Carrier Chipping, Inc.
Somerset County
Skowhegan, Maine
A-813-71-E-R (SM)

Departmental
Findings of Fact and Order
Air Emission License
Renewal

FINDINGS OF FACT

After review of the air emission license renewal application, staff investigation reports, and other documents in the applicant's file in the Bureau of Air Quality, pursuant to 38 M.R.S.A., §344 and §590, the Department finds the following facts:

I. REGISTRATION

A. Introduction

Carrier Chipping, Inc. (Carrier) has applied to renew their Air Emission License permitting the operation of air emission sources associated with their wood chipping facility. The equipment addressed in this license is located at 36 Carrier Lane, Skowhegan, Maine.

B. Emission Equipment

Fuel Burning Equipment

Equipment	Power Output (HP)	Maximum Capacity (MMBtu/hr)	Firing Rate (gal/hr)	Fuel Type, % sulfur	Dates	
					Manuf.	Install.
Chipper Drive	1050	7.6	55.8	Diesel, 0.0015%	11/9/05	2006
Emergency Generator	1000	7.0	51.2		1996	
Arc Welder Engine	71	0.5	3.6		1997	

Other Equipment

Equipment	Production Rate/Capacity	Date of Manufacture/Installation
Chipper	100 tons/hour	2006
Parts Washer	15 gallons (using off-road diesel as solvent)	--

C. Application Classification

The application for Carrier does not include the licensing of increased emissions or the installation of new or modified equipment. Therefore, the license is considered to be a renewal of currently licensed emission units only and has been processed through *Major and Minor Source Air Emission License Regulation*, 06-096 CMR 115 (as amended). With the combined fuel limit on the engines and the restriction of operating hours on the emergency generator, the facility is licensed below the major source thresholds and is considered a synthetic minor.

II. BEST PRACTICAL TREATMENT (BPT)

A. Introduction

In order to receive a license, the applicant must control emissions from each unit to a level considered by the Department to represent Best Practical Treatment (BPT), as defined in *Definitions Regulation*, 06-096 CMR 100 (as amended). Separate control requirement categories exist for new and existing equipment as well as for those sources located in designated non-attainment areas.

BPT for existing emissions equipment means that method which controls or reduces emissions to the lowest possible level considering:

- the existing state of technology;
- the effectiveness of available alternatives for reducing emissions from the source being considered; and
- the economic feasibility for the type of establishment involved.

B. Engines

Carrier operates a Chipper powered by the Chipper Drive, a non-emergency, stationary engine. Carrier maintains an Emergency Generator to provide electricity to equipment ancillary to the chipping unit in emergencies when electricity is not available from the grid. Carrier also operates a non-emergency engine which is the main power source for an arc welder. The engines are rated at 7.6 MMBtu/hour (Chipper Drive), 7.0 MMBtu/hour (Emergency Generator), and 0.5 MMBtu/hour (Arc Welder Engine) and were manufactured in 2005, 1996, and 1997, respectively. All three engines fire diesel fuel with a maximum sulfur content of 0.0015% by weight.

1. New Source Performance Standards (NSPS)

The Chipper Drive was manufactured on 11/9/2005 and is therefore not subject to NSPS 40 CFR Part 60, Subpart IIII, *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines* firing diesel fuel and manufactured after April 1, 2006. The Emergency Engine and the

Arc Welder Engine were both also manufactured prior to 2006 and therefore not subject to Subpart IIII.

2. BPT Findings

The BACT/BPT emission limits for the three engines are based on the following:

For the Chipper Drive and Emergency Generator

PM – 0.12 lb/MMBtu, per 06-096 CMR 103, for units with a capacity of 3 MMBtu/hour or greater
PM_{10} – derived from PM limits
SO_2 – 0.0015 lb/MMBtu, based on firing 0.0015% sulfur fuel
NO_x – 3.2 lb/MMBtu, AP-42, Table 3.4-1 (dated 10/96), for stationary diesel engines larger than 600 HP
CO – 0.85 lb/MMBtu, AP-42, Table 3.4-1 (dated 10/96)
VOC – 0.09 lb/MMBtu, AP-42, Table 3.4-1 (dated 10/96)
Opacity – 06-096 CMR 101

