(e) to this permit;
 - bb. For each gasoline cargo tank failing the test requirements in 40 CFR 63.425(f) or (g), the gasoline cargo tank must either:
 - 1. Before the repair work is performed on the cargo tank, meet the test requirements in 40 CFR 63.425 (g) or (h), or
 - 2. After repair work is performed on the cargo tank, before or during the tests in 40 CFR 63.425 (g) or (h), subsequently passes, the annual certification test described in 40 CFR 63.425(e).
- h. MRC shall ensure that the terminal's and the railcar's vapor recovery systems are connected during each loading of a railcar at the gasoline railcar loading rack (ARM 17.8.749).
- i. The vapor recovery and liquid loading equipment shall be designed and operated to prevent gauge pressure in the gasoline railcar from exceeding 4,500 Pa (450 mm of water) during gasoline loading. This level shall not be exceeded when measured by the procedures specified in 40 CFR 60.503(d) (ARM 17.8.342 and 40 CFR 63, Subpart CC).

- j. No pressure-vacuum vent in the permitted terminal's vapor recovery system shall begin to open at a system pressure less than 4,500 Pa (450 mm of water) (ARM 17.8.749).
 - k. MRC shall comply with the applicable provisions of 40 CFR 60, Subpart VV, including MRC shall monitor and maintain all pumps, shutoff valves, relief valves, and other piping and valves associated with the gasoline loading rack as described in 40 CFR 60.482-1 through 60.482- 10 (ARM 17.8.749, ARM 17.8.343 and 40 CFR 63, Subpart CC).
 - l. The gasoline railcar loading rack VCU stack exhaust exit shall be at least 30 feet above grade (ARM 17.8.749).
14. MRC shall not combust fuel gas with a H₂S concentration in excess of 230 milligrams per dry standard cubic meter (mg/dscm) (equivalent to 0.10 grains per dry standard cubic foot (gr/dscf)) in any fuel gas combustion device (MRC Consent Decree, ARM 17.8.340 and 40 CFR 60, Subpart J).
 15. MRC shall not combust fuel oil in any combustion unit, except torch oil may be used in the FCCU Regenerator during FCCU startups (Consent Decree).
 16. The crude unit's stack height shall be at least 150 feet above ground level (ARM 17.8.749).

C. Emission Limitations:

1. Plant-wide refinery emissions shall not exceed (ARM 17.8.749):

- a. SO₂:

Annual	1515 tons per year (TPY)
Daily	4.15 tons/rolling 24-hours
- b. CO:

Annual	4700 TPY
Daily	12.9 tons/rolling 24-hours

2. #1 & #2 Boiler emissions shall not exceed:

- a. SO₂ (ARM 17.8.749):

Annual	648 TPY averaged over a 1-year period
Hourly	148 pound per hour (PPH) averaged over 1 year
	174 PPH averaged over a 24-hour period
	355 PPH average over a 3-hour period
- b. Nitrogen Oxide (NO_x) (ARM 17.8.752):

Annual	335 TPY
Hourly	76.50 PPH
- c. CO (ARM 17.8.752):

Annual	4.4 TPY
Hourly	1.00 PPH

- d. Opacity from the #1 and #2 boilers shall not exceed 40% averaged over any 6 consecutive minutes (ARM 17.8.304).
3. Diesel/Gas Oil HDS Furnace Stack
- a. NO_x emissions shall not exceed the limit of 0.07 pounds per million British thermal units (lb/MMBtu), 1.42 lb/hr, or 6.2 tons/year (ARM 17.8.752).
 - b. CO emissions shall not exceed the limit of 0.79 lb/hr or 3.5 tons/year (ARM 17.8.752).
 - c. Opacity shall not exceed 20% averaged over any 6 consecutive minutes (ARM 17.8.304).
4. Hydrogen Plant Reformer Furnace Stack
- a. NO_x emissions shall not exceed the limit of 0.07 lb/MMBtu, 1.90 lb/hr, or 8.3 tons/year (ARM 17.8.752).
 - b. CO emissions shall not exceed the limit of 0.93 lb/hr or 4.1 tons/year (ARM 17.8.752).
 - c. Opacity shall not exceed 20% averaged over any 6 consecutive minutes (ARM 17.8.304).
5. Gasoline Truck Loading Rack
- a. The total VOC emissions to the atmosphere from the VCU due to loading liquid product into cargo tanks shall not exceed 10.0 milligrams per liter (mg/L) of gasoline loaded (ARM 17.8.342 and ARM 17.8.752).
 - b. The total CO emissions to the atmosphere from the VCU due to loading liquid product into cargo tanks shall not exceed 10.0 mg/L of gasoline loaded (ARM 17.8.752).
 - c. The total NO_x emissions to the atmosphere from the VCU due to loading liquid product into cargo tanks shall not exceed 4.0 mg/L of gasoline loaded (ARM 17.8.752).
 - d. MRC shall not cause or authorize to be discharged into the atmosphere from the enclosed VCU:
 - i. Any visible emissions that exhibit an opacity of 10% or greater (ARM 17.8.752); and
 - ii. Any particulate emissions in excess of 0.10 gr/dscf corrected to 12% carbon dioxide (CO₂) (ARM 17.8.752).
6. Gasoline Railcar Loading Rack
- a. The total VOC emissions to the atmosphere from the VCU due to loading gasoline into railcars shall not exceed 10.0 mg/L of gasoline loaded (ARM

- 17.8.342 and 40 CFR 63.422, and ARM 17.8.752).
- b. The total CO emissions to the atmosphere from the VCU due to loading gasoline into cargo tanks shall not exceed 10.0 mg/L of gasoline loaded (ARM 17.8.752).
 - c. The total NO_x emissions to the atmosphere from the VCU due to loading gasoline into cargo tanks shall not exceed 4.0 mg/L of gasoline loaded (ARM 17.8.752).
 - d. MRC shall not cause or authorize to be discharged into the atmosphere from the enclosed VCU:
 - i. Any visible emissions that exhibit an opacity of 10% or greater (ARM 17.8.752); and
 - ii. Any particulate emissions in excess of 0.10 gr/dscf corrected to 12% CO₂ (ARM 17.8.752).

7. FCCU

MRC shall not cause or authorize to be discharged into the atmosphere from the FCCU emissions in excess of:

- a. Particulate Matter (PM) 15.0 lb/hr (MRC Consent Decree)
- b. Opacity shall not exceed 40%, except for one 6 minute average in any 1 hour (ARM 17.8.304).
- c. CO
 - 500 ppm_{vd}, at stack oxygen (or, “uncorrected”) (40 CFR 63, Subpart UUU and 40 CFR 60, Subpart J)
 - 500 ppm_{vd}, corrected to 0% O₂ 1-hour average (MRC Consent Decree)
 - 100 ppm_{vd}, corrected to 0% O₂ on a 365-day rolling average (MRC Consent Decree)
- d. SO₂
 - 50 ppm_{vd}, corrected to 0% O₂, on a 7-day rolling average, except for periods of hydrotreater outages (MRC Consent Decree)
 - 25 ppm_{vd}, corrected to 0% O₂, on a 365-day rolling average (MRC Consent Decree)
- e. NO_x – the following NO_x limits apply until such time as MRC completes the additional catalyst additive demonstration period and EPA establishes the final NO_x limits. At that time, the EPA established limits will supersede these interim limits (MRC Consent Decree):
 - 162 ppm_{vd}, corrected to 0% O₂, on a 3-hour rolling average, except for periods of hydrotreater outages
 - 138 ppm_{vd}, corrected to 0% O₂, on a 365-day rolling average

D. Monitoring Requirements:

1. Refinery Fuel Gas Combustion Devices

MRC shall install, calibrate, maintain, and operate an instrument for continuously monitoring and recording the concentration (dry basis) of H₂S in fuel gases in accordance with the requirements of 40 CFR 60.11, 60.13, and Part 60 Appendix A, and the applicable performance specification test of 40 CFR Part 60 Appendix B and F, in order to demonstrate compliance with the limit in Section II.B.14 (Consent Decree, ARM 17.8.740 and 40 CFR 60, Subpart J).

2. SWSOH

MRC shall comply with the monitoring requirements contained in 40 CFR 60, Subpart J, during all times when the HTU SWSOH is incinerated in the #1 and #2 boilers. MRC shall conduct either H₂S monitoring of the SWSOH stream to demonstrate compliance with the limit in Section II.B.14, or SO₂ stack monitoring for the #1 and #2 boilers to demonstrate compliance with 20 ppm (dry basis, zero percent excess air) SO₂, as approved by the Department, in writing (Consent Decree, ARM 17.8.740 and 40 CFR 60, Subpart J).

3. MRC shall install and use the following CEMS on the FCCU:

- a. SO₂ and O₂ (MRC Consent Decree)
- b. NO_x and O₂ (MRC Consent Decree)
- c. CO and O₂ (MRC Consent Decree, ARM 17.8.342 and 40 CFR 63, Subpart UUU)
- d. Opacity (ARM 17.8.340 and 40 CFR 60, Subpart J, and ARM 17.8.342 and 40 CFR 63, Subpart UUU)

4. MRC shall install, certify, calibrate, maintain and operate the above-mentioned SWSOH and FCCU CEMS in accordance with the requirements of 40 CFR §§ 60.11, 60.13 and Part 60 Appendix A, and the applicable performance specification test of 40 CFR Part 60 Appendices B and F and 40 CFR 60, Subpart J. These CEMS are a means for demonstrating compliance with the relevant emission limits (MRC Consent Decree).

5. For both the gasoline truck loading rack and the gasoline railcar loading rack, MRC shall install, calibrate, certify, operate and maintain a thermocouple with an associated recorder as a continuous parameter monitoring system (CPMS). A CPMS shall be located in each VCU firebox or in the ductwork immediately downstream from the firebox in a position before any substantial heat exchange occurs in accordance with 40 CFR 63.427, in order to demonstrate compliance with 40 CFR 63, Subpart R. MRC shall operate the VCUs in a manner not to go below the operating parameter values established using the procedures in 40 CFR 63.425 (ARM 17.8.342 and 40 CFR 63, Subpart CC).

E. Emission Testing:

1. The FCCU shall be tested for NO_x, SO₂ and CO and the results submitted to the Department in order to demonstrate compliance with the emission limits contained in Section II.C.7.c, d & e. The testing shall occur annually or according to another testing/monitoring schedule as may be approved by the Department (ARM 17.8.105 and ARM 17.8.106).
2. Compliance with the FCCU PM emission limit in Section II.C.7.a shall be demonstrated by conducting a 3-hour performance test representative of normal operating conditions for PM emissions by December 31 of each calendar year. If any performance test undertaken pursuant this section is not representative of normal operating conditions, MRC shall conduct a subsequent performance test representative of normal operating conditions by no later than 90 days after the test that was not representative (MRC Consent Decree).
3. The #1 & #2 Boilers shall be tested for NO_x and CO, concurrently, and the results submitted to the Department in order to demonstrate compliance with the emission limits contained in Section II.C.2.b and c. The testing shall occur on an every 2 year basis or according to another testing/monitoring schedule as may be approved by the Department (ARM 17.8.105 and ARM 17.8.106).
4. MRC shall comply with all test methods and procedures as specified by 40 CFR 63, Subpart R 63.425 (a) through (c), and 63.425 (e) through (h). This shall apply to, but not be limited to, the gasoline and distillate truck loading rack, the gasoline railcar loading rack, the vapor processing systems, and all gasoline equipment.
5. The gasoline truck loading rack VCU shall be tested for total organic compounds and compliance demonstrated with the emission limitation contained in Section II.C.5.a. on an every 5-year basis or according to another testing/monitoring schedule as may be approved by the Department. MRC shall perform the test methods and procedures as specified in 40 CFR 63.425, Subpart R (ARM 17.8.105 and 17.8.342).
6. The gasoline railcar loading rack VCU shall be initially tested for total organic compounds and compliance demonstrated with the emission limitation contained in Section II.C.6.a. within 180 days of initial start up. Additional testing shall occur on an every 5-year basis or according to another testing/monitoring schedule as may be approved by the Department. MRC shall perform the test methods and procedures as specified in 40 CFR 63.425, Subpart R (ARM 17.8.105 and 17.8.342).
7. The gasoline railcar loading VCU shall be initially tested for CO and NO_x, concurrently, and compliance demonstrated with the emission limitations contained in Section II.C.6.b. and c. within 180 days of initial startup (ARM 17.8.105).
8. Fuel flow rates, production information, and any other data the Department believes is necessary shall be recorded during the performance of source tests (ARM 17.8.749).
9. All compliance source tests shall be conducted in accordance with the Montana Source Test Protocol and Procedures Manual (ARM 17.8.106).

