



DEPARTMENT ORDER

**Roehm America LLC  
York County  
Sanford, Maine  
A-393-71-AE-M**

**Departmental  
Findings of Fact and Order  
Air Emission License  
Amendment #4**

**FINDINGS OF FACT**

After review of the air emission license amendment application, staff investigation reports, and other documents in the applicant's file in the Bureau of Air Quality, pursuant to 38 Maine Revised Statutes (M.R.S.) § 344 and § 590, the Maine Department of Environmental Protection (Department) finds the following facts:

**I. REGISTRATION**

A. Introduction

Evonik Cyro LLC was issued Air Emission License A-393-71-V-R/M on May 7, 2013, for the operation of emission sources associated with their acrylic plastic resin and sheet products manufacturing facility. The license was subsequently amended on February 18, 2015 (A-393-71-AA-M), December 8, 2017 (A-393-71-AB-M), and January 19, 2021 (A-393-71-AD-M).

In September 2019, Evonik Cyro LLC changed their name to Roehm America LLC (Roehm). This was a change in name only and no license transfer was required.

The equipment addressed in this license amendment is located at 1796 Main Street, Sanford, Maine.

Roehm has requested a minor revision to their license in order to install a 30 kW propane-fired emergency generator.

B. Emission Equipment

The following equipment is addressed in this air emission license amendment:

**Stationary Engines**

<b>Equipment</b>	<b>Max. Input Capacity (MMBtu/hr)</b>	<b>Rated Output Capacity (kW)</b>	<b>Fuel Type, % sulfur</b>	<b>Firing Rate (scfh)</b>	<b>Date of Install.</b>
Sales Office Generator	0.42	48	Propane, negligible	166	7/2021

The Sales Office Generator is considered an insignificant activity pursuant to *Major and Minor Source Air Emission License Regulations*, 06-096 Code of Maine Rules (C.M.R.) ch. 115, Appendix B, § B(3). As such, this engine is not required to be included in the facility's air emission license. However, Roehm has requested it be listed for informational and completeness purposes.

C. Application Classification

All rules, regulations, or statutes referenced in this air emission license refer to the amended version in effect as of the date this license was issued.

This amendment will not increase licensed emissions of any pollutant. Therefore, this amendment is determined to be a minor revision and has been processed as such.

D. Facility Classification

With the facility-wide limit on VOC and HAP, the facility is licensed as follows:

- As a synthetic minor source of air emissions, because Roehm is subject to license restrictions that keep facility emissions below major source thresholds for criteria pollutants; and
- As an area source of hazardous air pollutants (HAP), because the licensed emissions are below the major source thresholds for HAP.

## II. APPLICABLE REQUIREMENTS

A. Introduction

Roehm plans to install a propane-fired emergency generator (Sales Office Generator). It will be a generator set consisting of an engine and electrical generator. The genset is rated to produce 30 kW. The engine that powers the genset has a rated output of 48 kW (64 HP). The engine has a maximum heat input capacity of approximately 0.42 MMBtu/hr.

As explained earlier, the Sales Office Generator is an insignificant activity that is not required to be included in the facility's air emission license. However, Roehm has requested it be listed for informational and completeness purposes. The requirements listed in this minor revision are applicable to the Sales Office Generator regardless of whether it is included in the air emission license.

B. Visible Emissions

The Sales Office Generator is subject to the following visible emission limit pursuant to *Visible Emissions Regulation*, 06-096 C.M.R. ch. 101, § 3(A)(4).

Visible emissions from the Sales Office Generator shall not exceed 20% opacity on a six-minute block average basis except for periods of startup during which time Roehm may comply with the following work practice standards in lieu of the numerical visible emissions standard.

1. Maintain a log (written or electronic) of the date, time, and duration of all generator startups.
2. Operate the generator in accordance with the manufacturer's emission-related operating instructions.
3. Minimize the engine's time spent at idle during startup and minimize the engine's startup time to a period needed for appropriate and safe loading of the engine, not to exceed 30 minutes, after which time the non-startup emission limitations shall apply.
4. Operate the generator, including any associated air pollution control equipment, at all times in a manner consistent with safety and good air pollution control practices for minimizing emissions. Determination of whether such operation and maintenance procedures are being used will be based on information available to the Department that may include, but is not limited to, monitoring results, review of operation and maintenance procedures, review of operation and maintenance records, and inspection of the unit.

C. 40 C.F.R. Part 60, Subpart JJJJ

*Standards of Performance for Spark Ignition Internal Combustion Engines*, 40 C.F.R. Part 60, Subpart JJJJ is applicable to the Sales Office Generator since it was ordered after June 12, 2006, and manufactured after January 1, 2009. [40 C.F.R. § 60.4230(a)(4)(iv)] By meeting the requirements of 40 C.F.R. Part 60, Subpart JJJJ, the unit also meets the requirements found in the *National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*, 40 C.F.R. Part 63, Subpart ZZZZ. [40 C.F.R. § 63.6590(c)]

A summary of the currently applicable federal 40 C.F.R. Part 60, Subpart JJJJ requirements is listed below.