For the Arc Welder Engine

PM – 0.31 lb/MMBtu, AP-42, Table 3.3-1 (dated 10/96)
PM_{10} – derived from PM limits
SO_2 – 0.0015 lb/MMBtu, based on firing 0.0015% sulfur fuel
NO_x – 4.41 lb/MMBtu, AP-42, Table 3.3-1 (dated 10/96)
CO – 0.95 lb/MMBtu, AP-42, Table 3.3-1 (dated 10/96)
VOC – 0.36 lb/MMBtu, AP-42, Table 3.3-1 (dated 10/96)
Opacity – 06-096 CMR 101

Pollutants	Emissions (lb/hr) (firing 0.0015% sulfur diesel fuel)		
	Chipper Drive (7.6 MMBtu/hour)	Emergency Generator (7.0 MMBtu/hour)	Arc Welder Engine (0.5 MMBtu/hour)
PM	0.91	0.84	0.16
PM_{10}	0.91	0.84	0.16
SO_2	0.01	0.01	0.01
NO_x	24.32	22.40	2.21
CO	6.46	5.95	0.48
VOC	0.68	0.63	0.18

Visible emissions from each of the three diesel engines shall not exceed 20% opacity on a six-minute block average, except for no more than two six-minute block averages in a three-hour period.

The Chipper Drive, Emergency Generator, and Arc Welder Engine shall each fire only diesel fuel with a maximum sulfur content not to exceed 0.0015% by weight (15 ppm).

Total fuel use for the Chipper Drive, Emergency Generator, and Arc Welder Engine combined shall not exceed 97,000 gallons per year of diesel fuel.

3. National Standards for Hazardous Air Pollutants (NESHAPs)

The federal regulation 40 CFR Part 63, Subpart ZZZZ, *National Emission Standards for Hazardous Air Pollutants (NESHAP) for Stationary Reciprocating Internal Combustion Engines* is applicable to the Chipper Drive, the Emergency Generator, and the Arc Welder Engine.

a. Chipper Drive

The Chipper Drive is defined according to Subpart ZZZZ as a new stationary RICE at an area source of HAP emissions. [40 CFR Part 63, Subpart ZZZZ, §63.6590 (a)] In 40 CFR Part 63, Subpart ZZZZ, §63.6590 (a)(2)(iii), a unit is identified as "new" if construction commenced on or after June 12, 2006. "Commenced" and "construction," as defined in 40 CFR Part 63, Subpart A, are when a contractual commitment has been made to erect, build, or install a unit on-site. The statement provided to the Department by Carrier Chipping indicates that the sales invoice was dated 8-25-2006, making this a "new" unit.

40 CFR Part 63, Subpart ZZZZ, §63.6590 (c) states, "An affected source that meets any of the criteria in paragraphs (c)(1) through (7) of this section must meet the requirements of this part by meeting the requirements of 40 CFR Part 60 Subpart IIII, for compression ignition engines.... No further requirements apply for such engines under this part." §63.6590 (c)(1) states "A new or reconstructed stationary RICE located at an area source." Since the Chipper Drive is a new stationary RICE located at an area source of HAP emissions, the applicable requirements of Subpart ZZZZ is to meet the requirements of Subpart IIII.

The requirements of 40 CFR Part 60, Subpart IIII for owners and operators of pre-2007 model year non-emergency stationary CI ICE with a displacement of less than 10 liters per cylinder must comply with the emission standards in Table 1 of the subpart, which lists Tier 1 standards, as follows:

Pollutant	g/HP-hr	lb/hr @ 1050 HP
HC	1.0	2.31
NO_x	6.9	15.96
CO	8.5	19.66
PM	0.40	0.93

Carrier Chipping has provided to the Department documentation that this unit meets Tier 1 standards, per the manufacturer's certification; thus, the Department considers that the unit is capable of meeting the above specified emission limits.