10. The Department may require further testing (ARM 17.8.105).

F. Compliance Determination:

1. Facility-wide Refinery:

- a. Compliance with the plant-wide SO₂ emission limitations contained in Section II.C.1.a shall be determined based on data taken from the refinery fuel gas H₂S monitoring systems required by 40 CFR 60, Subpart J, in conjunction with metered refinery fuel gas usage (including SWSOH, if appropriate), data from the FCCU SO₂ CEMS, and stack testing data.
- b. Compliance with the plant-wide CO emission limitations contained in Section II.C.1.b shall be determined based on data from the FCCU CO CEMS and emission factors developed from stack tests of the #1 & #2 boiler, FCCU, product loading VCUs, and any other stack tests conducted.

2. #1 & #2 Boilers

- a. Compliance with #1 and #2 boiler SO₂ emission limitations contained in Section II.C.2.a shall be determined based on data taken from the refinery fuel gas H₂S monitoring systems required by 40 CFR 60, Subpart J, in conjunction with metered refinery fuel gas usage (including SWSOH, if appropriate).
- b. Compliance with #1 and #2 boiler NO_x emission limitations contained in Section II.C.2.b. shall be determined based on actual fuel burning rates and the emission factor developed from the most recent compliance source test.
- c. Compliance with the #1 & #2 boiler CO emission limitations contained in Section II.C.2.c. shall be determined through compliance source testing and by using the actual fuel burning rates and the emission factors developed from the most recent compliance source test.

3. Diesel/Gas Oil HDS Heater

Compliance determinations for NO_x and CO emission limits for the diesel/gas oil HDS heater shall be based upon actual fuel burning rates and emission factors developed from the most recent compliance source test.

4. Hydrogen Plant Reformer Heater

Compliance determinations for NO_x and CO emission limits for the hydrogen plant reformer heater shall be based upon actual fuel burning rates and the emission factors developed from the most recent compliance source test.

5. Gasoline Truck Loading Rack VCU

Compliance determinations for VOC, NO_x and CO emission limits for the gasoline truck loading rack VCU shall be based upon the most recent compliance source test as well as compliance with the designated operating parameter value using the thermocouple and recorder.

6. Gasoline Railcar Loading Rack VCU

Compliance determinations for VOC, NO_x and CO emission limits for the gasoline railcar loading rack VCU shall be based upon the most recent compliance source test as well as compliance with the designated operating parameter value using the thermocouple and recorder.

7. FCCU

Compliance determinations for the PM emission limit under Section II.C.7.a. will be based on the annual source test conducted under Section II.E.2. Compliance determinations for CO, SO₂ and NO_x emission limits under Section II.C.7.c – e. will be based on the data from CEMS as well as the annual source test conducted under Section II.E.1.

8. Compliance with the opacity limitations shall be determined according to 40 CFR, Part 60, Appendix A, and Method 9 Visual Determination of Opacity of Emissions from Stationary Sources.

G. Reporting and Recordkeeping Requirements:

1. Plant-wide Refinery

MRC shall provide quarterly emission reports to demonstrate compliance with Section II.C.1. using data required in Section II.F.1. The quarterly report shall include the following (ARM 17.8.749):

- a. Facility-wide SO₂ emission estimates for each month of the quarter, including:
 - Refinery fuel gas: daily H₂S monitoring data and refinery fuel gas usage;
 - SWSOH: daily H₂S and SWSOH combustion amount, or SO₂ monitoring data from the #1 & #2 boiler stack;
 - SO₂ CEMS Data from FCCU, converted to daily mass emissions;
- b. Compliance source test data used to update emission factors, conducted during the reporting period;
- c. Identification of any periods of excess emissions or other excursions during the reporting period; and
- d. Monitoring downtime that occurred during the reporting period.

2. #1 and #2 Boilers

MRC shall provide quarterly emission reports to demonstrate compliance with Section II.C.2. using data required in Section II.F.2. The quarterly report shall include the following (ARM 17.8.749):

- a. SO₂ emission estimates for #1 and #2 boilers, for each month of the quarter,

including:

- The hourly averaged H₂S concentrations of the refinery fuel gas and the refinery fuel gas usage;
 - SWSOH - either the daily H₂S concentration and SWSOH combustion amount of the HTU SWSOH, or the #1 & #2 boiler stack SO₂ concentration on a daily basis;
- b. NO_x emission estimates for each month of the quarter. The NO_x emission rates shall be reported as an hourly average;
 - c. CO emission estimates for the #1 and #2 boilers, for each month of the quarter. The CO emission rate shall be reported as an hourly average;
 - d. Operating times for #1 and #2 boilers and the HTU SWS unit during the reporting period;
 - e. Compliance source test data used to update emission factors, conducted during the reporting period;
 - f. Identification of any periods of excess emissions or other excursions during the reporting period; and
 - g. Monitoring downtime that occurred during the reporting period.
3. Gasoline Truck Loading Rack VCU

MRC shall provide quarterly emission reports to demonstrate compliance with Section II.C.5. using data required in Section II.F.5. The quarterly report shall include the following (ARM 17.8.749):

- a. Test results for any source tests conducted on gasoline cargo tanks during the reporting period, in conformance with 40 CFR 63, Subpart R;
 - b. Continuous parameter monitoring data, in conformance with 40 CFR 63, Subpart R;
 - c. Leak information in conformance with 40 CFR 63, Subpart R;
 - d. Identification of any periods of excess emissions or other excursions during the reporting period; and
 - e. Monitoring downtime that occurred during the reporting period.
4. Gasoline Railcar Loading Rack VCU

MRC shall provide quarterly emission reports to demonstrate compliance with Section II.C.6. using data required in Section II.F.6. The quarterly report shall include the following (ARM 17.8.749):

- a. Test results for any source tests conducted on gasoline cargo tanks since the last quarterly report, in conformance with 40 CFR 63, Subpart R;

- b. Continuous monitoring data, in conformance with 40 CFR 63, Subpart R;
- c. Leak information in conformance with 40 CFR 63, Subpart R;
- d. Identification of any periods of excess emissions or other excursions during the reporting period; and
- e. Monitoring downtime that occurred during the reporting period.

5. FCCU

MRC shall provide quarterly emission reports to demonstrate compliance with Section II.C.7. using data required in Section II.F.7. The quarterly report shall include the following (ARM 17.8.749):

- a. Emission estimates for NO_x, SO₂ and CO, for each month of the quarter;
- b. Daily SO₂ CEMS data for the reporting period;
- c. Hourly NO_x and CO CEMS data for the reporting period;
- d. Operating times for the FCCU during the reporting period;
- e. Identification of any periods of excess emissions or other excursions during the reporting period; and
- f. Monitoring downtime that occurred during the reporting period.

6. All Emission Reports shall be submitted within 45 days following the end of the calendar quarter (ARM 17.8.749).

7. MRC shall maintain a file of all measurements from all CEMs and H₂S monitors, including, but not limited to: compliance data; performance testing measurements; all flow rate meter performance evaluations; all flow rate meter calibrations, checks, and audits. Adjustments and maintenance performed on these systems or devices shall be recorded in a permanent form suitable for inspection. The file shall be retained on site for at least 5-years following the date of such measurements and reports. MRC shall supply these records to the Department upon request (ARM 17.8.749).

H. Operational Reporting Requirements

1. MRC shall supply the Department with annual production information for all emission points, as required, by the Department in the annual Emission Inventory request. The request will include, but is not limited to, all sources of emissions identified in the Emission Inventory contained in the Permit Analysis and sources identified in Section I of this permit.

Production information shall be gathered on a calendar-year basis and submitted to the Department by the date required in the Emission Inventory request. Information shall be in the units required by the Department. This information may be used for calculating operating fees, based on actual emissions from the facility, and/or to verify compliance with permit limitations (ARM 17.8.505).

2. MRC shall notify the Department of any construction or improvement project conducted, pursuant to ARM 17.8.745, that would include a change of control equipment, stack height, stack diameter, stack flow, stack gas temperature, source location, or fuel specifications, or would result in an increase in source capacity above its permitted operation or the addition of a new emission unit. The notice must be submitted to the Department, in writing, 10 days prior to start up or use of the proposed de minimis change, or as soon as reasonably practicable in the event of an unanticipated circumstance causing the de minimis change, and must include information requested in ARM 17.8.745 (ARM 17.8.745).

I. Notification Requirements

MRC shall provide the Department with written notification of the following dates within the specified time periods (ARM 17.8.749):

- a. Pretest information forms must be completed and received by the Department no later than 25 working days prior to any proposed test date, according to the Montana Source Test Protocol and Procedures Manual (ARM 17.8.106).
- b. The Department must be notified of any proposed test date 10 working days before that date according to the Montana Source Test Protocol and Procedures Manual (ARM 17.8.106).
- c. The Department must be notified promptly by telephone whenever a malfunction occurs that can be expected to create emissions in excess of any applicable emission limitations or can be expected to last for a period greater than 4 hours (ARM 17.8.110).

J. Ambient Monitoring

MRC shall conduct ambient air monitoring as described in Attachment 1.

SECTION III: General Conditions

- A. Inspection – MRC shall allow the Department’s representatives access to the source at all reasonable times for the purpose of making inspections or surveys, collecting samples, obtaining data, auditing any monitoring equipment (CEMS, CERMS) or observing any monitoring or testing, and otherwise conducting all necessary functions related to this permit.
- B. Waiver – The permit and the terms, conditions, and matters stated herein shall be deemed accepted if MRC fails to appeal as indicated below.
- C. Compliance with Statutes and Regulations – Nothing in this permit shall be construed as relieving MRC of the responsibility for complying with any applicable federal or Montana statute, rule, or standard, except as specifically provided in ARM 17.8.740, et seq. (ARM 17.8.756).
- D. Enforcement – Violations of limitations, conditions and requirements contained herein may constitute grounds for permit revocation, penalties, or other enforcement action as

- E. Appeals – Any person or persons jointly or severally adversely affected by the Department’s decision may request, within 15 days after the Department renders its decision, upon affidavit setting forth the grounds therefore, a hearing before the Board of Environmental Review (Board). A hearing shall be held under the provisions of the Montana Administrative Procedures Act. The filing of a request for a hearing does not stay the Department’s decision, unless the Board issues a stay upon receipt of a petition and a finding that a stay is appropriate under Section 75-2-211(11)(b), MCA. The issuance of a stay on a permit by the Board postpones the effective date of the Department’s decision until conclusion of the hearing and issuance of a final decision by the Board. If a stay is not issued by the Board, the Department’s decision on the application is final 16 days after the Department’s decision is made.
- F. Permit Inspection – As required by ARM 17.8.755, Inspection of Permit, a copy of the air quality permit shall be made available for inspection by the Department at the location of the source.
- G. Permit Fee – Pursuant to Section 75-2-220, MCA, as amended by the 1991 Legislature, failure to pay the annual operation fee by MRC may be grounds for revocation of this permit, as required by that section and rules adopted thereunder by the Board.
- H. Construction Commencement – Construction must begin within 3 years of permit issuance and proceed with due diligence until the project is complete or the permit shall be revoked (ARM 17.8.762).

