

Monthly Calculations (continued)

JULY									
Tank No.	A-S								
ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	HAPS Speciation	lb/month
									additive
Total Losses (Eq.1-1; LT = LS+LW)		LT	0.80 lb/month 4.01E-04 ton/month	Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ka)		LS	0.41 lb/month	Total HAP Emissions = Eq. 40-2 Ls + Z ₀ (L ₁)	
				Vapor Space Volume		Vv	67.5 ft ³	Vapor Weight Concentrations Eq. 40-6 Zv = yMM / MV	
				Stock Vapor Density		Wv	0.0032 lb/ft ³	Vapor Mole Fraction Eq. 40-5 y _i = P _i / PVA	
Time Period		July		Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5		KE	0.061 per day	Individual HAPS	
Nearest US Location		Albany, NY		Vented Vapor Saturation Factor		Ks	1.00 NA	L ₁ (lb/month)	
Daily total solar insolation on a horizontal surface; Table 7-1-7		I	1672.0 btu/ft ² -day	Constant; Number of Daily Events in a Year		365	31 days/month	Standing, lb/yr	
Absolute Pressure		P _A	14.55 psi	Working Losses; Eq.1-35, Lw = VQ * KN * Kp * Wv * KB		Lw	0.39 lb/month	Working, lb/yr	
Ideal Gas Constant		R	10.73 psia ft ³ /lb-mole R	Net Working Loss Throughput (Eq. 1-39; VQ=5.614°Q)		VQ	120 ft ³ /month	hexane	0.0000
Product Information				Working Loss Turnover Factor Eq.1-35 K _W =(180°N)/6N for N=36, else K _W =1		KN	1.0000	benzene	0.0000
Product Type		Diesel Additive		Working Loss Product Factor		Kp	1.00	2,2,4 TMP	0.0000
Vapor Molecular weight		Mv	106 lb/lb-mole	Stock Vapor Density		Wv	0.0032 lb/ft ³	toluene	0.0000
Average organic liquid density		WL	6.10 lb/gal	Vent Setting Correction Factor		KB	1.00	ethylbenzene	0.2042
Average Reid Vapor Pressure		RVP	0.00	Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053°PvA°Hvo)		Ks	1.00	xylene	0.5987
Product factor, 0.4 for crude oils or 1 for other organic liquids		Kc	1.00	Vapor Pressure at Avg Daily Lq Surface Temp		PvA	0.1771 psia	naphthalene	0.0000
Vapor Pressure Equation Constant A		A	0.00	Vapor Space Volume		Hvo	0.00 ft	cumene	0.0000
Vapor Pressure Equation Constant B (Table 7-1-2)		B	0.0					Liquid Mole Fraction Eq. 40-4 x _i = (Z _i ML ₁)/M _i	
Tank design data				Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)H[(ΔPv-ΔPB)/(PA-PvA)])		KE	0.0612 per day	Component Vapor Pressure PV _A =(0.01937°T)(0°A+B(TLA+C°))	
Shell height		HS	3.14 ft	Average Daily Vapor Temperature Range		ΔTv	35.23 °R	Individual HAPS	
Diameter		D	7.40 ft	Average Daily Vapor Pressure Range		ΔPv	0.00000 psia	hexane	0.00000
Throughput		Q	900 gal/month	Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)		ΔPB	0.0600 psi	benzene	0.00000
Turnovers		N	10.49 per year	Vapor Pressure at Avg Daily Lq Surface Temp		PvA	0.1771 psia	2,2,4 TMP	0.00000
Roof Type:			0.00	Average Daily Liquid Surface Temperature		TLA	538.73 °R	toluene	0.00000
Tank Cone Roof Slope (if unknown, use 0.0625)		SR	0.0625 ft/ft	Atmospheric Pressure		PA	14.55 psia	ethylbenzene	0.23000
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))		RR	NA ft	Average Daily Vapor Temperature Range (ΔTv)		ΔTv	19.3 °R	toluene	0.00000
Maximum Filling Height -use (PvA/D) if unknown		HLX	2.14 ft	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)		ΔTA	35.23 °R	benzene	0.00000
Minimum Filling Height (use 0 if unknown)		HLN	1.00 ft	Not Insulated - Equation 1-7 (ΔTV = 0.7 ΔTA + 0.02 a I)		ΔTV	35.23 °R	toluene	0.00000
Liquid height (assume 1/2 H _L)		HL	1.57 ft	Partially Insulated - Equation 1-8 (ΔTV = 0.6 ΔTA + 0.02 or I)		ΔTV	33.30 °R	ethylbenzene	0.23000
Tank Insulation (pick from drop down list)			Not Insulated	Fully Insulated, constant temperature		ΔTV	0.00 °R	xylene	0.77000
Tank Construction (pick from drop down list)			Welded	Average Daily Vapor Pressure Range (ΔPv)		ΔPv	0.00000 psia	naphthalene	0.00000
Tank Shell Color (pick from drop down list)			Gray, light	Not Insulated - Equation 1-9: ΔPV = PVX - PVN		ΔPV	0.00000 psia	cumene	0.00000
Tank Shell Condition (pick from drop down list)			Average	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp[A		PVX	1.00000 psia	Liquid Mole Fraction Eq. 40-4 x _i = (Z _i ML ₁)/M _i	
Tank Interior Condition (pick from drop down list)			Light Rust	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp[A		PVN	1.00000 psia	Component Vapor Pressure PV _A =(0.01937°T)(0°A+B(TLA+C°))	
Tank paint solar absorbance, dimensionless; Table 7-1-6		α	0.58	Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔTV		TLX	547.54 °R	Individual HAPS	
Breather Vent Setting Range (Default Assumption: +/- 0.03)		PBP	0.03 psi	Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔTV		TLN	529.93 °R	hexane	0.00000
True Vapor Pressure; Eq. 1-25, PvA = exp(A-(B/TLA))				Partially Insulated - Equation 1-8: ΔPV = PVX - PVN		ΔPV	0.00000 psia	benzene	0.00000
Not Insulated		PvA	0.1770708	Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using		PVX	1.000000 psia	2,2,4 TMP	0.00000
Partially Insulated		PvA	0.1789285	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using		PVN	1.0000000 psia	toluene	0.00000
Fully Insulated		PvA	0.1540312	Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2		TLX	547.36 °R	ethylbenzene	0.23000
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = (TAX+TAN		TAA	531.35 °R	Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25		TLN	530.74 °R	xylene	0.77000
Average daily maximum ambient temperature, Table 7-1-7		TAX	541.00 °R	Fully Insulated (ΔPv = 0)		ΔPv	0.00 psia	naphthalene	0.00000
Average daily minimum ambient temperature, Table 7-1-7		TAN	521.70 °R	Vapor Space Volume (Eq.1-3: Vv = (PI / 4) D°2°Hvo		Vv	67.54 ft ³	cumene	0.00000
Liquid Bulk Temperature; Eq.1-31: TB = TAA + 0.003 as I		TB	534.61 °R	Effective Tank diameter		D _L	7.40 ft	Vapor Weight Concentrations Eq. 40-6 Zv = yMM / MV	
Average Daily Liquid Surface Temperature (TLA)				Effective Tank Height		H _L	3.14 ft	Vapor Mole Fraction Eq. 40-5 y _i = P _i / PVA	
Not Insulated; Eq. 1-26, TLA = 0.4°TAA + 0.6°TB + 0.005°a I		TLA	538.73 °R	Vapor Space Outage Hvo = 1/2 H _L		Hvo	1.57 ft	Individual HAPS	
Partially Insulated; Eq. 1-29, TLA = 0.3°TAA + 0.7°TB + 0.005°a I		TLA	539.95 °R					hexane	0.00000
Fully Insulated; TLA = TB		TLA	534.6					benzene	0.00000
Average Vapor Temperature (Tv)								2,2,4 TMP	0.00000
Not Insulated; Eq. 1-33, Tv = 0.7°TAA + 0.3°TB + 0.009°a I		Tv	542.10 °R					toluene	0.00000
Partially Insulated; Eq. 1-34, Tv = 0.6°TAA + 0.4°TB + 0.01°a I		Tv	543.51 °R					ethylbenzene	0.1837
Fully Insulated; Tv = TB		Tv	534.61 °R					xylene	0.5381
Stock Vapor Density; Eq. 1-22, Wv = (Mv°PVA)/(R°Tv)								naphthalene	0.0000
Not Insulated		Wv	3.232E-03					cumene	0.0000
Partially Insulated		Wv	3.257E-03					Liquid Mole Fraction Eq. 40-4 x _i = (Z _i ML ₁)/M _i	
Fully Insulated		Wv	2.867E-03					Component Vapor Pressure PV _A =(0.01937°T)(0°A+B(TLA+C°))	