Additional Subpart IIII requirements for the Chipper Drive are as follows:

- The unit must be operated and maintained according to the manufacturer's emission-related written instructions. [§ 60.4211 (a)(1)]
- The facility may change only those emission-related settings that are permitted by the manufacturer. [§ 60.4211 (a)(2)]
- Records of performance test results for each pollutant must be kept for a test conducted on a similar engine. The test must have been conducted using the same methods specified in subpart IIII and must have been followed correctly. [§ 60.4211 (b)(2)]
- Records must be kept of engine manufacturer data indicating compliance with the standards. [§ 60.4211 (b)(3)]
- If the Chipper Drive is not installed, configured, operated, and maintained according to the manufacturer's emission-related written instructions, or emission-related settings are changed in a way not permitted by the manufacturer, Carrier must demonstrate compliance as follows: Carrier must keep a maintenance plan and records of conducted maintenance and must, to the extent practicable, maintain and operate the engine in a manner consistent with good air pollution control practice for minimizing emissions. In addition, Carrier must conduct an initial performance test to demonstrate compliance with the applicable emission standards within one year after the engine is no longer installed, configured, operated, and maintained in accordance with the manufacturer's emission-related written instructions, or within one year after emission-related settings are changed in a way that is not permitted by the manufacturer. Carrier must conduct subsequent performance testing every 8,760 hours of engine operation or three years, whichever comes first, thereafter to demonstrate compliance with the applicable emission standards. [§ 60.4211 (g)(3)]

b. Emergency Generator

The Emergency Generator is considered an existing, stationary, reciprocating, internal combustion engine at an area HAP source which is not subject to NSPS requirements. EPA's August 9, 2010 memo (*Guidance Regarding Definition of Residential, Commercial, and Institutional Emergency Stationary RICE in the NESHAP for Stationary RICE*) specifically does not exempt this unit from the federal requirements.

The engine shall be operated and maintained according to the manufacturer's emission-related written instructions, or Carrier shall develop a maintenance plan which must provide to the extent practicable for the maintenance and operation of the engines in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR §63.6625(e)]

The Emergency Generator shall be limited to 500 hours of operation a year, based on a 12-month rolling total. Carrier shall keep records of the hours of operation for the unit.

Emergency Definition:
Emergency stationary reciprocating internal combustion engine (RICE) is defined in 40 CFR Part 63, Subpart ZZZZ as any stationary internal combustion engine whose operation is limited to emergency situations and required testing and maintenance. Examples include stationary RICE used to produce power for critical networks or equipment (including power supplied to portions of a facility) when electric power from the local utility (or the normal power source, if the facility runs on its own power production) is interrupted, or stationary RICE used to pump water in the case of fire or flood, etc. Stationary RICE used for peak shaving are not considered emergency stationary RICE. Stationary RICE used to supply power to an electric grid or that supply non-emergency power as part of a financial arrangement with another entity are not considered to be emergency engines, except as permitted under §63.6640(f).

§63.6640(f) limits maintenance checks and readiness testing of the units to 100 hours per year. Emergency stationary RICE may operate up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing. The 50 hours per year for non-emergency situations 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; except that owners and operators may operate the emergency engine for a maximum of 15 hours per year as part of a demand response program if the regional transmission organization or equivalent balancing authority and transmission operator has determined there are emergency conditions that could lead to a potential electrical blackout, such as unusually low frequency, equipment overload, capacity or energy deficiency, or unacceptable voltage level. The engine may not be operated for more than 30 minutes prior to the time when the emergency condition is expected to occur, and the engine operation must be terminated immediately after the facility is notified that the emergency condition is no longer imminent. The 15 hours per year of demand response operation are counted as part of the 50 hours of operation per

year provided for non-emergency situations. The supply of emergency power to another entity or entities pursuant to financial arrangement is not limited by this paragraph, as long as the power provided by the financial arrangement is limited to emergency power, including ISO New England OP-4 emergencies.