Summary of Attachments

Attachment 1

AMBIENT AIR MONITORING PLAN

ATTACHMENT 1

AMBIENT AIR MONITORING PLAN
Montana Refining Company
Permit #2161-19

1. This ambient air-monitoring plan is required by Air Quality Permit #2161-19, which applies to MRC's crude oil refinery located at 1900 Tenth Street, in Great Falls, Montana. The Department may modify this monitoring plan. All requirements of this plan are considered conditions of the permit.
2. MRC shall operate and maintain one air monitoring site northeast of the refinery. The exact location of the monitoring site must be approved by the Department and meet all the siting requirements contained in the Montana Quality Assurance Manual, including revisions, the EPA Quality Assurance Manual, including revisions, and Parts 53 and 58 of the Code of Federal Regulations, or any other requirements specified by the Department.
3. MRC shall continue air monitoring for at least 2 years after installation of the monitor described in Section 2 above. The Department will review the air monitoring data and the Department will determine if continued monitoring or additional monitoring is warranted. The Department may require continued air monitoring to track long-term impacts of emissions from the facility or require additional ambient air monitoring or analyses if any changes take place in regard to quality and/or quantity of emissions or the area of impact from the emissions.
4. MRC shall monitor the following parameters at the site and frequencies described below:

<u>AIRS # and Site Name</u>	<u>UTM Coordinates</u>	<u>Parameter</u>	<u>Frequency</u>
30-013-2001	Zone 12	SO ₂ ¹	Continuous
	N 5263700	Wind Speed and	"
	E 478600	Direction, Standard	"
		Deviation of Wind	"
		Direction (sigma theta)	"

¹SO₂= sulfur dioxide

5. Data recovery for all parameters shall be at least 80% computed on a quarterly and annual basis. The Department may require continued monitoring if this condition is not met.
6. Any ambient air monitoring changes proposed by MRC must be approved, in writing, by the Department.
7. MRC shall utilize air monitoring and Quality Assurance (QA) procedures that are equal to or exceed the requirements described in the Montana Quality Assurance Manual, including revisions, the EPA Quality Assurance Manual, including revisions, 40 CFR Parts 53 and 58 of the Code of Federal Regulations, and any other requirements specified by the Department.
8. MRC shall submit quarterly data reports within 45 days after the end of the calendar quarter and an annual data report within 90 days after the end of the calendar year. The annual report may be substituted for the fourth quarterly report if all the quarterly information is included in the report.
9. The quarterly report shall consist of a narrative data summary and a data submittal of all data

points in AIRS format. This data may be submitted in ASCII files on diskette, in IBM-compatible format, or on AIRS data entry forms. The narrative data summary shall include:

- a. A topographic map of appropriate scale with UTM coordinates and a true north arrow showing the air monitoring site location in relation to the refinery and the general area,
 - b. A hard copy of the individual data points,
 - c. The quarterly and monthly means for wind speed,
 - d. The first and second highest 24-hour concentrations for SO₂,
 - e. The first and second highest 3-hour concentrations for SO₂,
 - f. The first and second highest hourly concentrations for SO₂,
 - g. The quarterly and monthly wind roses,
 - h. A summary of the data collection efficiency,
 - i. A summary of the reasons for missing data,
 - j. A precision and accuracy (audit) summary,
 - k. A summary of any ambient air standard exceedances, and
 - l. Calibration information.
10. The annual data report shall consist of a narrative data summary containing:
- a. A topographic map of appropriate scale with UTM coordinates and a true north arrow showing the air monitoring site location in relation to the refinery and the general area,
 - b. A pollution trend analysis,
 - c. The annual means for SO₂ and wind speed,
 - d. The first and second highest 24-hour concentrations for SO₂,
 - e. The first and second highest 3-hour concentrations for SO₂,
 - f. The first and second highest hourly SO₂ concentrations,
 - g. The annual wind rose,
 - h. An annual summary of data collection efficiency,
 - i. An annual summary of precision and accuracy (audit) data,
 - j. An annual summary of any ambient standard exceedance, and
 - k. Recommendations for future monitoring.
11. The Department may audit (or may require MRC to contract with an independent firm to audit)

the air monitoring network, the laboratory performing associated analyses, and any data handling procedures at unspecified times. On the basis of the audits and subsequent reports, the Department may recommend or require changes in the air monitoring network and associated activities in order to improve precision, accuracy, and data completeness.

Permit Analysis
Montana Refining Company
Permit #2161-19

I. Introduction/Process Description

Montana Refining Company (MRC) operates a petroleum refinery located at the NE¼ of Section 1, Township 20 North, Range 3 East, in Cascade County, Montana. The refinery is located along the Missouri River in Great Falls, Montana.

A. Permitted Equipment

The major permitted equipment at MRC includes:

Crude Unit

- Crude Furnace
- Vacuum Heater

Catalytic Poly Unit

Fluidized Catalytic Cracking Unit (FCCU)

- FCC Preheater
- FCC Regenerator

Catalytic Reformer Unit

- Reformer Heater
- Naphtha Heater
- Kerosene Heater
- Naphtha HDS Unit
- Kerosene HDS Unit

Alkylation Unit

- Deisobutanizer reboiler

Hydrogen Plant

- Hydrogen Plant Reformer

Diesel/Gas Hydrotreater (HTU) Unit

Sodium Hydrosulfide (NaHS) Unit

Polymer-Modified Asphalt (PMA) Unit

- WT-1901 – wetting tank
- RT-1901 – reactor tank

Product Loading

- Truck Loading with VCU
- Railcar Loading with VCU

Utilities

- Boilers #1 & #2
- Wastewater
- Cooling Towers

Storage Tanks, including:

- Heated Asphalt: #8, #9, #50, #55, #56, #102, #110, #112, #130, #132, #133, #135, #137, #139 & #140
- Wastewater surge tank (inst 2006)
- Gasoline: #52, #57, #122, #123, #125, #126
- Crude Oil: #124
- Kerosene, Jet Fuel: #36, #46, #47, #48, #53, #63

- Misc: Heavy Naphtha Tank #127; Heavy Oil Tanks #44, #45, #11; #2 Diesel Tank #116; Raw Diesel Tank #128; Sodium Hydrosulfide (NaHS) Product, Caustic Tank #35

B. Source Description

Petroleum refining has been conducted at this site since approximately 1920. MRC converts crude oil into a variety of petroleum products, including gasoline, diesel fuel, jet fuel, naphtha, asphalt, and sodium hydrosulfide.

C. Permit History

On December 2, 1985, the Montana Department of Health and Environmental Sciences and MRC signed a stipulation requiring MRC to obtain an air quality permit, and stipulated that a permit emission limitation of 4,700 tons per year (TPY) carbon monoxide (CO) would constitute compliance with ambient CO standards. MRC submitted this permit application with the intentions of permitting its existing refining operations, including all equipment not already permitted.

On October 20, 1985, MRC was granted a general permit for their petroleum refinery and major refinery equipment located in Great Falls, Cascade County, Montana. The application was given **Permit #2161**.

The first alteration to their original permit was given **Permit #2161-A** and was issued on May 31, 1989. This alteration involved the addition of a deisobutanizer reboiler.

The second alteration was given **Permit #2161-A1** and was issued on March 12, 1990. This project involved the installation of one 30,000-barrel gasoline storage tank and one 40,000-barrel crude oil storage tank at the present facility. Both tanks were installed with external floating roof control.

The third alteration was given **Permit #2161-A3** and was issued on December 18, 1990. This alteration consisted of the installation of a Hydrofluoric (HF) Acid Alkylation Unit, internal floating roofs at existing storage tanks, which had fixed roofs, and a safety flare.

The fourth alteration was given **Permit #2161-04** and was issued on June 16, 1992. This alteration consisted of the installation of a sodium hydrosulfide (NaHS) unit at the existing Great Falls Refinery.

The NaHS unit receives refinery fuel gas (540,000 standard cubic foot per day (scf/day) maximum rated capacity) containing hydrogen sulfide (H₂S) and reacts with a sodium hydroxide caustic solution to remove virtually 100% of the H₂S by converting it to NaHS, a saleable product.

The resultant sweet fuel gas is burned, as before, in other process heaters. However, since the fuel gas contains virtually no H₂S, sulfur dioxide (SO₂) emissions from the process heaters, assuming no other changes, were decreased by nearly 60%. There was no decrease in permitted SO₂ emissions from this permit because the refinery wanted to retain the existing permitted SO₂ emission limitations so it could charge less expensive, higher sulfur crude oil.

In the basic process, off-gases from product desulfurizing processes (fuel gases) are contacted with a caustic solution in a gas contractor. The resultant reaction solution is continually circulated until the caustic solution is essentially used up; NaHS product is then sent to storage. Make-up caustic is added to the process as required. The process requires a gas contractor, process heat exchanger, circulation pump, storage tanks for fresh caustic and NaHS product, 12 pipeline valves, 4 open-ended valves, 21 flanges, and other process control equipment.

The only process emissions are fugitive Volatile Organic Compounds (VOC) from equipment (valves and flanges) in fuel gas stream service. To estimate unit VOC emissions, emission factors developed by the Environmental Protection Agency (EPA) for equipment in gas vapor service with measured emissions from 0 to 1,000 parts per million (ppm) are used. With an aggressive monitoring and maintenance program, fugitive VOC emissions from valves and flanges are within this 0 to 1,000-ppm range. Total annual fugitive VOC emissions from the sodium hydrosulfide units are estimated to be 20 pounds per year.

The tank that is to be used to store NaHS product was in jet fuel service. When taken out of jet fuel service, this tank (#35) is no longer a source of VOC emissions; the reduction in VOC emissions will be 2,270 pounds per year (PPY). Considering the 2,270-PPY decrease due to tank #35 service change, the refinery realized a net decrease in annual VOC emissions of 2,250 PPY or 1.1 TPY.

The fifth alteration was given **Permit #2161-05** and was issued on October 15, 1992. This permit alteration was for the construction and operation of two 20,000-barrel capacity aboveground storage tanks at its Great Falls Refinery. The new tanks contain heavy naphtha (#127) and raw diesel (#128).

Each tank was constructed of metal sections welded together that rest on a concrete ring wall foundation. External floating roofs with dual seals are installed on each tank for VOC control.

On April 6, 1993, MRC was granted **Permit # 2161-06** to construct and operate a hydrodesulfurization (HDS) unit and hydrogen plant. This sixth alteration was required to go through New Source Review (NSR) - Prevention of Significant Deterioration (PSD) review for NO_x and was deemed complete on February 22, 1993. The HDS project was designed to process 5,000 barrels per day (BPD) of diesel/gas oil and to reduce the sulfur content to 0.05 weight percent. The reduction of sulfur in diesel fuel and gasoline were mandated by the 1990 Clean Air Act Amendments and were accomplished by October 1993, and 1995, respectively. The desulfurizer unit operated by MRC was limited in size and throughput capacity to approximately 1,400 barrels per day.

The HDS project consisted of an HDS process unit and heater, hydrogen plant with reformer heater, and the removal of storage tanks #40 through #43. Tanks #40 and #41, which processed gas oil, were discontinued. Tanks #42 and #43 that process raw diesel were also discontinued. Tanks #44 and #111 were changed to gas oil use and Tank #45 which serviced JP-4 was changed to gas oil use.

On July 28, 1993, **Permit #2161-07**, a modification to MRC's Air Quality Permit #2161-06, was issued to change the emission control requirements of Section II.A.4.d.i., titled "Pressure Vessels."

In a system where the valves relieve to atmosphere, rupture discs can prevent emissions in the event of relief valve leakage. In HF systems, they can provide some protection from acid corrosion on the relief valve and acid salt formation. Except where HF acid is present, rupture discs do not provide any additional protection nor do they prevent any release of air contaminants in a closed relief system.

In heavy liquid service, rupture discs can be safety hazards by partial failure or leaking and changing, over time, the differential pressure required providing vessel protection. Therefore, only pressure vessels in HF Acid service shall be equipped with rupture discs upstream of the relief valves and all except storage tanks shall be vented to the flare system.

Also, the allowable particulate emission limitation for MRC's FCCU was corrected to reflect the maximum allowable emissions based on the process weight rule (Administrative Rules of Montana (ARM) 17.8.310). The maximum allowable emissions were calculated to be 234.53 TPY using a catalyst circulation rate of 125 tons per hour (TPH).

MRC requested a permit modification, **Permit #2161-08**, to remove the alkylation unit and tanks #127 and #128 from New Source Performance Standards (NSPS) status because they were erroneously classified as affected facilities under NSPS when originally permitted. This request for modification was submitted on August 11, 1993, and issued on January 6, 1994.

When MRC applied for the preconstruction permit to build the HF Alkylation Unit in 1990, it was presumed, since this unit was new to MRC, it automatically fell under NSPS as new construction. Subsequently, it has been determined that if a source is moved as a unit from a location where operation occurred (Garden City, Kansas) to another location, it must meet the definition of reconstruction or modification in order to trigger NSPS applicability.