Monthly Calculations (continued)

Monthly Calculations (continued)									
AUGUST									
Tank No.	A-S								
ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				HAPS Speciation	
Symbol	Units			Symbol	Units			lb/month	
								Product	
								Total HAP Emissions = 0.722	
								Eq. 40-2 Ls + Z ₀ (L ₁)	
Total Losses (Eq.1-1; LT = LS+LW)				Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ka)				Vapor Weight Concentrations	
				Vapor Space Volume				Eq. 40-6 Zv = y _i MM / MV	
				Stock Vapor Density				Vapor Mole Fraction	
				Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5				Eq. 40-5 y _i = P _i / PVA	
				Vented Vapor Saturation Factor					
				Constant; Number of Daily Events in a Year					
				Working Losses; Eq.1-35, Lw = VQ * KN * Kp * Wv * KB					
				Net Working Loss Throughput (Eq. 1-39; VQ=5.614°Q)					
				Working Loss Turnover Factor Eq.1-35 K _W =(180°N)/6N for N=36, else K _W =1					
				Working Loss Product Factor					
				Stock Vapor Density					
				Vent Setting Correction Factor					
				Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053°PvA°Hvo)					
				Vapor Pressure at Avg Daily Lq Surface Temp					
				Vapor Space Outage					
				Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)H[(ΔPv-ΔPB)/(PA-PvA)])					
				Average Daily Vapor Temperature Range					
				Average Daily Vapor Pressure Range					
				Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)					
				Vapor Pressure at Avg Daily Lq Surface Temp					
				Average Daily Liquid Surface Temperature					
				Atmospheric Pressure					
				Average Daily Vapor Temperature Range (ΔTv)					
				Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)					
				Not Insulated - Equation 1-7 (ΔTV = 0.7 ΔTA + 0.02 a I)					
				Partially Insulated - Equation 1-8 (ΔTV = 0.6 ΔTA + 0.02 or I)					
				Fully Insulated, constant temperature					
				Average Daily Vapor Pressure Range (ΔPv)					
				Not Insulated - Equation 1-9: ΔPV = PVX - PVN					
				Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp[A					
				Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp[A					
				Average daily max. liquid surface temp.: Fig. 7-1-17 TLX = TLA + 0.25ΔTv					
				Average daily min. liquid surface temp.: Fig. 7-1-17 TLN = TLA - 0.25ΔTv					
				Partially Insulated - Equation 1-9: ΔPV = PVX - PVN					
				Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using					
				Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using					
				Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2					
				Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.2					
				Fully Insulated (ΔPv = 0)					
				Vapor Space Volume (Eq.1-3: Vv = (Pi / 4) D ² Hvo					
				Effective Tank diameter					
				Effective Tank Height					
				Vapor Space Outage Hvo = 1/2 H _L					
				Average Vapor Temperature (Tv)					
				Not Insulated; Eq. 1-33, Tv = 0.7°TAA + 0.3°TB + 0.009°aI					
				Partially Insulated; Eq. 1-34, Tv = 0.6°TAA + 0.4°TB + 0.01°aI					
				Fully Insulated; Tv = TB					
				Stock Vapor Density; Eq. 1-22, Wv = (Mv°PvA)/(R°Tv)					
				Not Insulated					
				Partially Insulated					
				Fully Insulated					

Monthly Calculations (continued)