1. Emergency Engine Designation and Operating Criteria

Under 40 C.F.R. Part 60, Subpart JJJJ, a stationary reciprocating internal combustion engine (ICE) is considered an emergency stationary ICE (emergency engine) as long as the engine is operated in accordance with the following criteria. Operation of an engine outside of the criteria specified below may cause the engine to no longer be considered an emergency engine under 40 C.F.R. Part 60, Subpart JJJJ, resulting in the engine being subject to requirements applicable to non-emergency engines.

a. Emergency Situation Operation (On-Site)

**There is no operating time limit on the use of an emergency engine to provide electrical power or mechanical work during an emergency situation.** Examples of use of an emergency engine during emergency situations include the following:

- Use of an engine to produce power for critical networks or equipment (including power supplied to portions of a facility) because of failure or interruption of electric power from the local utility (or the normal power source, if the facility runs on its own power production);
- Use of an engine to mitigate an on-site disaster or equipment failure;
- Use of an engine to pump water in the case of fire, flood, natural disaster, or severe weather conditions; and
- Similar instances.

b. Non-Emergency Situation Operation

An emergency engine may be operated up to a maximum of 100 hours per calendar year for maintenance checks, readiness testing, and other non-emergency situations as described below.

- (1) An emergency engine may be operated for a maximum of 100 hours per calendar year for maintenance checks and readiness testing, provided that the tests are recommended by federal, state, or local government; the manufacturer; the vendor; the regional transmission organization or equivalent balancing authority and transmission operator; or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency ICE more than 100 hours per calendar year.
- (2) An emergency engine may be operated for up to 50 hours per calendar year for other non-emergency situations. **However, these operating hours are counted as part of the 100 hours per calendar year operating limit described in paragraph (b) and (b)(1) above.**

The 50 hours per calendar year operating limit for other non-emergency situations cannot be used for peak shaving, demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity.

[40 C.F.R. §§ 60.4243(d) and 60.4248]

2. 40 C.F.R. Part 60, Subpart JJJJ Requirements

a. Emission Standards

The engine shall comply with the emission standards for new nonroad spark ignition engines found in 40 C.F.R. Part 60, Subpart JJJJ, Table 1.

[40 C.F.R. § 60.4233(d)]

Compliance may be demonstrated by either purchasing an engine certified by the manufacture as meeting the standard or purchasing a non-certified engine and conducting an initial performance test. [40 C.F.R. § 4243(b)]

b. Non-Resettable Hour Meter Requirement

If the engine does not meet the requirements applicable to non-emergency engines, a non-resettable hour meter shall be installed and operated on the engine.

[40 C.F.R. § 60.4237(c)]

c. Operation and Maintenance Requirement

The engine shall be operated and maintained according to the manufacturer's written instructions or procedures developed by Roehm that are approved by the engine manufacturer. Roehm may only change those settings that are permitted by the manufacturer. [40 C.F.R. § 60.4243]

d. Annual Time Limit for Maintenance and Testing

As an emergency engine, the unit shall be limited to 100 hours/year for maintenance and testing. The emergency engine may operate up to 50 hours per year in non-emergency situations, but those 50 hours are included in the 100 hours total allowed for maintenance and testing. The 50 hours for non-emergency use cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply power as part of a financial arrangement with another entity. [40 C.F.R. § 60.4243(d)]

e. Recordkeeping

If the engine does not meet the requirements applicable to non-emergency engines, Roehm shall keep records that include maintenance conducted on the engine and the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the number of hours the unit operated for emergency

purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [40 C.F.R. § 60.4245(b)]

D. Annual Emissions

This license amendment will not change the facility's licensed annual emissions.

**ORDER**

Based on the above Findings and subject to conditions listed below, the Department concludes that the emissions from this source:

- will receive Best Practical Treatment,
- will not violate applicable emission standards, and
- will not violate applicable ambient air quality standards in conjunction with emissions from other sources.

The Department hereby grants Air Emission License Amendment A-393-71-AE-M subject to the conditions found in Air Emission License A-393-71-AD-M. This amendment does not change any previously established license conditions or establish any new conditions.

Severability. The invalidity or unenforceability of any provision of this License Amendment or part thereof shall not affect the remainder of the provision or any other provisions. This License Amendment shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

DONE AND DATED IN AUGUSTA, MAINE THIS 30<sup>th</sup> DAY OF APRIL, 2021.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: \_\_\_\_\_ for  
MELANIE LOYZIM, COMMISSIONER

**The term of this amendment shall be concurrent with the term of Air Emission License A-393-71-V-R/M.**

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: 4/1/2021  
Date of application acceptance: 4/2/2021

Date filed with the Board of Environmental Protection:

This Order prepared by Lynn Muzzey, Bureau of Air Quality.

**FILED**  
APR 30, 2021  
State of Maine  
Board of Environmental Protection