Requirements from 40 CFR Part 63, Subpart ZZZZ for the Emergency Generator are as follows [(40 CFR §63.6603(a) and Table 2(d))]:

Compliance Date	Operating Limitations*
No later than May 3, 2013	- Change oil and filter every 500 hours of operation or annually, whichever comes first; - Inspect the air cleaner every 1000 hours of operation or annually, whichever comes first; - Inspect all hoses and belts every 500 hours of operation or annually, whichever comes first, and replace as necessary

* Note: Due to the 500 hour operation limit on the Emergency Generator, the inspections and oil/filter changes shall be performed annually to meet the requirements of 40 CFR Part 63, Subpart ZZZZ.

A non-resettable hour meter shall continue to be operated on the Emergency Generator. [40 CFR §63.6625(f)]

The Emergency Generator shall be limited to 100 hours/year for maintenance and testing. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving or generating income or a financial arrangement with another entity). A maximum of 15 hours per year (of the 50 hours/year) may be used as part of a demand response program. [40 CFR §63.6640(f)(1)]

Carrier shall keep records that include maintenance conducted on the Emergency Generator and the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the hours spent for emergency operation, including what classified the operation as emergency and how many hours spent for non-emergency. If the generator is used for demand response operation, Carrier must keep records of the notification of the emergency situation and the time the engine was operated as part of demand response. [40 CFR §63.6655(e) and (f)]

c. Arc Welder Engine

The Arc Welder Engine has a rating of less than 300 HP. Requirements from 40 CFR Part 63, Subpart ZZZZ for each non-emergency, non-black start compression ignition, stationary, reciprocating, internal combustion engine (generator) with a rated output of less than or equal to 300 HP are as follows [40 CFR §63.6603(a), 63.6640, and Table 2(d) of Subpart ZZZZ]:

Compliance Date	The facility shall meet the following requirements...	During periods of startup, the facility shall...
No later than May 3, 2013	– Change oil and filter every 1000 hours of operation or annually, whichever comes first; – Inspect the air cleaner every 1000 hours of operation or annually, whichever comes first; – Inspect all hoses and belts every 500 hours of operation or annually, whichever comes first, and replace as necessary	Minimize the engine's time spent at idle, and minimize the engine's startup time at startup 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 apply.

The engine shall be operated and maintained according to the manufacturer's emission-related written instructions, or Carrier shall develop a maintenance plan which provides to the extent practicable for the maintenance and operation of the engine in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR §63.6625(e)]

C. Parts Washer

The parts washer has a design capacity of 15 gallons. The unit is subject to *Solvent Cleaners*, 06-096 CMR 130 (as amended), and records shall be kept documenting compliance.

D. Fugitive Emissions

Visible emissions from any fugitive emission source, including stockpiles and roadways, shall not exceed 20% opacity, except for no more than five minutes in any one-hour period. Compliance shall be determined by an aggregate of the individual 15-second opacity observations which exceed 20% in any one hour.

E. General Process Sources

Visible emissions from any general process source, including the Chipper, shall not exceed 20% opacity on a six-minute block average basis, except for no more than one six-minute block average in a one-hour period. [06-096 CMR 101]

F. Annual Emissions

1. Total Annual Emissions

Carrier shall be restricted to the following annual emissions, based on a 12-month rolling total. The tons per year limits were calculated based on a combined total of 97,000 gallons per year of diesel fuel fired in the Chipper Drive, the Emergency Generator, and the Arc Welder Engine:

Total Licensed Annual Emissions for the Facility
Tons/year
(used to calculate the annual license fee)

	PM	PM_{10}	SO_2	NO_x	CO	VOC
Engines	0.8	0.8	0.3	21.3	5.6	0.6
Total TPY	**0.8**	**0.8**	**0.3**	**21.3**	**5.6**	**0.6**

2. Greenhouse Gases (GHG)

Greenhouse gases are considered regulated pollutants as of January 2, 2011, through 'Tailoring' revisions made to EPA's *Approval and Promulgation of Implementation Plans,* 40 CFR Part 52, Subpart A, §52.21 Prevention of Significant Deterioration of Air Quality rule. Greenhouse gases, as defined in 06-096 CMR 100 (as amended), are the aggregate group of the following gases: carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, per-fluorocarbons, and sulfur hexafluoride. For licensing purposes, greenhouse gases are calculated and reported as carbon dioxide equivalents (CO_2e).