OCTOBER											
Tank No.	A-5										
ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	HAPS Speciation	lb/month
Total Losses (Eq.1-1: LT = LS+LW)			LT	lb/month	Standing Losses; Eq.1-2: Ls = 365 (Vv * Wv * KE * Ka)			LS	0.12	Product	additive
				1.47E-04	Vapor Space Volume			Vv	67.5	Total HAP Emissions =	0.294
				ton/month	Stock Vapor Density			Wv	0.0014	Eq. 40-2 L ₁ = Z ₁ (L ₁)	
Time Period			October		Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5			KE	0.041	Individual HAPS	L ₁ (lb/month)
Nearest US Location			Albany, NY		Vented Vapor Saturation Factor			Ka	1.00	hexane	0.0000
Daily total solar insolation on a horizontal surface; Table 7.1-7			I	882.0	Constant: Number of Daily Events in a Year			365	31	benzene	0.0000
Absolute Pressure			P _A	14.55	Working Losses; Eq.1-35: Lw = VQ * KN * Kp * Wv * KB			Lw	0.17	toluene	0.0000
Ideal Gas Constant			R	10.73	Net Working Loss Throughput (Eq. 1-39: VQ=5.614*Q)			VQ	1.20	ethylbenzene	0.0000
Product Information					Working Loss Turnover Factor (Eq. 1-35: K _{WT} =(180*N)/N for N=36, else K _{WT} =1			KN	1.0000	xylene	0.0000
Product Type			Diesel Additive		Working Loss Product Factor			Kp	1.00	naphthalene	0.0000
Vapor Molecular weight			Mv	106	Stock Vapor Density			Wv	0.0014	cumene	0.0000
Average organic liquid density			WL	6.10	Vent Setting Correction Factor			KB	1.00	Liquid Mole Fraction	
Average Reid Vapor Pressure			RVP	0.00	Vented Vapor Saturation Factor; Eq. 1-21: Ks = 1/(1+0.053*PvA*Hvo)			Ks	1.00	Eq. 40-4 x ₁ = (Z ₁ M ₁)/M ₁	
Product factor, 0.4 for crude oils or 1 for other organic liquids			Kc	1.00	Vapor Pressure at Avg Daily Lq Surface Temp			PvA	0.0743	Individual HAPS	Z ₁
Vapor Pressure Equation Constant A			A	0.00	Vapor Space Volume			Hvo	0.00	hexane	M ₁
Vapor Pressure Equation Constant B (Table 7.1-2)			B	0.0	Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)H[(ΔPv-ΔPB)/(PA-PvA)])					benzene	M ₁
Tank design data					Average Daily Vapor Temperature Range			ΔTv	23.18	2,2,4 TMP	M ₁
Shell height			Hs	3.14	Average Daily Vapor Pressure Range			ΔPv	0.0000	toluene	M _v
Diameter			D	7.40	Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)			ΔPB	0.0000	xylene	Z ₁
Throughput			Q	900	Vapor Pressure at Avg Daily Lq Surface Temp			PvA	0.0743	ethylbenzene	M ₁
Turnovers			N	10.49	Average Daily Liquid Surface Temperature			TLA	513.23	naphthalene	M _v
Roof Type				0.00	Atmospheric Pressure			PA	14.55	cumene	Z ₁
Tank Cone Roof Slope (if unknown, use 0.0625)			SR	0.0625	Average Daily Vapor Temperature Range (ΔTv)			ΔTv	18.5	Component Vapor Pressure	
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))			RR	NA	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)			ΔTA	18.5	Eq. 40-6 Zv ₁ = yM ₁ / Mv	
Maximum Filling Height -use (PvA/D) if unknown			HLX	2.14	Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTA + 0.02 g I)			ΔTv	23.18	Eq. 40-5 y ₁ = P ₁ / PVA	
Minimum Filling Height (use 0 if unknown)			HLN	1.00	Partially Insulated - Equation 1-8 (ΔTv = 0.6 ΔTA + 0.02 or I)			ΔTv	21.33	P ₁ = P _{VA} (x ₁)	
Liquid height (assume 1/2 H _L)			HL	1.57	Fully Insulated, constant temperature			ΔTv	0.00	P _{VA}	y ₁
Tank Insulation (pick from drop down list)				Not Insulated	Average Daily Vapor Pressure Range (ΔPv)			ΔPv	0.0000	hexane	0.0000
Tank Construction (pick from drop down list)				Welded	Not Insulated - Equation 1-9: ΔPv = PVX - PVN			ΔPv	0.00000	benzene	0.0000
Tank Shell Color (pick from drop down list)				Gray, light	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp[A			PVX	1.00000	2,2,4 TMP	0.0000
Tank Shell Condition (pick from drop down list)				Average	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp[A			PVN	1.00000	toluene	0.0000
Tank Interior Condition (pick from drop down list)				Light Rust	Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔTv			TLX	519.02	ethylbenzene	0.0000
Tank paint solar absorbance, dimensionless, Table 7.1-6			α	0.58	Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔTv			TLN	507.43	xylene	0.0000
Breather Vent Setting Range (Default Assumption: +/- 0.03)			PBP	0.03	Partially Insulated - Equation 1-9: ΔPv = PVX - PVN			ΔPv	0.00000	naphthalene	0.0000
True Vapor Pressure; Eq. 1-25, PvA = exp(A-(B/TLA))					Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using			PVX	1.00000	cumene	0.0000
Not Insulated			P _{VA}	0.0742607	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using			PVN	1.00000000	Liquid Mole Fraction	
Partially Insulated			P _{VA}	0.0746743	Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2			TLX	518.71	Eq. 40-4 x ₁ = (Z ₁ M ₁)/M ₁	