The alkylation plant was originally constructed in Garden City, Kansas during 1959 - 1960 and moved, in its entirety, to Great Falls and installed. Since the unit was originally constructed before the NSPS-affected date of January 5, 1981, it does not meet the criteria for construction date of a new source under 40 Code of Federal Regulations (CFR), Subpart GGG or Subpart QQQ.

The project did not meet the criteria under reconstruction because no capital equipment was replaced when the unit was relocated. The replacement work performed, as the unit was moved, amounted to pump seals, valve packing, bearings, small amounts of corroded piping, and some heat exchanger tubes and bundles, all of which are done routinely as maintenance. The VOC emitters, such as valve packing and pump seals, were upgraded to meet Best Available Control Technology (BACT).

Along the same line, tanks #127 and #128 were originally constructed at Cody, Wyoming in 1960 and relocated to Great Falls in 1993. The only change was the modification of the roof seals to double seals to meet BACT. This cost of modification was a total of \$15,000 for both tanks as compared to more than \$500,000 if two new tanks were to be built.

Also, on October 28, 1993, MRC submitted a permit application to alter the existing permit. This modification and alteration of the existing permits were assigned Permit #2161-08. MRC proposed to construct and operate a 3,500 barrel-per-day asphalt polymerization unit. The unit enabled MRC to produce a polymerized asphalt product that would meet future federal specifications for road asphalt, as well as supply

polymerized asphalt to customers that wished to use the product.

The proposed unit consisted of two circuits: the asphalt circuit and the hot oil circuit. In the asphalt circuit, polymerization occurs in a 1,000-barrel steel, vented mix tank. Product blending and storage occurs in 3 steel, vented 1,000 barrel tanks identified as A, B, and C on the attached flow diagram. Existing Tanks #55 and #56 (3,000 barrels each) remained in asphalt service and are used for storage. In addition to the above equipment, the asphalt circuit also consisted of 4 pumps and approximately 47 standard valves. All the above equipment became part of the asphalt service and, except for Tanks #55 and #56, was new.

To maintain the asphalt at the optimum temperature in the storage and blending tanks, a hot circuit was utilized. Hot oil (heavy fuel oil) was heated in an existing permitted process heater (Tank #56 heater) and circulated through coils in the process tankage. No change in the method of operation of the heater was anticipated. A steel, vented hot-oil storage/supply tank was utilized to maintain the required amount of hot oil in the unit. In addition to the process heater and storage/supply tank, the hot-oil circuit consisted of one pump and approximately 56 standard valves. The above equipment was used in hot-oil service and, except for the heater, was new.

An annual emissions increase of 7.3 TPY of VOC was expected due to operation of the unit. It was anticipated that the unit would be operated only 6 months of the year. The VOC emissions resulted from the vented hot-oil tank and the valves and pump in hot-oil service.

Permit #2161-09 was issued on September 6, 1994, and included a change in the method of heating three previously permitted polymer modified asphalt tanks. As previously permitted, these tanks were heated utilizing circulating hot oil. The tanks were heated individually using natural gas fired fire-tube heaters. The use of natural gas eliminated the hot-oil circuit, including the hot-oil storage tank, entirely.

Since the initial permit application for the modified asphalt unit, several small design changes occurred involving the addition of a new 800-gallon wetting tank for asphalt service. An output line from existing Tank #69 (Tall Oil) was also added. This output line added approximately 12 new valves and one new pump, all in Tall Oil service, to the unit. All other valves and pumps were designated to be in asphalt service.

All VOC emissions from equipment and tanks in asphalt service were assumed to be negligible, since asphalt has negligible vapor pressure at the working temperatures seen in the unit.

Permit #2161-10, for the installation of an additional boiler (Boiler #3) to provide steam for the facility, was never issued as a final permit. On May 28, 1997, the Department of Environmental Quality (Department) received a letter requesting the withdrawal of the permit application and the withdrawal was granted to MRC. A summary of this permitting action is included in the analysis for Permit #2161-11.

Permit #2161-11 was issued on January 23, 1998, for the installation of a vapor collection system and enclosed flare for the reduction of Hazardous Air Pollutants (HAP) resulting from the loading of gasoline. This was done in order to comply with the gasoline loading rack provisions of 40 CFR 63, Subpart CC - National Emission Standards (NES) for Petroleum Refineries. A Vapor Combustion Unit (VCU) was added to the truck loading rack. The gasoline vapors are collected from the trucks during loading then routed to an enclosed flare where combustion occurs. The result of this project was an overall reduction in the amount of VOC and HAPs emitted, and a slight

increase in CO and NOx emissions.

Because MRC's bulk gasoline and distillate truck loading rack VCU was defined as an incinerator under Montana Code Annotated (MCA) 75-2-215, a determination that the emissions from the VCU would constitute a negligible risk to public health was required prior to the issuance of a permit to the facility. MRC and the Department identified the following HAP's from the flare that was used in the health risk assessment. These constituents are typical components of MRC's gasoline.

1. Benzene
2. Toluene
3. Ethyl Benzene
4. Xylenes
5. Hexane
6. 2,2,4-Trimethylpentane
7. Cumene
8. Napthalene
9. 1,3-Butadiene

The reference concentrations for Benzene, Toluene, Ethyl Benzene, and Hexane were obtained from EPA's IRIS database. The risk information for the remaining HAPs was contained in the January 1992 CAPCOA Risk Assessment Guidelines. The ISCT3 modeling performed by MRC for HAPs identified above demonstrated compliance with the negligible risk requirement.

MRC requested, via a letter dated August 13, 1997, changes to administratively and technically correct Permit #2161-09. These changes were necessary as a result of the withdrawal of Permit #2161-10. The changes included correctly stating opacity limits relating to asphalt storage tanks, removing references to procedural rules, changing monitoring requirements for the HTU Sour Water Stripper (SWS) and changing performance specifications for the continuous H2S monitoring system.

The Department issued Draft Modification #2161-11 on November 6, 1997, to address the permit changes that were requested by MRC. The Department received comments on November 13, 1997, from MRC and later met on November 17, 1997, to discuss the draft modification. Because MRC had applied for a permit alteration on October 21, 1997, for the loading rack VCU, the draft modification was addressed in the permit alteration request.

The Department issued Preliminary Determination #2161-11 on November 26, 1997. The Department received comments from MRC on December 4, 1997, December 10, 1997, December 15, 1997, and December 30, 1997. The Department responded to these comments via faxes on December 8, 1997, December 11, 1997, and December 16, 1997. On December 23, 1997, the Department was prepared to issue a Department Decision, but MRC requested, via telephone, that the decision not be issued until after the holidays. The decision was required to be issued by January 8, 1998, to meet the mandated time frames for issuing a Department Decision.

Permit #2161-12 was not issued. MRC applied for a modification on February 18, 1998, and this action was given #2161-12. On February 27, 1998, the Department notified MRC that the permitting actions requested would require an alteration and that a complete preconstruction permit application would be required.

Permit #2161-13 placed enforceable emission limits on the facility, both plantwide and the #1 and #2 boilers. The emission limits showed, through the use of EPA-approved models, to protect the National Ambient Air Quality Standards (NAAQS) for SO₂.

The continuous gas flowmeters installed on the vacuum heater and the crude heater were placed in the permit. Also, the #1 and #2 boiler limits were updated to allow MRC more flexibility in their operations. The limits were originally placed on the boilers to keep MRC below the PSD permitting threshold. The new limits maintained MRC's status below the PSD permitting threshold.

The monitoring location was identified in Attachment 1 Ambient Air Monitoring Plan. The current location was determined to be inappropriate after reviewing the modeling analysis, and the new location was approximately 1.2 km from its present location. The monitoring location was chosen based on the modeling analysis that was submitted and is required to provide monitored confirmation of compliance with the Montana SO₂ Standards.

The method numbers for examination of water and wastewater were updated in Section II.C. and Attachment 2. The conditions in Permit #2161-13 were incorporated into the Operating Permit and the compliance demonstration methodology for those conditions was evaluated at the time of the Operating Permit's issuance. Permit #2161-13 replaced Permit #2161-11.

On August 4, 2001, the Department issued **Permit #2161-14** for the installation and operation of five 1600-kW diesel-powered, temporary generators. These generators were necessary because of the current high cost of electricity. The generators would only operate for the length of time necessary for MRC to acquire a permanent, more economical, supply of power. Further, the generators are limited to a maximum operating period of 2 years.

Because these generators would only be used when commercial power is cost prohibitive, the amount of emissions expected during actual operation is minor. In addition, because the permit limits the operation of these generators to a time period of less than 2-years, the installation and operation qualifies as a "temporary source" under the PSD permitting program. Therefore, the proposed project does not require compliance with ARM 17.8.804, 17.8.820, 17.8.822, and 17.8.824. Even though the portable generators are considered temporary, the Department requires compliance with BACT and public notice requirements; therefore, compliance with ARM 17.8.819 and 17.8.826 will be ensured. Finally, MRC is responsible for complying with all applicable ambient air quality standards. Permit #2161-14 replaced Permit #2161-13.

On August 17, 2002, the Department issued **Permit #2161-15** to eliminate the summer boiler SO₂ emission limits (both the plant-wide and 24-hour average) and redefine the winter limits as year-round limits. The seasonal limits were originally placed in the permit to allow MRC more flexibility when operating the boilers. Both the winter and summer scenarios were supported by ambient air quality modeling performed prior to Permit #2161-13 being issued. The winter limit being redefined as a year-round limit does not represent an increase in SO₂ emissions from the boilers or any other emitting point. In addition, the Department removed requirements to determine and report NO_x emissions both from the crude heater (due to the old SWS) and refinery wide, as these sources are not subject to NO_x emissions limitations. The requirements appeared to have been inadvertently applied through an administrative error. MRC already provides refinery-wide NO_x emissions as part of its annual Emission Inventory submission to the

Department. Permit #2161-15 replaced Permit #2161-14.

On March 19, 2003, the Department issued **Permit #2161-16** to include certain limits and standards associated with the Consent Decree lodged on December 20, 2001. In addition, the permit was updated with new rule references under ARM 17.8, Subchapter 7. Permit #2161-16 replaced Permit #2161-15.

The Department received a request to modify Air Quality Permit #2161-16 on July 10, 2003, to change the emission testing schedule for the gasoline truck loading vapor combustion unit to be consistent with MRC's current operating permit. MRC also requested the Department clarify the 7,000-BPD limit of crude charge (referenced in MRC's Title V Operating Permit) is no longer valid. Should MRC's normal processing exceed 7,000-BPD, MRC would be required to comply with ARM 17.8.324, as applicable. In a letter received by the Department on September 30, 2003, MRC also requested to add three new asphalt tanks with associated natural gas heaters. Since the emissions from the three tanks were less than 15 TPY, the Department added the tanks under de minimis, ARM 17.8.745. The current permit action updated the permit to reflect the changes. **Permit #2161-17** replaced Permit #2161-16.

On May 14, 2004, the Department received a letter from MRC requesting changes to Permit #2161-17. The proposed change includes adding the ability to burn sweet gas in heaters at the HF Alkylation Unit, and at Tanks 102, 135, 137, 138, and 139. The sweet gas will have a H₂S limit equivalent to the 40 CFR Part 60, Standards of Performance for NSPS, Subpart J limit of 0.10 grains per dry standard cubic foot (gr/dscf) H₂S. The continuous refinery fuel gas monitoring system for H₂S installed on the fuel gas system that supplies the heaters would be used to determine compliance with the limit. Since the emissions from switching the fuel to sweet gas are less than 15 TPY, the Department added the fuel switch under de minimis, ARM 17.8.745. The current permit action updates the permit to reflect the changes. **Permit #2161-18** replaced Permit #2161-17.

D. Current Permit Action

On May 17, 2007, the Department received an application from MRC for the installation of a railcar product loading rack controlled by a John Zink VCU. On June 19, 2007, MRC clarified that gasoline and naphtha were the only products that will go through the new railcar loading rack, and that other liquid products already loaded into railcars (diesel, jet fuel, etc.) would not be affected.