Based on the facility's fuel use limits, the worst case emission factors from AP-42, IPCC (Intergovernmental Panel on Climate Change), and *Mandatory Greenhouse Gas Reporting*, 40 CFR Part 98, and the global warming potentials contained in 40 CFR Part 98, Carrier is below the major source threshold of 100,000 tons of CO_2e per year. Therefore, no additional licensing requirements are needed to address GHG emissions at this time.

III. AMBIENT AIR QUALITY ANALYSIS

According to 06-096 CMR 115, the level of air quality analyses required for a renewal source shall be determined on a case-by case basis. Modeling is not required for a renewal if the total emissions of any pollutant released do not exceed the following and there are no extenuating circumstances:

Pollutant	Tons/Year
PM	25
PM_{10}	25
SO_2	50
NO_x	50
CO	250

Based on the total facility licensed emissions, Carrier is below the emissions level required for modeling.

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 A-813-71-E-R (SM) subject to the following conditions.

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

STANDARD CONDITIONS

(1) Employees and authorized representatives of the Department shall be allowed access to the licensee's premises during business hours, or any time during which any emissions units are in operation, and at such other times as the Department deems necessary for the purpose of performing tests, collecting samples, conducting inspections, or examining and copying records relating to emissions (38 M.R.S.A. §347-C).

(2) The licensee shall acquire a new or amended air emission license prior to commencing construction of a modification, as defined in 06-096 CMR 100 (as amended), unless specifically provided for in Chapter 115. [06-096 CMR 115]

(3) Approval to construct shall become invalid if the source has not commenced construction within eighteen (18) months after receipt of such approval or if construction is discontinued for a period of eighteen (18) months or more. The Department may extend this time period upon a satisfactory showing that an extension is justified, but may condition such extension upon a review of either the control technology analysis or the ambient air quality standards analysis, or both. [06-096 CMR 115]

(4) The licensee shall establish and maintain a continuing program of best management practices for suppression of fugitive particulate matter during any period of construction, reconstruction, or operation which may result in fugitive

dust, and shall submit a description of the program to the Department upon request. [06-096 CMR 115]

(5) The licensee shall pay the annual air emission license fee to the Department, calculated pursuant to Title 38 M.R.S.A. §353-A. [06-096 CMR 115]

(6) The license does not convey any property rights of any sort, or any exclusive privilege. [06-096 CMR 115]

(7) The licensee shall maintain and operate all emission units and air pollution systems required by the air emission license in a manner consistent with good air pollution control practice for minimizing emissions. [06-096 CMR 115]

(8) The licensee shall maintain sufficient records to accurately document compliance with emission standards and license conditions and shall maintain such records for a minimum of six (6) years. The records shall be submitted to the Department upon written request. [06-096 CMR 115]

(9) The licensee shall comply with all terms and conditions of the air emission license. The filing of an appeal by the licensee, the notification of planned changes or anticipated noncompliance by the licensee, or the filing of an application by the licensee for a renewal of a license or amendment shall not stay any condition of the license. [06-096 CMR 115]

(10) The licensee may not use as a defense in an enforcement action that the disruption, cessation, or reduction of licensed operations would have been necessary in order to maintain compliance with the conditions of the air emission license. [06-096 CMR 115]

(11) In accordance with the Department's air emission compliance test protocol and 40 CFR Part 60 or other method approved or required by the Department, the licensee shall:

A. perform stack testing to demonstrate compliance with the applicable emission standards under circumstances representative of the facility's normal process and operating conditions:
   1. within sixty (60) calendar days of receipt of a notification to test from the Department or EPA, if visible emissions, equipment operating parameters, staff inspection, air monitoring or other cause indicate to the Department that equipment may be operating out of compliance with emission standards or license conditions; or
   2. pursuant to any other requirement of this license to perform stack testing.