Fully Insulated			P _{VA}	0.0691909	Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25			TLN	508.05	Individual HAPS	Z ₁
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = (TAX+TAN			TAA	508.75	Fully Insulated (ΔPv = 0)			ΔPv	0.00	hexane	M ₁
Average daily maximum ambient temperature, Table 7.1-7			TAX	519.02	Vapor Space Volume (Eq.1-3: Vv = (PI / 4) D ² Hvo			Vv	67.54	benzene	M ₁
Average daily minimum ambient temperature, Table 7.1-7			TAN	500.50	Effective Tank diameter			D _t	7.40	2,2,4 TMP	M _v
Liquid Bulk Temperature; Eq.1-31: TB = TAA + 0.003 as I			TB	511.28	Effective Tank Height			H _t	3.14	toluene	Z ₁
Average Daily Liquid Surface Temperature (TLA)					Vapor Space Outage Hvo = 1/2 H _L			Hvo	1.57	ethylbenzene	M _v
Not Insulated; Eq. 1-28, TLA = 0.4*TAA + 0.6*TB + 0.005*o/I			TLA	513.23	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)			ΔTA	18.5	toluene	0.0000
Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*o/I			TLA	513.28	Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTA + 0.02 g I)			ΔTv	23.18	benzene	0.0000
Fully Insulated; TLA = TB			TLA	511.3	Partially Insulated - Equation 1-8 (ΔTv = 0.6 ΔTA + 0.02 or I)			ΔTv	21.33	2,2,4 TMP	0.0000
Average Vapor Temperature (Tv)					Fully Insulated, constant temperature			ΔTv	0.00	toluene	0.0000
Not Insulated; Eq. 1-33, Tv = 0.7*TAA + 0.3*TB + 0.009*o/I			Tv	514.81	Average Daily Vapor Pressure Range (ΔPv)			ΔPv	0.00000	ethylbenzene	0.0000
Partially Insulated; Eq. 1-34, Tv = 0.6*TAA + 0.4*TB + 0.01*o/I			Tv	515.48	Not Insulated - Equation 1-9: ΔPv = PVX - PVN			ΔPv	0.00000	xylene	0.0000
Fully Insulated; Tv = TB			Tv	511.28	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp[A			PVX	1.00000	naphthalene	0.0000
Stock Vapor Density; Eq. 1-22, Wv = (Mv*PVA)/(R*Tv)					Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp[A			PVN	1.00000	cumene	0.0000
Not Insulated			Wv	1.427E-03	Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔTv			TLX	506.11	Liquid Mole Fraction	
Partially Insulated			Wv	1.433E-03	Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔTv			TLN	497.70	Eq. 40-4 x ₁ = (Z ₁ M ₁)/M ₁	
Fully Insulated			Wv	1.339E-03	Partially Insulated - Equation 1-9: ΔPv = PVX - PVN			ΔPv	0.00000	Individual HAPS	Z ₁
					Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using			PVX	1.00000	hexane	M ₁
					Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using			PVN	1.00000000	benzene	M ₁
					Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2			TLX	505.83	2,2,4 TMP	0.0000
					Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25			TLN	498.17	toluene	0.0000
					Fully Insulated (ΔPv = 0)			ΔPv	0.00	ethylbenzene	0.0000
					Vapor Space Volume (Eq.1-3: Vv = (PI / 4) D ² Hvo			Vv	67.54	xylene	0.0000
					Effective Tank diameter			D _t	7.40	naphthalene	0.0000
					Effective Tank Height			H _t	3.14	cumene	0.0000
					Vapor Space Outage Hvo = 1/2 H _L			Hvo	1.57	Component Vapor Pressure	
					Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)			ΔTA	15.2	Eq. 40-6 Zv ₁ = yM ₁ / Mv	
					Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTA + 0.02 g I)			ΔTv	16.83	Eq. 40-5 y ₁ = P ₁ / PVA	
					Partially Insulated - Equation 1-8 (ΔTv = 0.6 ΔTA + 0.02 or I)			ΔTv	15.31	P ₁ = P _{VA} (x ₁)	
					Fully Insulated, constant temperature			ΔTv	0.00	P _{VA}	y ₁
					Average Daily Vapor Pressure Range (ΔPv)			ΔPv	0.00000	hexane	0.00000
					Not Insulated - Equation 1-9: ΔPv = PVX - PVN			ΔPv	0.00000	benzene	0.00000
					Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp[A			PVX	1.00000	2,2,4 TMP	0.0000
					Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp[A			PVN	1.00000	toluene	0.0000
					Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔTv			TLX	506.11	ethylbenzene	0.0000
					Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔTv			TLN	497.70	xylene	0.0000
					Partially Insulated - Equation 1-9: ΔPv = PVX - PVN			ΔPv	0.00000	naphthalene	0.0000
					Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using			PVX	1.00000	cumene	0.0000
					Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using			PVN	1.00000000	Liquid Mole Fraction	
					Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2			TLX	505.83	Eq. 40-4 x ₁ = (Z ₁ M ₁)/M ₁	
					Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25			TLN	498.17	Individual HAPS	Z ₁
					Fully Insulated (ΔPv = 0)			ΔPv	0.00	hexane	M ₁
					Vapor Space Volume (Eq.1-3: Vv = (PI / 4) D ² Hvo			Vv	67.54	benzene	M ₁
					Effective Tank diameter			D _t	7.40	2,2,4 TMP	M _v
					Effective Tank Height			H _t	3.14	toluene	Z ₁
					Vapor Space Outage Hvo = 1/2 H _L			Hvo	1.57	ethylbenzene	M _v