The gasoline railcar loading rack is subject to 40 CFR 63, Subpart CC, which requires MRC to comply with specific bulk loading requirements in 40 CFR 63, Subpart R. Because MRC has found that naphtha may have a vapor pressure above the regulatory threshold of 27.6 kilopascals, MRC has decided to include it as regulated product. Subpart R restricts the operation of the railcar loading system to less than 10 mg of VOC per liter of gasoline loaded and requires the operation of a continuous monitor downstream from the firebox. Furthermore, the gasoline and naphtha railcars are considered as 'gasoline cargo tanks' and required to comply with the leak detection testing requirements. Lastly, 40 CFR 63, Subpart CC requires MRC to comply with 40 CFR 60, Subpart VV to minimize fugitive equipment leaks.

The permit was updated to improve the organization. The list of specific equipment was moved to the permit analysis, and a general list of permitted emission units replaced it. All of the regulatory references were moved to a new Section II.A. "General Facility Conditions," with any equipment-specific requirements remaining with the new Section II.B. New applicable regulations were added, including 40 CFR 63, Subpart UUU,

Subpart EEEE, and Subpart DDDDD.

The MRC-specific requirements remained in a new Section II.B “Emission Control Requirements.” Major changes include:

- Obsolete equipment and references were removed, including the five diesel generators which were permitted in 2001 and never installed, and the old SWS unit and its monitoring requirements;
- Changes to the three asphalt storage tanks installed since 2004 (Tanks #137, 139 & 140) and corrections to the other asphalt storage tank requirements were made,
- Consent Decree #CIV-01-1422LH, entered March 5, 2002 (MRC Consent Decree) requirements were integrated, including the new requirements to comply with 40 CFR 60, Subpart J limits for refinery fuel gas and SWSOH;

Section II.C Emission Limitations major changes included adding FCCU uncorrected CO emissions from 40 CFR 63, Subpart UUU, and SO₂ and NO_x emission limits resulting from the Consent Decree.

Lastly, major monitoring changes were made, which included:

- Move the compliance assurance monitoring for the existing Truck Gasoline Loading Rack & new Railcar Loading Rack VCUs to the monitoring section, and require MRC to demonstrate compliance with the monitoring required under 40 CFR 63, Subpart R;
- Eliminate refinery fuel gas (RFG) and SWSOH sampling, and revise to reflect the operation of a continuous hydrogen sulfide (H₂S) fuel gas meter and requirement to comply with 40 CFR 60, Subpart J. This includes eliminating Attachments #2 - #4.

Permit #2161-19 replaces permit #2161-18.

E. Additional Information

Additional information, such as applicable rules and regulations, BACT/Reasonably Available Control Technology (RACT) determinations, air quality impacts, and environmental assessments, is included in the analysis associated with each change to the permit.

II. Applicable Rules and Regulations

The following are partial explanations of some applicable rules and regulations that apply to the facility. The complete rules are stated in the ARM and are available upon request from the Department. Upon request, the Department will provide references for locations of complete copies of all applicable rules and regulations or copies where appropriate.

A. ARM 17.8, Subchapter 1 - General Provisions, including, but not limited to:

1. ARM 17.8.101 Definitions. This rule is a list of applicable definitions used in this chapter, unless indicated otherwise in a specific subchapter.

2. ARM 17.8.105 Testing Requirements. Any person or persons responsible for the emission of any air contaminant into the outdoor atmosphere shall, upon written request of the Department, provide the facilities and necessary equipment, including instruments and sensing devices, and shall conduct tests, emission or ambient, for such periods of time as may be necessary, using methods approved by the Department. MRC shall also comply with the testing and monitoring requirements of this permit.
3. ARM 17.8.106 Source Testing Protocol. The requirements of this rule apply to any emission source testing conducted by the Department, any source, or other entity as required by any rule in this chapter, or any permit or order issued pursuant to this chapter, or the provisions of the Montana Clean Air Act, 75-2-101, *et seq.*, MCA.

MRC shall comply with all requirements contained in the Montana Source Test Protocol and Procedures Manual, including, but not limited to, using the proper test methods and supplying the required reports. A copy of the Montana Source Test Protocol and Procedures Manual is available from the Department upon request.
4. ARM 17.8.110 Malfunctions. The Department must be notified promptly by telephone whenever a malfunction occurs that can be expected to create emissions in excess of any applicable emission limitation, or to continue for a period greater than 4 hours.
5. ARM 17.8.111 Circumvention. No person shall cause or permit the installation or use of any device or any means that, without resulting in reduction in the total amount of air contaminant emitted, conceals or dilutes an emission of air contaminant that would otherwise violate an air pollution control regulation. No equipment that may produce emissions shall be operated or maintained in such a manner that a public nuisance is created.

B. ARM 17.8, Subchapter 2 - Ambient Air Quality, including, but not limited to:

1. ARM 17.8.204 Ambient Air Monitoring
2. ARM 17.8.210 Ambient Air Quality Standards for Sulfur Dioxide
3. ARM 17.8.211 Ambient Air Quality Standards for Nitrogen Dioxide
4. ARM 17.8.212 Ambient Air Quality Standards for Carbon Monoxide
5. ARM 17.8.213 Ambient Air Quality Standard for Ozone
6. ARM 17.8.214 Ambient Air Quality Standard for Hydrogen Sulfide
7. ARM 17.8.220 Ambient Air Quality Standard for Settled Particulate Matter
8. ARM 17.8.221 Ambient Air Quality Standard for Visibility
9. ARM 17.8.222 Ambient Air Quality Standard for Lead
10. ARM 17.8.223 Ambient Air Quality Standard for PM₁₀
11. ARM 17.8.230 Fluoride in Forage

MRC must comply with the applicable ambient air quality standards.

C. ARM 17.8, Subchapter 3 - Emission Standards, including, but not limited to:

1. ARM 17.8.304 Visible Air Contaminants. (1) This rule requires that no person may cause or authorize emissions to be discharged into the outdoor atmosphere from any source installed on or before November 23, 1968, that exhibit an opacity of 40% or greater averaged over 6 consecutive minutes. (2) This rule requires that no person may cause or authorize emissions to be discharged into the outdoor atmosphere from any source installed after November 23, 1968, that exhibit an opacity of 20% or greater averaged over 6 consecutive minutes.
2. ARM 17.8.308 Particulate Matter, Airborne. This rule requires an opacity limit of

less than 20% for all fugitive emission sources and that reasonable precautions be taken to control emissions of airborne particulate matter. (2) Under this rule, ExxonMobil shall not cause or authorize the use of any street, road, or parking lot without taking reasonable precautions to control emissions of airborne particulate matter.

3. ARM 17.8.309 Particulate Matter, Fuel Burning Equipment. This rule requires that no person shall cause, allow, or permit to be discharged into the atmosphere particulate matter caused by the combustion of fuel in excess of the amount determined by this rule.
4. ARM 17.8.322 Sulfur Oxide Emissions - Sulfur in Fuel. (5) Commencing July 1, 1971, no person shall burn any gaseous fuel containing sulfur compounds in excess of 50 grains per 100 cubic feet of gaseous fuel, calculated as hydrogen sulfide at standard conditions. The Great Falls Refinery is a small refinery (under 10,000 BPD crude oil charge) and is, therefore, exempt from this rule, provided that they meet the other provisions of this rule.
5. ARM 17.8.324 Hydrocarbon Emissions - Petroleum Products. (3) No person shall load or permit the loading of gasoline into any stationary tank with a capacity of 250 gallons or more from any tank truck or trailer, except through a permanent submerged fill pipe, unless such tank is equipped with a vapor loss control device as described in (1) of this rule. MRC is subject to this rule when MRC's normal processing exceeds 7,000 bbl/day of crude charge.
6. ARM 17.8.340 Standard of Performance for New Stationary Sources. The owner or operator of any stationary source or modification, as defined and applied in 40 CFR Part 60, shall comply with the standards and provisions of 40 CFR Part 60, NSPS. The applicable NSPS Subparts include, but are not limited to:
 - a. Subpart A - General Provisions apply to all equipment or facilities subject to an NSPS Subpart as listed below.
 - b. Subpart J - Standards of Performance for Petroleum Refineries. This Subpart applies to facilities that are constructed or modified after June 11, 1973; therefore, new and modified fuel gas combustion devices will be subject to the provisions of Subpart J. In addition, the following shall apply, as described per the MRC Consent Decree:
 - i. FCCU regenerator: for CO and for SO₂, and
 - ii. Heaters and boilers.
 - c. Subpart Kb - Volatile Organic Liquid Storage Vessels (including Petroleum Liquid Storage Vessels) for which Construction, Reconstruction or Modification Commenced After July 23, 1984.

Note: The five tanks used in the PMA unit, listed below, are exempt from the provisions of Subpart Kb because the true vapor pressure (TVP) of the Volatile Organic Liquid (VOL) stored is less than 3.5 kilopascals (Kpa) (0.5076 pounds per square inch atmosphere (psia)).

PMA Unit

<u>Tank</u>	<u>Capacity</u>	<u>TVP (psia)</u>
WT-1901 wetting tank	800 gal	negligible
RT-1901 reactor tank	715 bbl	negligible
asphalt storage (3)	1,000 bbl	negligible

- d. Subpart UU – Standards of Performance for Asphalt Processing and Asphalt Roofing Manufacture – shall apply to all asphalt storage tanks that process and store only non-roofing asphalts, and was constructed or modified since May 26, 1981.
- e. Subpart GGG - Equipment Leaks of VOC in Petroleum Refineries shall not apply to the following units:

<u>Equipment</u>	<u>Year of Mfg.</u>	<u>Year of Install.</u>
HF Alkylation Unit	1960	1990

- f. Subpart QQQ - VOC Emissions from Petroleum Refinery Wastewater Systems does not apply to the following units:

<u>Equipment</u>	<u>Year of Mfg.</u>	<u>Year of Install.</u>
HF Alkylation Unit	1960	1990

- g. All other applicable subparts and referenced test methods.

7. ARM 17.8.342 Emission Standards for Hazardous Air Pollutants for Source Categories. The source, as defined and applied in 40 CFR Part 63, shall comply with the requirements of 40 CFR Part 63, as listed below:

- a. Subpart A - General Provisions applies to all National Emission Standards for Hazardous Air Pollutants (NESHAP) source categories subject to a Subpart as listed below.
- b. Subpart R – NESHAP for Gasoline Distribution Facilities (Bulk Gasoline Terminals and Pipeline Breakout Stations), applies as specified under Subpart CC.
- c. Subpart CC - NESHAP Pollutants from Petroleum Refineries shall apply to, but not be limited to, the bulk loading racks.
- e. Subpart UUU - NESHAP Pollutants from Petroleum Refineries: Catalytic Cracking Units, Catalytic Reforming Units, and Sulfur Recovery Plants, shall apply to, but not be limited to, the FCCU and the Catalytic Reformer Unit.
- f. Subpart EEEE - NESHAP for Organic Liquids Distribution (non-gasoline) shall apply to, but not be limited to, Tank #1 (DEGME) and the naphtha loading racks.
- g. Subpart DDDDD - NESHAP for Industrial, Commercial, and Institutional Boilers and Process Heaters, shall apply to industrial, commercial, and institutional boilers and process heaters located at facilities that are a major source of HAP emissions.

D. ARM 17.8, Subchapter 4 - Stack Height and Dispersion Techniques, including, but not

limited to:

ARM 17.8.401 Definitions and ARM 17.8.402, Requirements. MRC must demonstrate compliance with the ambient air quality standards based on the use of Good Engineering Practices (GEP) stack height.

E. ARM 17.8, Subchapter 5, Air Quality Permit Application, Operation, and Open Burning Fees, including, but not limited to:

1. ARM 17.8.504 Air Quality Permit Application Fees. This rule requires that an applicant submit an air quality permit application fee concurrent with the submittal of an air quality permit application. MRC submitted the appropriate permit application fee for the current permit action.
2. ARM 17.8.505 Air Quality Operation Fees. An annual air quality operation fee must, as a condition of continued operation, be submitted to the Department by each source of air contaminant holding an air quality permit (excluding an open-burning permit) issued by the Department; and the annual air quality operation fee is based on the actual or estimated actual amount of air contaminants emitted during the previous calendar year.

An air quality operation fee is separate and distinct from an air quality permit application fee. The annual assessment and collection of the air quality operation fee, described above, shall take place on a calendar-year basis. The Department may insert into any final permit issued after the effective date of these rules, such conditions as may be necessary to require the payment of an air quality operation fee on a calendar-year basis, including provisions that prorate the required fee amount.