B. install or make provisions to install test ports that meet the criteria of 40 CFR Part 60, Appendix A, and test platforms, if necessary, and other accommodations necessary to allow emission testing; and

C. submit a written report to the Department within thirty (30) days from date of test completion.

[06-096 CMR 115]

(12) If the results of a stack test performed under circumstances representative of the facility's normal process and operating conditions indicate emissions in excess of the applicable standards, then:

A. within thirty (30) days following receipt of such test results, the licensee shall re-test the non-complying emission source under circumstances representative of the facility's normal process and operating conditions and in accordance with the Department's air emission compliance test protocol and 40 CFR Part 60 or other method approved or required by the Department; and

B. the days of violation shall be presumed to include the date of stack test and each and every day of operation thereafter until compliance is demonstrated under normal and representative process and operating conditions, except to the extent that the facility can prove to the satisfaction of the Department that there were intervening days during which no violation occurred or that the violation was not continuing in nature; and

C. the licensee may, upon the approval of the Department following the successful demonstration of compliance at alternative load conditions, operate under such alternative load conditions on an interim basis prior to a demonstration of compliance under normal and representative process and operating conditions.

[06-096 CMR 115]

(13) Notwithstanding any other provisions in the State Implementation Plan approved by the EPA or Section 114(a) of the CAA, any credible evidence may be used for the purpose of establishing whether a person has violated or is in violation of any statute, regulation, or Part 70 license requirement. [06-096 CMR 115]

(14) The licensee shall maintain records of malfunctions, failures, downtime, and any other similar change in operation of air pollution control systems or the emissions unit itself that would affect emissions and that is not consistent with the terms and conditions of the air emission license. The licensee shall notify the Department within two (2) days or the next state working day, whichever is later, of such occasions where such changes result in an increase of emissions. The licensee shall report all excess emissions in the units of the applicable emission limitation. [06-096 CMR 115]

(15) Upon written request from the Department, the licensee shall establish and maintain such records, make such reports, install, use and maintain such monitoring equipment, sample such emissions (in accordance with such methods, at such locations, at such intervals, and in such a manner as the Department shall prescribe), and provide other information as the Department may reasonably require to determine the licensee's compliance status. [06-096 CMR 115]

SPECIFIC CONDITIONS

(16) **Engines**

A. The Chipper Drive, Emergency Generator, and Arc Welder Engine shall each fire only diesel fuel with a maximum sulfur content not to exceed 0.0015% by weight (15 ppm). [06-096 CMR 115, BPT]

B. Total fuel use for the Chipper Drive, Emergency Generator, and Arc Welder Engine combined shall not exceed 97,000 gallons per year of diesel fuel on a 12-month rolling total basis. [06-096 CMR 115, BPT]

C. Visible emissions from each of the three diesel engines shall not exceed 20% opacity on a six-minute block average, except for no more than two six-minute block averages in a three-hour period. [06-096 CMR 101]

D. Emissions from the Chipper Drive, from the Emergency Generator, and from the Arc Welder Engine shall not exceed the following [06-096 CMR 115, BPT]:

	Emissions (lb/hr) (firing 0.0015% sulfur diesel fuel)		
Pollutants	**Chipper Drive** (7.6 MMBtu/hour)	**Emergency Generator** (7.0 MMBtu/hour)	**Arc Welder Engine** (0.5 MMBtu/hour)
PM	0.91	0.84	0.16
PM_{10}	0.91	0.84	0.16
SO_2	0.01	0.01	0.01
NO_x	24.32	22.40	2.21
CO	6.46	5.95	0.48
VOC	0.68	0.63	0.18

(17) **Chipper Drive: 40 CFR Part 60, Subpart IIII Requirements**

The Chipper Drive shall be operated and maintained in accordance with the following requirements:

A. If the engine is equipped with a diesel particulate filter, the filter must be installed with a backpressure monitor that notifies the owner or operator when

the high backpressure limit of the engine is approached. [40 CFR Part 60, Subpart IIII, § 60.4209 (b)]

B. The unit must be operated and maintained according to the manufacturer's emission-related written instructions. [40 CFR Part 60, Subpart IIII, § 60.4211 (a)(1)]

C. The facility may change only those emission-related settings that are permitted by the manufacturer. [40 CFR Part 60, Subpart IIII, § 60.4211 (a)(2)]