HT TANK EMISSION CALCULATION

Tank No.	A-6	Tank type	Horizontal Fixed Roof Tank	Symbol	Units	HAPS Speciation	lb/yr
ROUTINE EMISSIONS CALCULATIONS		Units	ROUTINE EMISSIONS CALCULATIONS			Product	additive
Total Losses (Eq.1-1: LT = LS+LW)	LT	1.83 lb/year	Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ks)	LS	0.82 b/yr	Total HAP Emissions =	1.835
		0.00 ton/year	Vapor Space Volume	Vv	34.0 #3	Eq. 40-2 L ₁₁ = Z ₀₁ (L ₁)	
			Stock Vapor Density	Wv	0.0014 lb/#3	Individual HAPS	L ₁₁ (lb/yr)
	Time Period	Annual	Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5	KE	0.047 per day	hexane	0.0000
Nearest US Location		Albany, NY	Vented Vapor Saturation Factor	Ks	1.00 NA	benzene	0.0000
Daily total solar insolation on a horizontal surface; Table 7.1-7	I	1180.0 Btu/ft ² -day	Constant; Number of Daily Events in a Year	365	365 days/year	toluene	0.0000
Absolute Pressure	P _A	14.55 psi	Working Losses; Eq.1-35, Lw = VQ * KN * Kp * Wv * KB	Lw	1.82 b/yr	2,2,4 TMP	0.0000
Ideal Gas Constant	R	10.73 psia #3/lb-mole R	Net Working Loss Throughput (Eq. 1-39: VQ=5.614*Q)	VQ	722 #3/yr	ethylbenzene	0.0000
Product Information			Working Loss Turnover Factor	KN	1.0000	xylene	1.3656
Product Type	Gasoline Additive		Working Loss Product Factor	Kp	1.00	naphthalene	0.0000
Vapor Molecular weight	Mv	106 lb/lb-mole	Stock Vapor Density	Wv	0.0014 lb/#3	cumene	0.0000
Average organic liquid density	WL	7.24 lb/gal	Vent Setting Correction Factor	KB	1.00		
Average Reid Vapor Pressure	RVP	0.00					
Product factor; 0.4 for crude oils or 1 for other organic liquids	Kc	1.00	Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*P _{VA} ^{0.7} H _{vo})	Ks	1.00	Liquid Mole Fraction	Eq. 40-4 xi = (Z ₀₁ ML ₁)/M ₁
Vapor Pressure Equation Constant A	A	0.00	Vapor Pressure at Avg Daily Liq Surface Temp	P _{VA}	0.0733 psia	Individual HAPS	Z ₀₁ M ₁ M _v Z ₀₁
Vapor Pressure Equation Constant B	B	0.0	Vapor Space Outage	Hvo	0.00 ft	hexane	0.0000000
						benzene	0.0000000
Tank design data						2,2,4 TMP	0.0000000
Effective Height H _E = (PI/D)/4	H _E	3.14 ft	Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)+(ΔPv-ΔPB)/(PA-PvA))	KE	0.0468 per day	toluene	0.0000000
Effective Diameter D _E = SQRT(LD/(PI/4))	D _E	5.25 ft	Average Daily Vapor Temperature Range	ΔTv	26.15 °R	ethylbenzene	0.2300000
Throughput	Q	5.400 gal/yr	Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)	ΔPB	0.0000 psi	xylene	0.7700000
Turnovers	N	10.60 per year	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0733 psia	naphthalene	0.0000000
			Average Daily Liquid Surface Temperature	TLA	512.85 °R	cumene	0.0000000
Tank Cone Roof Slope (If unknown, use 0.0625)	SR	0.0625 ft/ft	Atmospheric Pressure	P _A	14.55 psia		
Dome Roof Radius (If unknown, use tank diameter (D) or (2R _A))	RR	NA ft					
Maximum Filling Height -use (PI/4D) if unknown	HLX	3.14 ft					
Minimum Filling Height (use 0 if unknown)	HLN	0.00 ft	Average Daily Vapor Temperature Range (ΔTv)	ΔTv	26.15 °R		
Liquid height (assume 1/2 H _E)	HL	1.57 ft	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)	ΔTA	17.8 °R		
Tank Insulation (pick from drop down list)		Not Insulated	Partially Insulated - Equation 1-7 (ΔTV = 0.7 ΔTA + 0.02 α I)	ΔTV	24.37 °R		
Tank Construction (pick from drop down list)		Welded	Fully Insulated, constant temperature	ΔTV	0.00 °R		
Tank Shell Color (pick from drop down list)		Gray, light					
Tank Shell Condition (pick from drop down list)		Average					
Tank Interior Condition (pick from drop down list)		Light Rust	Average Daily Vapor Pressure Range (ΔPv)	ΔPv	0.00000 psia		
Tank paint solar absorptance, dimensionless; Table 7.1-6	α	0.59	Not Insulated - Equation 1-9: ΔPV = PVX - PVN	ΔPV	0.00000 psia		
Breather Vent Setting Range (Default Assumption: +/- 0.03)	PBP	0.03 psi	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp(PvA/TLX))	PVX	1.00000 psia		
	PBV	-0.03	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp(PvA/TLN))	PVN	1.00000 psia		
True Vapor Pressure; Sum of Components, PVA=(0.019337)10 ⁴ *(A/(B(TLA+C)))			Average daily max. liquid surface temp.: Fig. 7.1-17 TLX = TLA + 0.25ΔTV	TLX	519.39 °R		
Not Insulated	P _{VA}	0.07325926	Average daily min. liquid surface temp.: Fig. 7.1-17 TLN = TLA - 0.25ΔTV	TLN	506.32 °R		
Partially Insulated	P _{VA}	0.07380657					
Fully Insulated	P _{VA}	0.06662447	Partially Insulated - Equation 1-9: ΔPV = PVX - PVN	ΔPv	0.00000 psia		
			Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PVX)	PVX	1.00000 psia		
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = ((TAX+TAN)/2)	TAA	505.20 °R	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using PVN)	PVN	1.00000000 psia		
Average daily maximum ambient temperature; Table 7.1-7	TAX	517.10 °R					
Average daily minimum ambient temperature; Table 7.1-7	TAN	499.30 °R	Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.25ΔTV)	TLX	519.15 °R		
			Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25ΔTV)	TLN	506.97 °R		
Liquid Bulk Temperature; Eq 1-31: TB = TAA + 0.003 α I	TB	510.25 °R	Fully Insulated (ΔPv = 0)	ΔPv	0.00 psia		
Average Daily Liquid Surface Temperature (TLA)			Vapor Space Volume (Eq.1-3: Vv = ((PI / 4) D ² /2)Hvo)	Vv	34.03 #3		
Not Insulated; Eq. 1-28, TLA = 0.4*TAA + 0.6*TB + 0.005*α*I	TLA	512.85 °R	Effective Tank diameter	D _E	5.25 ft		
Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*α*I	TLA	513.06 °R	Effective Tank Height	H _E	3.14 ft		
Fully Insulated; TLA = TB	TLA	510.3 °R	Vapor Space Outage Hvo = 1/2 H _E	Hvo	1.57 ft		
Average Vapor Temperature (Tv)							
Not Insulated; Eq. 1-33, Tv = 0.7*TAA + 0.3*TB + 0.009*α*I	Tv	514.98 °R					
Partially Insulated; Eq. 1-34, Tv = 0.6*TAA + 0.4*TB + 0.01*α*I	Tv	515.87 °R					
Fully Insulated; Tv = TB	Tv	510.25 °R					
Stock Vapor Density; Eq. 1-22, Wv = (Mv*PVA)/(R*Tv)							
Not Insulated	Wv	1.407E-03					
Partially Insulated	Wv	1.416E-03					
Fully Insulated	Wv	1.292E-03					