F. ARM 17.8, Subchapter 7, Permit, Construction, and Operation of Air Contaminant Sources, including, but not limited to:

1. ARM 17.8.740 Definitions. This rule is a list of applicable definitions used in this chapter, unless indicated otherwise in a specific subchapter.
2. ARM 17.8.743 Montana Air Quality Permits--When Required. This rule requires a person to obtain an air quality permit or permit alteration to construct, alter, or use any air contaminant sources that have the Potential to Emit (PTE) greater than 25 tons per year of any pollutant. MRC has a PTE greater than 25 tons per year of PM, NO_x, CO, VOC, and SO₂; therefore, an air quality permit is required.
3. ARM 17.8.744 Montana Air Quality Permits--General Exclusions. This rule identifies the activities that are not subject to the Montana Air Quality Permit program.
4. ARM 17.8.745 Montana Air Quality Permits--Exclusion for De Minimis Changes. This rule identifies the de minimis changes at permitted facilities that do not require a permit under the Montana Air Quality Permit Program.
5. ARM 17.8.748 New or Modified Emitting Units--Permit Application Requirements.
(1) This rule requires that a permit application be submitted prior to installation, alteration or use of a source. A complete permit application was submitted on May 17, 2007. (7) This rule requires that the applicant notify the public by means of legal publication in a newspaper of general circulation in the area affected by the

application for a permit. MRC submitted an affidavit of publication of public notice for the May 12, 2007, issue of the *Great Falls Tribune*, a newspaper of general circulation in the City of Great Falls, in Cascade County, as proof of compliance with the public notice requirements.

6. ARM 17.8.749 Conditions for Issuance or Denial of Permit. This rule requires that the permits issued by the Department must authorize the construction and operation of the facility or emitting unit subject to the conditions in the permit and the requirements of this subchapter. This rule also requires that the permit must contain any conditions necessary to assure compliance with the Federal Clean Air Act (FCAA), the Clean Air Act of Montana, and rules adopted under those acts.
7. ARM 17.8.752 Emission Control Requirements. This rule requires a source to install the maximum air pollution control capability that is technically practicable and economically feasible, except that BACT shall be utilized. The required BACT analysis is included in Section III of this Permit Analysis.
8. ARM 17.8.755 Inspection of Permit. This rule requires that air quality permits shall be made available for inspection by the Department at the location of the source.
9. ARM 17.8.756 Compliance with Other Requirements. This rule states that nothing in the permit shall be construed as relieving MRC of the responsibility for complying with any applicable federal or Montana statute, rule, or standard, except as specifically provided in ARM 17.8.740, *et seq.*
10. ARM 17.8.759 Review of Permit Applications. This rule describes the Department's responsibilities for processing permit applications and making permit decisions on those permit applications that do not require the preparation of an environmental impact statement.
11. ARM 17.8.762 Duration of Permit. An air quality permit shall be valid until revoked or modified, as provided in this subchapter, except that a permit issued prior to construction of a new or altered source may contain a condition providing that the permit will expire unless construction is commenced within the time specified in the permit, which in no event may be less than 1 year after the permit is issued.
12. ARM 17.8.763 Revocation of Permit. An air quality permit may be revoked upon written request of the permittee, or for violations of any requirement of the Clean Air Act of Montana, rules adopted under the Clean Air Act of Montana, the FCAA, rules adopted under the FCAA, or any applicable requirement contained in the Montana State Implementation Plan (SIP).
13. ARM 17.8.764 Administrative Amendment to Permit. An air quality permit may be amended for changes in any applicable rules and standards adopted by the Board of Environmental Review (Board) or changed conditions of operation at a source or stack that do not result in an increase of emissions as a result of those changed conditions. The owner or operator of a facility may not increase the facility's emissions beyond permit limits unless the increase meets the criteria in ARM 17.8.745 for a de minimis change not requiring a permit, or unless the owner or operator applies for and receives another permit in accordance with ARM 17.8.748, ARM 17.8.749, ARM 17.8.752, ARM 17.8.755, and ARM 17.8.756, and with all applicable requirements in ARM Title 17, Chapter 8, Subchapters 8, 9, and 10.
14. ARM 17.8.765 Transfer of Permit. This rule states that an air quality permit may be transferred from one person to another if written notice of Intent to Transfer,

including the names of the transferor and the transferee, is sent to the Department.

15. ARM 17.8.770 Additional Requirements for Incinerators. This rule specifies the additional information that must be submitted to the Department for incineration facilities subject to 75-2-215, MCA.

MCA 75-2-103, Definitions provides, in part, as follows:

"Incinerator" means any single or multiple-chambered combustion device that burns combustible material, alone or with a supplemental fuel or catalytic combustion assistance, primarily for the purpose of removal, destruction, disposal, or volume reduction of all or any portion of the input material.

"Solid waste" means all putrescible and nonputrescible solid, semisolid, liquid, or gaseous wastes, including, but not limited to...air pollution control facilities...

MCA 75-2-215, Solid or hazardous waste incineration - additional permit requirements:

- The applicant to provide, to the Department's satisfaction, a characterization and estimate of emissions and ambient concentrations of air pollutants, including hazardous air pollutants from the incineration of solid waste. The Department determined that the information submitted in this application is sufficient to fulfill this requirement.
- The Department to determine that the projected emissions and ambient concentrations constitute a negligible risk to public health, safety, and welfare. The Department completed a health risk assessment based on an emissions inventory and ambient air quality modeling for this proposal. Based on the results of the emission inventory, modeling, and the health risk assessment, the Department determined that MRC's proposal complies with this requirement.
- The application of pollution control equipment or procedures that meet or exceed BACT. The Department determined that the proposed incinerator (Product Railcar Loading VCU) constitutes BACT.

- G. ARM 17.8, Subchapter 8, Prevention of Significant Deterioration of Air Quality, including, but not limited to:

1. ARM 17.8.801 Definitions. This rule is a list of applicable definitions used in this subchapter.
2. ARM 17.8.818 Review of Major Stationary Sources and Major Modifications-- Source Applicability and Exemption. The requirements contained in ARM 17.8.819 through ARM 17.8.827 shall apply to any major stationary source and any major modification, with respect to each pollutant subject to regulation under the FCAA that it would emit, except as this chapter would otherwise allow.

MRC's existing petroleum refinery in Great Falls is defined as a "major stationary source" because it is a listed source with the PTE more than 100 tons of several pollutants (PM, SO₂, NO_x, CO, and VOCs).

- H. ARM 17.8, Subchapter 9 - Permit Requirements for Major Stationary Sources or Modifications Located within Nonattainment Areas, including, but not limited to:

ARM 17.8.904 When Air Quality Preconstruction Permit Required. This rule requires that major stationary sources or major modifications located within a nonattainment area must obtain a preconstruction permit in accordance with the requirements of this subchapter, as well as the requirements of Subchapter 7. The current permit action is considered an administrative amendment.

- I. ARM 17.8, Subchapter 12, Operating Permit Program Applicability, including, but not limited to:
1. ARM 17.8.1201 Definitions. (23) Major Source under Section 7412 of the FCAA is defined as any stationary source having:
 - a. PTE > 100 tons/year of any pollutant;
 - b. PTE > 10 tons/year of any one Hazardous Air Pollutant (HAP), PTE > 25 tons/year of a combination of all HAPs, or a lesser quantity as the Department may establish by rule; or
 - c. PTE > 70 tons/year of PM₁₀ in a serious PM₁₀ nonattainment area.
 2. ARM 17.8.1204 Air Quality Operating Permit Program Applicability. (1) Title V of the FCAA Amendments of 1990 requires that all sources, as defined in ARM 17.8.1204(1), obtain a Title V Operating Permit. In reviewing and issuing Air Quality Permit #2161-19 for MRC, the following conclusions were made:
 - a. The facility's PTE is greater than 100 tons/year for several pollutants.
 - b. The facility's PTE is greater than 10 tons/year for any one HAP and greater than 25 tons/year of all HAPs.
 - c. This source is not located in a serious PM₁₀ nonattainment area.
 - d. This facility is subject to NSPS requirements.
 - e. This facility is subject to current NESHAP standards.
 - f. This source is not a Title IV affected source, nor a solid waste combustion unit.
 - g. This source is not an EPA designated Title V source.

Based on these facts, the Department determined that MRC is a major source of emissions as defined under Title V. MRC's current Operating Permit, #OP2161-01, became final on October 30, 2004.

III. BACT Analysis

A BACT determination is required for each new or altered source or stack. MRC shall install on the new or altered source, the maximum air pollution control capability that is technically practicable and economically feasible, except that BACT shall be utilized.

A BACT analysis was submitted by MRC in Permit Application #2161-19, addressing available methods of controlling VOC Emissions from Railcar Loading of Petroleum Products. Since the

product loading rack is located at a petroleum refinery that is a major source of HAPs, this process is also subject to an emission limitation of 10 mg VOC per liter of gasoline loaded by the MACT Standard 40 CFR 63, Subpart CC.

The VOC BACT analysis was performed for VOC emissions from the loading of petroleum products (including gasoline, diesel fuel, oil, jet fuel, naphtha, and sodium hydrosulfide) at the proposed loading rack. Only one railcar may be loaded at a time. The evaluation was based on the physical throughput capacity of 34,286-BPD of product, although the projected actual throughput will be far less (approximately 1,350-BPD). Fugitive VOC emissions from equipment leaks (e.g., valves, pumps, flanges, etc.) and “collection efficiency” loss (e.g. vapor collection system inefficiencies) are not included in the BACT analysis.

The Department reviewed the evaluated methods, as well as previous BACT determinations. The following control options have been reviewed by the Department in order to make the following BACT determination.

1. Identification of VOC Control Options:

The VOC BACT analysis was conducted using information from the *Office of Air Quality Planning and Standards Control Cost Manual* (OAQPS Manual); other information available from the EPA, including the Emission Inventory Improvement Program (EIIP) Volumes 10 & 12 prepared by the Eastern Research Group, Inc. in 1999 & 2000 and Air Pollution Control CICA Fact Sheets; general information available on the internet; and engineering data from MRC. The following VOC control options were evaluated:

- Incinerators
 - Thermal Oxidizer
 - Catalytic Oxidizer
- Vapor Combustor Unit (VCU, or “enclosed flare”)
- Carbon Adsorbers
- Condensers
 - Refrigerated Condensers
 - Non-Refrigerated Condensers
 - Coalescer
- Bio-filtration

Incinerators

The combustion products of waste gases can be incinerated in a thermal or catalytic incinerator. Incineration converts organic compounds into carbon dioxide and water, assuming complete combustion. Since the waste gas stream is much lower in temperature than is required for incineration, energy must be supplied to the incinerator to raise the waste gas temperature.

- Thermal incineration control efficiencies can be designed between 98 to 99.99%, depending on combustion temperature, retention time, inlet VOC characteristics, and mixing design of the unit. Thermal incineration is typically performed between 1200°F and 2000°F, and perform best at inlet concentrations of 1500 – 3000 ppmv. They are not well suited to gas streams with highly variable flow. There are two additional subcategories of thermal oxidizers:
 1. Regenerative thermal oxidation systems, with typical efficiencies from 95% to 99%, work well for high flow/low concentration gas streams.

2. Recuperative thermal oxidation systems, with typical efficiencies from 99% to 99.9999%, work well for smaller applications with moderate to high VOC loadings.

- Catalytic incineration control efficiencies can operate between 90 – 99%, depending on catalyst volume and temperature. In a catalytic incinerator, a catalyst allows the combustion to occur at a lower temperature, typically around 600°F - 800°F.

Vapor Combustion Unit (VCU)

A VCU is essentially an enclosed flare. A flare is a combustion control process for VOCs, which typically handle large fluctuations in inlet VOC characteristics and can achieve 98% destruction efficiency when combusting waste gas with >300 Btu/scf (>50 Btu/scf for enclosed flares). Complete combustion in a VCU is governed by flame temperature, residence time in the combustion zone, turbulent mixing of the components to complete the oxidation reaction, and available oxygen for free radical formation.

An enclosed flare's burner heads are inside a shell that is internally insulated. This shell reduces noise, luminosity, and heat radiation and provides wind protection. A high nozzle pressure drop is usually adequate to provide the mixing necessary for smokeless operation and air or steam assist is not required. Enclosed flares generally have less capacity than open flares and are used to combust continuous, constant flow vent streams, although reliable and efficient operation can be attained over a wide range of design capacity.