D. Records of performance test results for each pollutant must be kept for a test conducted on a similar engine. The test must have been conducted using the same methods specified in subpart IIII and must have been followed correctly. [40 CFR Part 60, Subpart IIII, § 60.4211 (b)(2)]

E. Records must be kept of engine manufacturer data indicating compliance with the standards. [40 CFR Part 60, Subpart IIII, § 60.4211 (b)(3)]

F. If the Chipper Drive is not installed, configured, operated, and maintained according to the manufacturer's emission-related written instructions, or emission-related settings are changed in a way not permitted by the manufacturer, Carrier must demonstrate compliance as follows: Carrier must keep a maintenance plan and records of conducted maintenance and must, to the extent practicable, maintain and operate the engine in a manner consistent with good air pollution control practice for minimizing emissions. In addition, Carrier must conduct an initial performance test to demonstrate compliance with the applicable emission standards within one year after the engine is no longer installed, configured, operated, and maintained in accordance with the manufacturer's emission-related written instructions, or within one year after emission-related settings are changed in a way that is not permitted by the manufacturer. Carrier must conduct subsequent performance testing every 8,760 hours of engine operation or three years, whichever comes first, thereafter to demonstrate compliance with the applicable emission standards. [40 CFR Part 60, Subpart IIII, § 60.4211 (g)(3)]

(18) **Emergency Generator: 40 CFR Part 63, Subpart ZZZZ Requirements**

A. The engine shall be operated and maintained according to the manufacturer's emission-related written instructions, or Carrier shall develop a maintenance plan which must provide to the extent practicable for the maintenance and operation of the engines in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR §63.6625(e)]

B. The Emergency Generator shall be limited to 500 hours of operation a year, based on a 12-month rolling total. Carrier shall keep records of the hours of operation for the unit.

C. No later than May 3, 2013, Carrier shall meet the following operational limitations for the Emergency Generator:

a. Change the oil and filter annually,
b. Inspect the air cleaner annually, and
c. Inspect the hoses and belts annually and replace as necessary.

A log shall be maintained documenting compliance with the operational limitations. [40 CFR §63.6603(a) and Table 2(d); and 06-096 CMR 115]

D. A non-resettable hour meter shall be installed and operated on the Emergency Generator. [40 CFR §63.6625(f)]

E. Maintenance, Testing, and Non-Emergency Operating Situations

1. The Emergency Generator shall be limited to 100 hours/year for maintenance and testing. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving or generating income or a financial arrangement with another entity). A maximum of 15 hours per year (of the 50 hours/year) may be used as part of a demand response program. [40 CFR §63.6640(f)(1)]

2. Carrier shall keep records that include maintenance conducted on the Emergency Generator and the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the hours spent for emergency operation, including what classified the operation as emergency and how many hours spent for non-emergency. If the generator is used for demand response operation, Carrier must keep records of the notification of the emergency situation and the time the engine was operated as part of demand response. [40 CFR §63.6655(e) and (f)]

(19) **Arc Welder Engine: 40 CFR Part 63, Subpart ZZZZ Requirements**

A. No later than May 3, 2013, Carrier shall meet the following operational limitations for the Arc Welder Engine:

a. Change the oil and filter annually,
b. Inspect the air cleaner annually, and
c. Inspect the hoses and belts annually and replace as necessary.

A log shall be maintained documenting compliance with the operational limitations. [40 CFR §63.6603(a) and Table 2(d); and 06-096 CMR 115]

B. The Arc Welder Engine shall be operated and maintained according to the manufacturer's emission-related written instructions, or Carrier shall develop a maintenance plan which provides to the extent practicable for the maintenance and operation of the engine in a manner consistent with good air pollution control practice for minimizing emissions. [40 CFR §63.6625(e)]

(20) **ISO New England OP-4 Emergencies**

A. Carrier shall only operate the Emergency Generator for periods of maintenance and readiness testing or for ISO New England OP-4 emergencies. [A-813-71-D-M (November 20, 2009)]

B. Carrier shall keep records for OP-4 emergencies which include the date, start time and stop time for the Emergency Generator, and documentation that Carrier was contacted by ISO New England and asked to reduce consumption as part of an OP-4 event. [A-813-71-D-M (November 20, 2009)]

C. Carrier shall not operate the Emergency Generator for more than 15 hours per calendar year (as part of the 50 hours per year of non-emergency use allowed under 40 CFR Part 63, Subpart ZZZZ) in response to an OP-4 emergency. [40 CFR §63.6625(f)]

(21) **Parts Washer**

The parts washer at Carrier is subject to *Solvent Cleaners*, 06-096 CMR 130 (as amended).