Monthly Calculations (continued)										JULY																								
Tank No.	A-7																																	
ROUTINE EMISSIONS CALCULATIONS										ROUTINE EMISSIONS CALCULATIONS																								
Symbol										Symbol																								
Units										Units																								
Standing Losses; Eq. 1-2, $L_s = 365 (V_v \cdot W_v \cdot K_e \cdot K_s)$										Standing Losses; Eq. 1-2, $L_s = 365 (V_v \cdot W_v \cdot K_e \cdot K_s)$																								
Total Losses (Eq. 1-1: $LT = LS+LW$)										Total Losses (Eq. 1-1: $LT = LS+LW$)																								
Time Period										Time Period																								
Nearest US Location										Nearest US Location																								
Daily total solar insolation on a horizontal surface; Table 7.1-7										Daily total solar insolation on a horizontal surface; Table 7.1-7																								
Absolute Pressure										Absolute Pressure																								
Ideal Gas Constant										Ideal Gas Constant																								
Product Information										Product Information																								
Product Type										Product Type																								
Vapor Molecular weight										Vapor Molecular weight																								
Average organic liquid density										Average organic liquid density																								
Average Reid Vapor Pressure										Average Reid Vapor Pressure																								
Product factor; 0.4 for crude oils or 1 for other organic liquids										Product factor; 0.4 for crude oils or 1 for other organic liquids																								
Vapor Pressure Equation Constant A										Vapor Pressure Equation Constant A																								
Vapor Pressure Equation Constant B (Table 7.1-2)										Vapor Pressure Equation Constant B (Table 7.1-2)																								
Tank design data										Tank design data																								
Shell height										Shell height																								
Diameter										Diameter																								
Throughput										Throughput																								
Turnovers										Turnovers																								
Roof Type:										Roof Type:																								
Tank Cone Roof Slope (if unknown, use 0.0625)										Tank Cone Roof Slope (if unknown, use 0.0625)																								
Dome Roof Radius (if unknown, use tank diameter (D) or (2R _s))										Dome Roof Radius (if unknown, use tank diameter (D) or (2R _s))																								
Maximum Filling Height - use (P _{VA} /D) if unknown										Maximum Filling Height - use (P _{VA} /D) if unknown																								
Minimum Filling Height (use 0 if unknown)										Minimum Filling Height (use 0 if unknown)																								
Liquid height (assume 1/2 H _L)										Liquid height (assume 1/2 H _L)																								
Tank Insulation (pick from drop down list)										Tank Insulation (pick from drop down list)																								
Tank Construction (pick from drop down list)										Tank Construction (pick from drop down list)																								
Tank Shell Color (pick from drop down list)										Tank Shell Color (pick from drop down list)																								
Tank Shell Condition (pick from drop down list)										Tank Shell Condition (pick from drop down list)																								
Tank Interior Condition (pick from drop down list)										Tank Interior Condition (pick from drop down list)																								
Tank paint solar absorptance, dimensionless; Table 7.1-6										Tank paint solar absorptance, dimensionless; Table 7.1-6																								
Breather Vent Setting Range (Default Assumption: +/- 0.03)										Breather Vent Setting Range (Default Assumption: +/- 0.03)																								
True Vapor Pressure; Eq. 1-25, $P_{VA} = \exp(A/(B-TLA))$										True Vapor Pressure; Eq. 1-25, $P_{VA} = \exp(A/(B-TLA))$																								
Not Insulated										Not Insulated																								
Partially Insulated										Partially Insulated																								
Fully Insulated										Fully Insulated																								
Average Daily Ambient Temperature (TAA); Eq. 1-30 $TAA = ((TAX+TAN)/2)$										Average Daily Ambient Temperature (TAA); Eq. 1-30 $TAA = ((TAX+TAN)/2)$																								
Average daily maximum ambient temperature; Table 7.1-7										Average daily maximum ambient temperature; Table 7.1-7																								
Average daily minimum ambient temperature; Table 7.1-7										Average daily minimum ambient temperature; Table 7.1-7																								
Liquid Bulk Temperature; Eq. 1-31: $TB = TAA + 0.003 \text{ as } 1$										Liquid Bulk Temperature; Eq. 1-31: $TB = TAA + 0.003 \text{ as } 1$																								
Average Daily Liquid Surface Temperature (TLA)										Average Daily Liquid Surface Temperature (TLA)																								
Not Insulated; Eq. 1-28, $TLA = 0.4 \cdot TAA + 0.6 \cdot TB + 0.008 \cdot \alpha \cdot 1$										Not Insulated; Eq. 1-28, $TLA = 0.4 \cdot TAA + 0.6 \cdot TB + 0.008 \cdot \alpha \cdot 1$																								
Partially Insulated; Eq. 1-29, $TLA = 0.3 \cdot TAA + 0.7 \cdot TB + 0.005 \cdot \alpha \cdot 1$										Partially Insulated; Eq. 1-29, $TLA = 0.3 \cdot TAA + 0.7 \cdot TB + 0.005 \cdot \alpha \cdot 1$																								
Fully Insulated; $TLA = TB$										Fully Insulated; $TLA = TB$																								
Average Vapor Temperature (Tv)										Average Vapor Temperature (Tv)																								
Not Insulated; Eq. 1-33, $Tv = 0.7 \cdot TAA + 0.3 \cdot TB + 0.009 \cdot \alpha \cdot 1$										Not Insulated; Eq. 1-33, $Tv = 0.7 \cdot TAA + 0.3 \cdot TB + 0.009 \cdot \alpha \cdot 1$																								
Partially Insulated; Eq. 1-34, $Tv = 0.6 \cdot TAA + 0.4 \cdot TB + 0.01 \cdot \alpha \cdot 1$										Partially Insulated; Eq. 1-34, $Tv = 0.6 \cdot TAA + 0.4 \cdot TB + 0.01 \cdot \alpha \cdot 1$																								
Fully Insulated; $Tv = TB$										Fully Insulated; $Tv = TB$																								
Stock Vapor Density; Eq. 1-22, $W_v = (M_v \cdot P_{VA})/(R \cdot Tv)$										Stock Vapor Density; Eq. 1-22, $W_v = (M_v \cdot P_{VA})/(R \cdot Tv)$																								
Not Insulated										Not Insulated																								
Partially Insulated										Partially Insulated																								
Fully Insulated										Fully Insulated																								

Monthly Calculations (continued)										AUGUST																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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ROUTINE EMISSIONS CALCULATIONS										ROUTINE EMISSIONS CALCULATIONS										HAPS Speciation			ib/month																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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Total Losses (Eq.1-1: LT=LS+LW)										Standing Losses; Eq.1-2: $LS = 365 (V_v \cdot W_v \cdot KE \cdot K_s)$										Ls			2.83			ib/month			Total HAP Emissions =			7.686																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
LT										5.76										ib/month			Vapor Space Volume			Vv			535.3			t3			Eq. 40-2 $Z_v = y_{HAP} / M_v$																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
2.88E-03										ib/month			Vapor Space Density			Wv			0.0030			lb/ft3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Time Period										August										Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5			KE			0.056			per day			Individual HAPS			L _{li} (lb/month)			Standing			Working																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Nearest US Location										Albany, NY			Vented Vapor Saturation Factor			Ks			1.00			NA						hexane			0.0000			0.0000			0.0000			86.18			106			0.00000			0.000000			0.165			-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Daily total solar insolation on a horizontal surface; Table 7.1-7										I _p			1640.0			Btu/lb ³ -day			Constant: Number of Daily Events in a Year			365			31			days/month			benzene			0.0000			0.0000			0.0000			78.11			106			0.00000			0.000000			0.165			-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Absolute Pressure										P _a			14.55			psia			Working Loss Turnover Factor Eq.1-35 $K_w = V_O \cdot M_N \cdot K_p \cdot W_v \cdot KB$			KN			1.0000			2.2.4 TMP			0.0000			0.0000			0.0000			114.23			106			0.00000			0.000000			0.165			-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Vapor Gas Constant										R			10.73			psia ft3/lb-mole R			Net Working Loss Throughput (Eq. 1-39: $VO = 5.614 \cdot Q$)			VQ			965			lb3/month			toluene			0.0000			0.0000			0.0000			82.14			106			0.00000			0.000000			0.165			-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Product Information										Product Type										Gasoline Addition			Working Loss Product Factor			Kp			1.00			naphthalene			0.0000			0.0000			0.0000			128.17			106			0.000E+00			0.005E+00			0.165			0.005E+00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Vapor Molecular weight										Mv			106			Lb/lb-mole			Stock Vapor Density			Wv			0.0030			lb/ft3			cumene			0.0000			0.0000			0.0000			120.19			106			0.000E+00			0.005E+00			0.165			0.005E+00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Average organic liquid density										WL			7.24			lb/gal			Vent Setting Correction Factor			KB			1.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												