Carbon Adsorbers

Carbon adsorbers use activated carbon to remove VOC from low to medium concentration gas streams by adsorption. During adsorption, a gas molecule migrates from the gas stream to the surface of the solid. Most adsorbers can be cleaned by heating to a sufficiently high temperature, usually using steam or hot combustion gases or by lowering the pressure to a low value (vacuum). Carbon is typically over 95% efficient at removing VOCs.

Common problems with carbon adsorbers can be plugging and fouling of the activated carbon exposed to wet or heavily concentrated particulate gas streams. In general, carbon can be used on applications with vapor ranging from 10 ppm to 10,000 ppm. The working capacity is typically 10 – 20 lbs VOC per 100 lbs carbon. Carbon can only remove carbon chains of C5 or larger, so that smaller organic chains will pass through the carbon. Gasoline is estimated to be comprised of 5-15% lighter ends (C1-C4), which will not adsorb onto the carbon and will be emitted.

Condensers

Condensation is a separation technique in which one or more volatile compounds of a vapor mixture are separated from the remaining vapors through saturation followed by a phase change. Condensers are typically characterized as refrigerated or non-refrigerated:

- Non-refrigerated condensers are widely used as raw material and/or product recovery devices in chemical process industries.
- Refrigerated condensers, also sometimes known as Vapor Recovery Units (VRUs) are used as air pollution control devices for treating emission streams with high VOC concentrations (e.g., gasoline bulk terminals, storage, etc.). Removal efficiencies

above 90% can be achieved with coolants such as chilled water, brine solutions, ammonia, special filter media, etc., depending upon the emission stream characteristics.

Coalescers, which use a filter medium to collect and condense vapor mist containing VOC emissions, are another type of condenser. Coalescers have been used in the petroleum industry for collecting and removing VOC emissions from asphalt loading and storage facilities for many years. By definition, coalescing means “to join together.” It is a continuous process by which small aerosols come in contact with the fibers in the filter media, combining with other collected aerosols and growing to emerge as a droplet on the downstream surface of the media, which is capable of being gravitationally drained away.

Biofiltration

Biofiltration consists of venting biodegradable organic compounds, under controlled temperature and humidity, through a biologically active material. Microorganisms introduced into the biologically active material degrade the contaminant into CO₂ and water.

Biofiltration is used primarily to treat non-halogenated VOCs and fuel hydrocarbons. Removal efficiencies can reach 90%, and the system does not require any fossil fuel. However, the system operates best at 90 – 100 degrees F and 100% relative humidity, and filter flooding and plugging as a result of excessive biomass accumulation may require periodic mechanical cleaning of the filter.

2. Eliminate Technically Infeasible VOC Control Options:

All options are technically feasible and cannot be eliminated.

3. Rank Feasible VOC Control Options:

Control Option	Control Efficiency	Source of Information
Thermal Oxidation	98% - 99.99%	EPA-CICA Fact Sheet EPA-452/F-03-022 provides range of 98% - 99.99% efficient (ave = 99.0%). EPA guidance (EIIP Volume II, Chapter 12: July 2000) provides 98%-99% efficiency.
VCU (Enclosed Flare)	>98%	OAQPS Manual, EPA guidance (EIIP Volume II, Chapter 12: July 2000), and Vendor Information.
Catalytic Oxidation	95% - 99%	EPA-CICA Fact Sheet EPA-452/F-03-018 and EPA guidance (EIIP Volume II, Chapter 12, July 2000) provides range of 95% - 99% efficient (ave = 97.0%).
Carbon Adsorber	95% - 99%	EPA guidance (EIIP Volume II, Chapter 12, July 2000) provides range of 95% - 99% efficient.
Condenser or Coalescer	90% -95%	OAQPS Manual stated > 90%, AP-42 stated 90% - 98%, EPA guidance (EIIP Volume II: Chapter 10 September 1999) provides estimate of 85% - 95% efficient.
Biofiltration	>90%	EPA – ETV document 9/2003

4. Evaluate Most Effective VOC Control Options:

Thermal oxidation theoretically has the highest VOC control efficiency; however, the exact efficiency depends upon the specific system design and characteristics of the

contaminated stream. In addition, thermal oxidizers are not designed to handle excess fluctuations in flow. MRC is proposing to install a VCU which has nearly the same theoretical control efficiency, but is also designed to handle fluctuations in flow. Since the 'best available' control option was selected, an economic evaluation was not performed.

5. Select BACT:

MRC proposes to use a John Zink Vapor VCU, which has a 98% VOC control efficiency. John Zinc guarantees the following emission rates:

- VOC - 10 mg/L product loaded. This control is equivalent to the NSPS Subpart R emission limit, and is the basis for the allowable emission rate of 21.93 tons VOC per year controlled emissions. This emission rate is equivalent to other recently permitted sources.
- CO – 10 mg/L product loaded.
- NO_x – 4 mg/L product loaded.

This control is equivalent to the level of control required for gasoline loading at other similar sources in Montana. Further, similar sources were required to install a continuously operating thermocouple and associated recorder or equivalent device, to provide assurance of on-going operation.

Therefore, the Department determined that installation of a VCU to control VOC emissions from the loading of gasoline and the use of a thermocouple or equivalent device constitutes BACT in this case. This control options has the level of control and control costs comparable to other recently permitted similar sources and is capable of achieving the appropriate emission standards.

IV. Emission Inventory

Source	Railcar Product Loading - Controlled Potential to Emit (TPY)					
	PM/PM ₁₀	NO _x	VOC	CO	SO _x	HAPS
Loading Rack VCU Emissions		8.77	21.93	21.93		0.16
Fugitive Emissions – Loading Rack			8.3			0.06
Fugitive Emissions – Equipment Leaks			0.06			0.00
Total	0.00	8.77	30.29	21.93	0.00	0.22

Railcar Product Loading - Controlled PTE Hazardous Air Pollutant Emissions	
HAP	Tons/year
Benzene	0.088
Ethylbenzene	0.006
n-Hexane	0.039
Toluene	0.067
m-Xylene	0.015
Total HAP Potential Emissions	0.215

A complete emissions inventory is on file with the Department

V. Existing Air Quality

As of July 8, 2002, Cascade County is designated as an Unclassifiable/Attainment area for National Ambient Air Quality Standards (NAAQS) for all criteria pollutants. MRC was located

outside, but adjacent to, a CO Nonattainment area in downtown Great Falls. On December 2, 1985, the Montana Department of Health and Environmental Sciences and MRC signed a stipulation requiring MRC to obtain an air quality permit and stipulating that a permit emission limitation of 4700 TPY CO, when considered in conjunction with control measures on other sources such as automobiles, would achieve compliance with ambient CO standards. This permit limits plantwide CO emissions to 4700 TPY.

In 1993, the Department conducted preliminary ambient air quality modeling for SO₂ using the COMPLEX1 and ISC2 models and meteorological data collected from the Great Falls Airport assuming 7 tons per day of SO₂ emissions. The results of the model demonstrate that, at 7 tons per day of emissions, this facility causes a violation of the state and federal SO₂ ambient standards. As a result, MRC was limited to 5.25 tons per day of plantwide refinery SO₂ emissions (Permit #2161-06) in the first step of a plan to achieve attainment. In April 1998, MRC submitted additional modeling to demonstrate compliance with the NAAQS for SO₂. In June 1999, this modeling, and the preconstruction permit application were determined to be complete. The permitting action established limitations that demonstrate compliance with the NAAQS and MAAQS for SO₂. The facility is now limited to 4.15 tons per day of plantwide refinery SO₂ emissions. An ambient air-monitoring plan will continue to be used to monitor SO₂ emissions.

VI. Ambient Air Impact Analysis

The Department reviewed the potential impacts from the installation of the railcar product loading rack and VCU. SCREENVIEW, an EPA-approved screening model, provided a maximum one-hour VOC concentration of 18.96 µg/m³ at 240 meters from the source, using the indicated inputs obtained from the permit application and a VOC emission rate of 0.63 gram per second (g/s).

SCREENVIEW Model Run

Simple Terrain Inputs:

Source Type	=	POINT
Emission Rate (G/S)	=	0.63 (= 5.04 lb/hr)
Stack Height (M)	=	9.14 (= 30 ft)
Stack Inside Diam (M)	=	1.52 (=5 ft)
Stack Exit Velocity (M/S)	=	7.68 (=25.2 fps)
Stack Gas Exit Temp (K)	=	477.59 (= 400 deg F, worst case)
Ambient Air Temp (K)	=	293.15 (=68 deg F)
Receptor Height (M)	=	0.0000
Urban/Rural Option	=	RURAL

Stack exit velocity was calculated using a volumetric flow rate of 6,947 SCFM.

Summary of Screen View Model Results

Calculation Procedure	Maximum 1 Hour Concentration (µg/m ³)	Distance of Maximum (M)	Terrain Height (M)
Simple Terrain	18.96	240	0

The maximum 1-hour VOC concentration was then converted to an annual average of 1.896 µg/m³. The individual one-hour results for each pollutant were then calculated by multiplying the modeled impact of 1.896 µg/m³ by the percentage of each individual HAP making up the total of

the HAP emissions.

The Department determined that there would be no impacts from this permitting action. The Department believes it will not cause or contribute to a violation of any ambient air quality standard.

A health risk assessment was conducted to determine if the proposed railcar loading VCU complies with the negligible risk requirement of MCA 75-2-215. The emission inventory did not contain sufficient quantities of any pollutant on the Department's list of pollutants for which non-inhalation impacts must be considered; therefore, the Department determined that inhalation risk was the only necessary pathway to consider. Only those hazardous air pollutants for which there were established emission factors were considered in the emission inventory.

Negligible Risk Assessment ⁽¹⁾					
Hazardous Air Pollutant	Modeled Annual Average Concentration (ug/m ³)	Cancer URF ⁽²⁾ (ug/m ³) ⁻¹	Cancer Risk ⁽³⁾	CNCREL ⁽⁴⁾ (ug/m ³)	CNCREL Hazard Quotient ⁽⁵⁾
Benzene	5.50E-03	7.8E-06	4.29E-08	30	1.83E-04
Ethylbenzene	3.79E-04	ND	ND	1000	3.79E-07
n-Hexane	2.46E-03	ND	ND	200	1.23E-05
Toluene	4.17E-03	ND	ND	400	1.04E-05
m-Xylene	9.48E-04	ND	ND	100	9.48E-06
Total Risks	-----	-----	4.29E-08	-----	2.16E-04
A copy of the Screen View modeling conducted for this project is on file with the Department.					
(1) Source of chronic dose-response values is from "Table 1: Prioritized Chronic Dose Response Values for Screening Risk Assessments," February 28, 2005 (www.epa.gov/ttn/atw/toxsource/table1.pdf).					
(2) Cancer Chronic Inhalation Risk Factor (1/ug/m3).					
(3) Cancer Risk is unitless and is calculated by multiplying the modeled HAP annual average concentration by the URF.					
(4) Chronic Noncancer Reference Exposure Level (CNCREL) obtained from same table as Cancer URF (see FN#1).					
(5) The CNCREL hazard quotient is determined by dividing the modeled HAP annual average concentration by the CNCREL, to compare against "1".					

The Department determined that the risks estimated in the risk assessment are in compliance with the requirement to demonstrate negligible risk to human health and the environment. As documented in the above table and in accordance with the negligible risk requirement, no single HAP concentration results in Cancer Risk greater than 1.00E-06 and the sum of all HAPs results in a Cancer Risk of less than 1.00E-05. Further, the sum of the Chronic Noncancer Reference Exposure Level (CNCREL) hazard quotient is less than 1.0, as required to demonstrate compliance with the negligible risk requirement. Lastly, the only HAP with acute effects that is emitted is m-Xylene; its' hazard quotient of 2.15E-07 is also far less than 1.0.

Therefore, based on conservative assumptions and worst-case design parameters, the railcar product loading VCU constitutes negligible risk.

VII. Taking or Damaging Implication Analysis

As required by 2-10-101 through 105, MCA, the Department conducted a private property taking and damaging assessment and determined there are no taking or damaging implications.

VIII. Environmental Assessment

An environmental assessment, required by the Montana Environmental Policy Act, was completed for this project. A copy is attached.