A. Carrier shall keep records of the amount of solvent added to the parts washer. [06-096 CMR 115, BPT]

B. The following are exempt from the requirements of 06-096 CMR 130 [06-096 CMR 130]:
   1. Solvent cleaners using less than two liters (68 oz) of cleaning solvent with a vapor pressure of 1.00 mmHg, or less, at 20° C (68° F);
   2. Wipe cleaning; and,
   3. Cold cleaning machines using solvents containing less than or equal to 5% VOC by weight.

C. The following standards apply to cold cleaning machines that are applicable sources under Chapter 130.

   1. Carrier shall attach a permanent conspicuous label to the unit summarizing the following operational standards [06-096 CMR 130]:
      a. Waste solvent shall be collected and stored in closed containers.
      b. Cleaned parts shall be drained of solvent directly back to the cold

cleaning machine by tipping or rotating the part for at least 15 seconds or until dripping ceases, whichever is longer.

c. Flushing of parts shall be performed with a solid solvent spray that is a solid fluid stream (not a fine, atomized or shower type spray) at a pressure that does not exceed 10 psig. Flushing shall be performed only within the freeboard area of the cold cleaning machine.
d. The cold cleaning machine shall not be exposed to drafts greater than 40 meters per minute when the cover is open.
e. Sponges, fabric, wood, leather, paper products, and other absorbent materials shall not be cleaned in the parts washer.
f. When a pump-agitated solvent bath is used, the agitator shall be operated to produce no observable splashing of the solvent against the tank walls or the parts being cleaned. Air agitated solvent baths may not be used.
g. Spills during solvent transfer shall be cleaned immediately. Sorbent material used to clean spills shall then be immediately stored in covered containers.
h. Work area fans shall not blow across the opening of the parts washer.
i. The solvent level shall not exceed the fill line.

2. The remote reservoir cold cleaning machine shall be equipped with a perforated drain with a diameter of not more than six inches. [06-096 CMR 130]

(22) **Fugitive Emissions**

Visible emissions from any fugitive emission source, including stockpiles and roadways, shall not exceed 20% opacity, except for no more than five minutes in any one-hour period. Compliance shall be determined by an aggregate of the individual fifteen-second opacity observations which exceed 20% in any one hour. [06-096 CMR 101]

(23) **General Process Sources**

Visible emissions from any general process source, including the Chipper, shall not exceed 20% opacity on a six-minute block average basis, except for no more than one six-minute block average in a one-hour period. [06-096 CMR 101]

(24) Carrier shall keep a copy of this Order on site and ensure that the operator(s) are familiar with the terms of this Order. [06-096 CMR 115, BPT]

(25) Carrier shall notify the Department within 48 hours and submit a report to the Department on a quarterly basis if a malfunction or breakdown in any component causes a violation of any emission standard (38 M.R.S.A. §605).

DONE AND DATED IN AUGUSTA, MAINE THIS 31 DAY OF January , 2013.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Marc Allen Robert Cone for
PATRICIA W. AHO, COMMISSIONER

The term of this license shall be ten (10) years from the signature date above.

[Note: If a complete renewal application, as determined by the Department, is submitted prior to expiration, then pursuant to Title 5 MRSA §10002, all terms and conditions of the license shall remain in effect until the Department takes final action on the renewal of the license.]

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: November 13, 2012
Date of application acceptance: November 16, 2012

Date filed with the Board of Environmental Protection:

This Order prepared by Jane Gilbert, Bureau of Air Quality.

Filed
FEB 1 2013
State of Maine
Board of Environmental Protection