HT TANK EMISSION CALCULATION

Tank No.	A-General		Tank type	Horizontal Fixed Roof Tank			Symbol		Units	HAPS Specification		Ib/y ^r											
ROUTINE EMISSIONS CALCULATIONS				Symbol	Units	ROUTINE EMISSIONS CALCULATIONS				Symbol	Units	Product		additive									
Total Losses (Eq. 1-1; LT = LS+LW)				LT	29.16	Ib/year	Standing Losses; Eq. 1-2, $LS = 365 \cdot (W_v \cdot V_v \cdot K_E \cdot K_s)$				Ls	12.90	Ib/y ^r	Total HAP Emissions =		29.156							
					0.01	ton/year	Vapor Space Volume				Vv	536.2	E3	Eq. 40-2 $Z_{v1} = P_{v1}/(L_{v1})$		Vapor Weight Concentrations							
				Time Period		Annual	Vapor Space Expansion Factor ($0 < KE <= 1$); Eq. 1-5				KE	0.047	per day	Individual HAPS		L_{i1} (Ib/y ^r)	M _i	M _j	Z _{v1}	$P_i = P_{v,i}(C_i)$	P _{v,i}	y _i	
Nearest US Location				Albany, NY			Vented Vapor Saturation Factor				Ks	1.00	NA	hexane		0.0000	86.18	106	0.00000	0.000000	0.073	-	
Daily total solar insolation on a horizontal surface; Table 7.1-7				I	1180.8	Btu/ft ² -day	Constant: Number of Daily Events in a Year				365	365	days/year	benzene		0.0000	78.11	106	0.00000	0.000000	0.073	-	
Absolute Pressure				P _a	14.65	psi	Working Losses; Eq. 1-35, $L_w = VQ \cdot K_N \cdot K_p \cdot W_v \cdot KB$				Lw	16.25	Ib/y ^r	2,2,4 TMP		0.0000	114.25	106	0.00000	0.000000	0.073	-	
Ideal Gas Constant				R	10.73	psia ft ³ /lb-mole R	Net Working Loss Throughput (Eq. 1-39; $VO = V_0 \cdot 5.614 \cdot T$)				VQ	11.549	Ib/y ^r	toluene		0.0000	92.14	106	0.00000	0.000000	0.073	-	
Product Information							Working Loss Turnover Factor				KN	1.0000		ethylbenzene		7.4563	106.17	106	0.25574	0.018735	0.073	0.25574	
Product Type				Gasoline Additive			Working Loss Product Factor				Kp	1.00		xylenes		21.7001	106.17	106	0.74426	0.054524	0.073	0.74426	
Vapor Molecular weight				Mv	106	[Lb]/lb-mole	Stock Vapor Density				Wv	0.0014	Ib/ft ³	naphthalene		0.0000	128.17	106	0.00E+00	0.00E+00	0.073	0.00E+00	
Average organic liquid density				WL	7.24	Ib/gal	Vent Setting Connection Factor				KB	1.00		cumene		0.0000	120.19	106	0.00E+00	0.00E+00	0.073	0.00E+00	
Average Reid Vapor Pressure				RVP	0.00		Vented Vapor Saturation Factor; Eq. 1-21, $K_s = 1/(1+(0.053 \cdot P_a \cdot H_v))$				Ks	1.00		Individual HAPS		Z _{i1}	M _i	M _j	X	A	B	C	P _{v,i}
Product factor; 0.4 for crude oils or 1 for other organic liquids				Kc	1.00		Vapor Pressure at Avg Daily Liq Surface Temp				Pva	0.0733	psia	hexane		0.0000000	106.17	86.18	0.00000	6.878	1171.5	224.37	1.5971
Vapor Pressure Equation Constant A				A	0.00		Vapor Space Outage				Hvo	0.00	ft	benzene		0.0000000	106.17	78.11	0.00000	6.906	1211	220.79	0.9663
Vapor Pressure Equation Constant B				B	0.0	R	Vapor Space Expansion Factor (Eq. 1-5; $(\Delta T_v/TLA) = (\Delta P_v - \Delta P_B)/(P_a - P_{vA})$)				KE	0.0468	per day	2,2,4 TMP		0.0000000	106.17	114.23	0.00000	6.812	1257.8	220.74	0.4913
Tank design data							Average Daily Vapor Temperature Range				ΔTv	26.15	R	toluene		0.0000000	106.17	92.14	0.00000	7.017	1377.6	212.64	0.2670
Effective Height H _e = (P/D)/4				H _e	6.28	ft	Average Daily Vapor Pressure Range				ΔPv	0.0200	psi	ethylbenzene		0.2300000	106.17	106.17	0.23000	6.95	1419.3	212.61	0.0815
Effective Diameter D _e = SQRT((LD/(P/4)))				D _e	14.74	ft	Breather Vent Pressure Setting Range (Equation 1-10; $\Delta P_B = PBP - PBV$)				ΔPB	0.0600	psi	xylenes		0.7700000	106.17	106.17	0.77000	7.009	1462.3	215.11	0.0798
Throughput				Q	86.400	gal/y ^r	Vapor Pressure at Avg Daily Liq Surface Temp				Pva	0.0733	psia	naphthalene		0.0000000	106.17	128.17	0.00000	7.146	1531.6	211.82	0.0017
Turnovers				N	10.77	per year	Average Daily Liquid Surface Temperature				TLA	512.85	R	cumene		0.0000000	106.17	120.19	0.00000	6.929	1455.8	207.2	0.0372
Tank Cone Roof Slope (if unknown, use 0.0625)				SR	0.0625	Ib/t	Atmospheric Pressure				P _a	14.65	psi										
Dome Roof Radius (if unknown, use tank diameter (D) or (2R _a))				RR	NA	ft	Average Daily Vapor Temperature Range (ΔTv)				ΔTa	17.8	R										
Maximum Filling Height -use (PVA/D) if unknown				HLX	6.28	ft	Average daily ambient temperature range - Equation 1-11 (ΔTa=TAX-TAN)				ΔTa	17.8	R										
Minimum Filling Height (use 0 if unknown)				HLN	0.00	ft	Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTa + 0.02 Δi)				ΔTv	26.15	R										
Liquid height (assume 1/2 H _e)				HL	3.14	ft	Partially Insulated - Equation 1-8 (ΔTv = 0.6 ΔTa + 0.02 Δi R I)				ΔTv	24.37	R										
Tank Insulation (pick from drop down list)					Not Insulated		Fully Insulated, constant temperature				ΔTv	0.00	R										
Tank Construction (pick from drop down list)					Welded		Average Daily Vapor Pressure Range (ΔPv)				ΔPv	0.00000	psia										
Tank Shell Color (pick from drop down list)					Gray, light		Not Insulated - Equation 1-9: ΔPv = PvX - Pvn				ΔPv	0.00000	psia										
Tank Shell Condition (pick from drop down list)					Average		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PvX = exp(PvX))				PvX	1.00000	psia										
Tank Interior Condition (pick from drop down list)					Light Rust		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25; Pvn = exp(Pvn))				Pvn	1.00000	psia										
Tank paint solar absorptance, dimensionless; Table 7.1-6				α	0.58		Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔTv				TLX	519.39	R										
Breather Vent Setting Range (Default Assumption: +/- 0.03)				PBP	-0.03	psi	Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔTv				TLN	506.32	R										
				PBV	-0.03																		
True Vapor Pressure: Sum of Components, PVA=(0.019337) ¹⁰ *(A*(B/(TLA-C)))																							
Not Insulated				P _{vA}	0.07325926		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PvX)				PvX	1.000000	psia										
Partially Insulated				P _{vA}	0.07380657		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using Pvn)				Pvn	1.0000000	psia										
Fully Insulated				P _{vA}	0.06662447						ΔPv	0.00000	psia										
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = ((TAX+TAN)/2)				TAA	508.20	R	Average daily maximum ambient temperature; Table 7.1-7				TAX	517.10	R										
Average daily maximum ambient temperature; Table 7.1-7				TAX	517.10	R	Average daily minimum ambient temperature; Table 7.1-7				TAN	499.30	R										
Average daily minimum ambient temperature; Table 7.1-7				TAN	499.30	R																	
Liquid Bulk Temperature; Eq. 1-31: TB = TAA + 0.003 Δi				TB	510.25	R	Fully Insulated (ΔPv = 0)				ΔPv	0.00	psia										
Average Daily Liquid Surface Temperature (TLA)							Vapor Space Volume (Eq. 1-3; $V_v = ((\pi/4) \cdot D^2 \cdot H_v)$)				Vv	536.17	E3										
Not Insulated; Eq. 1-28, $TLA = 0.4 \cdot TAA + 0.6 \cdot TB + 0.005 \cdot \alpha \cdot T$				TLA	512.85	R	Effective Tank diameter				D _t	14.74	ft										
Partially Insulated; Eq. 1-29, $TLA = 0.3 \cdot TAA + 0.7 \cdot TB + 0.005 \cdot \alpha \cdot R \cdot T$				TLA	513.06	R	Effective Tank Height				H _t	6.28	ft										
Fully Insulated; TLA = TB				TLA	510.3		Vapor Space Outage Hvo = 1/2 H _e				Hvo	3.14	ft										
Average Vapor Temperature (Tv)																							
Not Insulated; Eq. 1-33, $T_v = 0.7 \cdot TAA + 0.3 \cdot TB + 0.009 \cdot \alpha \cdot T$				Tv	514.98	R																	
Partially Insulated; Eq. 1-34, $T_v = 0.6 \cdot TAA + 0.4 \cdot TB + 0.01 \cdot \alpha \cdot R \cdot T$				Tv	515.87	R																	
Fully Insulated; Tv = TB				Tv	510.25	R																	
Stock Vapor Density; Eq. 1-22, $W_v = (M_v \cdot P_{vA})/(R \cdot T_v)$																							
Not Insulated				Wv	1.407E-03																		
Partially Insulated				Wv	1.416E-03																		
Fully Insulated				Wv	1.292E-03																		