DEPARTMENT OF ENVIRONMENTAL QUALITY
Permitting and Compliance Division
Air Resources Management Bureau
1520 East Sixth Avenue
P.O. Box 200901
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(406) 444-3490

DRAFT ENVIRONMENTAL ASSESSMENT (EA)

Issued For: Montana Refining Company
1900 10th Street North East
Great Falls, MT 59404

Permit Number: #2161-19

Preliminary Determination Issued: 6/26/07

Department Decision Issued:

Permit Final:

1. *Legal Description of Site:* MRC is located at 1900 10th Street N.E. in Great Falls, MT. The legal description of the site is the NE¼ of Section 1, Township 20 North, Range 3 East, Cascade County, Montana.
2. *Description of Project:* The Department received an application from MRC for the installation of a railcar product loading rack controlled by a John Zink VCU. The permit was also updated to incorporate all de minimis changes made since the previous permit, including:
 - Integrate conditions of Consent Decree #CIV-01-1422LH, entered March 5, 2002 (MRC Consent Decree), as requested 9/14/05 and 6/28/06;
 - Update the compliance assurance monitoring for the existing Truck Gasoline Loading Rack VCU to reflect withdrawal of the Alternate Monitoring Plan (AMP) request and to demonstrate compliance with the monitoring required under 40 CFR 63, Subpart R;
 - Add new relevant applicable requirements, including 40 CFR 63, Subpart UUU, Subpart EEEE, and Subpart DDDDD;
 - Remove the old sour water stripper (SWS) and its requirements; and
 - Revise refinery fuel gas compliance demonstration to reflect the continuous monitoring of fuel gas H₂S concentrations as well as monitoring of either SWS overhead (SWSOH) H₂S concentrations or SO₂ concentration in the #1 & #2 boiler stack, in conformance with 40 CFR 60, Subpart J.
3. *Objectives of Project:* Provide MRC the ability to load product into railcars.
4. *Additional Project Site Information:* A refinery has operated at this site since the 1920's. The refinery currently employs 90 people, and is located along the Missouri River in Great Falls, Montana.

5. *Alternatives Considered:* In addition to the proposed action, the Department considered the "no-action" alternative. The "no-action" alternative would deny issuance of the air quality preconstruction permit to the proposed facility. However, the Department does not consider the "no-action" alternative to be appropriate because MRC demonstrated compliance with all applicable rules and regulations as required for permit issuance. Therefore, the "no-action" alternative was eliminated from further consideration.
6. *A Listing of Mitigation, Stipulations, and Other Controls:* A listing of the enforceable permit conditions and a permit analysis, including a BACT analysis, would be contained in Permit #2161-19.
7. *Regulatory Effects on Private Property Rights:* The Department considered alternatives to the conditions imposed in this permit as part of the permit development. The Department determined the permit conditions would be reasonably necessary to ensure compliance with applicable requirements and to demonstrate compliance with those requirements and would not unduly restrict private property rights.
8. *The following table summarizes the potential physical and biological effects of the proposed project on the human environment. The "no action alternative" was discussed previously.*

		Major	Moderate	Minor	None	Unknown	Comments Included
A.	Terrestrial and Aquatic Life and Habitats			X			yes
B.	Water Quality, Quantity, and Distribution			X			yes
C.	Geology and Soil Quality, Stability, and Moisture			X			yes
D.	Vegetation Cover, Quantity, and Quality			X			yes
E.	Aesthetics			X			yes
F.	Air Quality			X			yes
G.	Unique Endangered, Fragile, or Limited Environmental Resource				X		yes
H.	Demands on Environmental Resource of Water, Air, and Energy			X			yes
I.	Historical and Archaeological Sites				X		yes
J.	Cumulative and Secondary Impacts			X			yes

Summary of Comments on Potential Physical and Biological Effects: The following comments have been prepared by the Department.

A. Terrestrial and Aquatic Life and Habitats

Impacts on terrestrial and aquatic life would be minimal. MRC is an existing facility, and the proposed railcar loading rack will be located on approximately ½ acre within the property. Minor impacts could result from storm water runoff, but such impacts would be minor, since the project is required to comply with Spill Prevention, Countermeasure & Control (SPCC) Planning. In addition, minor impacts could result from increased pollutant deposition, but these impacts are expected to be minor since the VOC emissions are controlled and the majority of emissions are gaseous and will be well dispersed (see Section 8.F of this EA).

B. Water Quality, Quantity, and Distribution

Any impacts on water quality, quantity or distribution, if any, would be minor because the proposed railcar loading rack will locate within an existing facility, and will not use any water.

There is the potential for impacts to groundwater or stormwater due to spills and leaks, but these risks should be addressed in the facility's SPCC plan. Therefore, the overall characteristics of the area would not change as a result of the proposed project and any associated impacts would be minor.

C. Geology and Soil Quality, Stability, and Moisture

The proposed project would have only minor impacts on geology and soil quality, stability, and moisture because the proposed site will impact only ½ acre within an existing facility, only minor amounts of pollution would be generated, and deposition of air pollutants on soils would be minor, if any (see Section 8.F of this EA). Therefore, any effects upon geology and soil quality, stability, and moisture at this proposed operational site would be minor.

D. Vegetation Cover, Quantity, and Quality

Minor or no impacts would occur on vegetative cover, quality, and quantity because the proposed project would operate on approximately ½ acre in an area where vegetation has been previously disturbed. Pollutants would be greatly dispersed and corresponding deposition on vegetation from the proposed project would be minor (see Section 8.F of this EA). Therefore, the associated impacts upon vegetation would be minimal.

E. Aesthetics

Since the VCU stack will be at least 30 feet tall, this proposed project would be visible from the river. However, the railcar loading rack is located within the existing permitted facility which has higher structures. Furthermore, Permit #2161-19 would include conditions to control emissions, including visible emissions, from the plant. Therefore, the impact on aesthetics is minor.

F. Air Quality

Air quality impacts from the proposed project would be minor. Permit #2161-19 includes conditions limiting the facility's product railcar loading operation. Pollutant deposition from the proposed project would be minimal, if any, because the pollutants emitted are mainly gaseous, and would be widely dispersed (from factors such as wind speed and wind direction) and would have minimal deposition on the surrounding area (due to site topography of the area and minimal vegetative cover in the area). The modeled HAP emission rate was determined to pose negligible risk. Therefore, air quality impacts from the proposed project operating in this area would be minor.

G. Unique Endangered, Fragile, or Limited Environmental Resources

Since a refinery has operated at this site since the 1920's, and the proposed project will impact approximately ½ acre within the facility boundaries, the Department determined that it would be unlikely that the proposed project would impact any species of concern.

H. Demands on Environmental Resources of Water, Air, and Energy

There will be no additional demands on water resources for the proposed project. There will be minimal impacts to air resources because the source is an existing industrial source of emissions, with intermittent and seasonal operations, and because air pollutants generated by the facility would be limited and widely dispersed (see Section 8.F of this EA). Energy requirements would be small because the pilot for the VCU would only operate as needed. Overall, any impacts of the proposed project to water, air, and energy resources would be minor.

I. Historical and Archaeological Sites

The project would occur within the boundaries of the MRC facility, a previously disturbed industrial site. The Montana State Historic Preservation Office previously informed the Department that there is low likelihood of adverse disturbance to any known archaeological or historic site, given previous industrial disturbance within a given area. Therefore, the current permit action would not have an effect on any known historic or archaeological site.

J. Cumulative and Secondary Impacts

Additional emissions generated from the proposed project would, at most, result in only minor impacts to the area of operations because the proposed equipment is located within the existing refinery facility, which has other sources of emissions that are much larger. Overall, cumulative and secondary impacts to the physical and biological aspects of the human environment would be minor.

9. *The following table summarizes the potential economic and social effects of the proposed project on the human environment. The “no action alternative” was discussed previously.*

		Major	Moderate	Minor	None	Unknown	Comments Included
A.	Social Structures and Mores				X		yes
B.	Cultural Uniqueness and Diversity				X		yes
C.	Local and State Tax Base and Tax Revenue			X			yes
D.	Agricultural or Industrial Production			X			yes
E.	Human Health			X			yes
F.	Access to and Quality of Recreational and Wilderness Activities				X		yes
G.	Quantity and Distribution of Employment				X		yes
H.	Distribution of Population				X		yes
I.	Demands for Government Services			X			yes
J.	Industrial and Commercial Activity			X			yes
K.	Locally Adopted Environmental Plans and Goals			X			yes
L.	Cumulative and Secondary Impacts			X			yes

SUMMARY OF COMMENTS ON POTENTIAL ECONOMIC AND SOCIAL EFFECTS: The following comments have been prepared by the Department.

A. Social Structures and Mores

The proposed project would cause no disruption to the social structures and mores in the area because it will be installed within an existing industrial source. Further, the proposed project would be required to operate according to the conditions that would be placed in Permit #2161-19.

B. Cultural Uniqueness and Diversity

The cultural uniqueness and diversity of this area would not be impacted by the proposed project because the source is an existing industrial source. Therefore, the cultural uniqueness and diversity of the area would not be affected.

C. Local and State Tax Base and Tax Revenue

The proposed project would have little, if any, impact on the local and state tax base and tax revenue because the proposed project would be at an existing industrial source. The proposed project would not require any additional employees. Thus, only minor impacts to the local and state tax base and revenue could be expected from the potential increase in facility production.

D. Agricultural or Industrial Production

The proposed project would have only a minor impact on industrial production since it will enable MRC to distribute product more efficiently. Since the proposed project is within an existing refinery that is located in an industrial/commercial area, and will not impact any existing agricultural land. Therefore, there are no expected effects on agricultural production, and minor effects on industrial production.

E. Human Health

Permit #2161-19 would incorporate conditions to ensure that the proposed project would be operated in compliance with all applicable air quality rules and standards. These rules and standards are designed to be protective of human health. As described in Section 8.F. of this EA, the air emissions from the proposed project would be minimized by the process limits that would be required by Permit #2161-19. Therefore, only minor impacts would be expected on human health from the proposed project.

F. Access to and Quality of Recreational and Wilderness Activities

Additional noise from the proposed project would be minor. Furthermore, the project is located on approximately ½ acre within an existing industrial complex. Therefore, any changes in the quality of recreational and wilderness activities created by the proposed project at this site would be expected to be negligible.

G. Quantity and Distribution of Employment

No new employees are expected. No individuals would be expected to permanently relocate to this area of operation as a result of the proposed project. Therefore, no effects upon the quantity and distribution of employment in this area would be expected.

H. Distribution of Population

No individuals would be expected to permanently relocate to this area of operation as a result of the proposed project. Therefore, the proposed project would not impact the normal population distribution in the area of operation.

I. Demands of Government Services

Minor government services would be required for acquiring the appropriate permits for the proposed project and verifying compliance with the permits that would be issued. Demands for government services would be minor.

J. Industrial and Commercial Activity

The proposed project would represent only a minor increase in the industrial activity for MRC since the liquid product (gasoline, diesel, etc.) can be distributed more efficiently. No additional industrial or commercial activity would be expected as a result of the proposed operation.

K. Locally Adopted Environmental Plans and Goals

Permit #2161-19 would contain limits for protecting air quality and to keep facility emissions in compliance with any applicable ambient air quality standards, which should be consistent with any locally adopted environmental plan or goal for operating at this proposed site.

L. Cumulative and Secondary Impacts

The proposed project would cause minor cumulative and secondary impacts to the economic aspects of the human environment in the immediate area of operation because the source would allow for increased production at MRC. No other industrial operations are expected to result from the current permit action.

Recommendation: An Environmental Impact Statement (EIS) is not required.

If an EIS is not required, explain why the EA is an appropriate level of analysis: All potential effects resulting from construction and operation of the proposed facility are negligible or minor; therefore, an EIS is not required.

Other groups or agencies contacted or which may have overlapping jurisdiction: Montana Department of Environmental Quality - Permitting and Compliance Division (Industrial and Energy Minerals Bureau); Montana Natural Heritage Program; and the State Historic Preservation Office (Montana Historical Society).

Individuals or groups contributing to this EA: Montana Department of Environmental Quality (Air Resources Management Bureau), Montana State Historic Preservation Office (Montana Historical Society).

EA prepared by: Christine Weaver

Date: June 14, 2007