TANK A-Generic

[illegible][illegible]

Monthly Calculations (continued)

SEPTEMBER

Tank No.	A-Generics		ROUTINE EMISSIONS CALCULATIONS		HAPS Speciation						
ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	Symbol	Units	Product					
Total Losses (Eq. 1-1: LT = LS+LW)		LT	4.00	lb/month	Total HAP Emissions = 3.997						
Time Period		September	2.00E-03	lb/month	Eq. 40-2 L ₁ , Z ₂ (L ₁)						
Nearest US Location		Albany, NY	Vapor Space Volume		L _s	1.82 lb/month					
Daily total solar insolation on a horizontal surface, Table 7.1-7		I	1330.0	Btu/ft ² -day	Vv	536.2 ft ³					
Absolute Pressure		P _a	14.55	psi	Wv	0.0023 lb/ft ³					
Liquid Gas Constant		R	10.73	psi R3lb-mole R	KE	0.050 per day					
Product Information		Working Losses; Eq. 1-35, L _w = V ₀ * W ₀ * K ₀ * W ₀ * K ₀		K _e	1.00	NA					
Product Type		Gasoline additive	Net Working Loss Throughput (Eq. 1-39: V ₀ W ₀ S=6.814Q)	L _w	2.18	lb/month					
Vapor Molecular weight		M _v	106	lb/lb-mole	VQ	62.3 lb/month					
Average organic liquid density		WL	7.24	lb/gal	KN	1.0000					
Average Reid Vapor Pressure		RVP	0.00		K _p	1.00					
Product factor: 0.4 for crude oils or 1 for other organic liquids		K _c	1.00		W _v	0.0023 lb/ft ³					
Vapor Pressure Equation Constant A		A	0.00		KB	1.00					
Vapor Pressure Equation Constant B (Table 7.1-2)		B	0.0	R	Liquid Mole Fraction						
Tank design data		Vented Vapor Saturation Factor; Eq. 1-21, K _s = 1/(1+0.053*P _a *K ₀)		Eq. 40-4 X ₁ = (Z ₁ M ₁)/Σ(Z ₁ M ₁)		Component Vapor Pressure					
Shell height		H _s	6.28	ft	Individual HAPS	P _{VA} =(0.019337)10 ^{1.4} (A+B(T ₁ +C))					
Diameter		D	14.74	ft	Z ₁	M ₁	A	B	C	P _{VA}	
Throughput		Q	7.200	gal/month	hexane	0.0000	106.17	86.18	0.0000	6.878	1171.5
Turnovers		N	10.82	per year	benzene	0.0000	106.17	75.11	0.0000	6.906	1211
Roof Type		SR	0.00		2,2,4 TMP	0.0000	106.17	114.23	0.0000	6.812	1257.8
Tank Cone Roof Slope (if unknown, use 0.0625)		SR	0.0625	ft/ft	toluene	0.0000	106.17	92.14	0.0000	7.017	1377.6
Dome Roof Radius (if unknown, use tank diameter (D) or (2R ₁))		RR	NA	ft	ethylbenzene	0.2300	106.17	106.17	0.2300	6.95	1419.3
Maximum Filling Height - use (P ₁ /ΔD) if known		HLX	5.28	ft	xylene	0.7700	106.17	106.17	0.7700	7.009	1462.3
Minimum Filling Height (use 0 if unknown)		HLN	1.00	ft	naphthalene	0.0000	106.17	128.17	0.0000	7.146	1631.6
Liquid height (assume 1/2 H ₁)		HL	3.14	ft	cumene	0.0000	106.17	120.19	0.0000	6.929	1455.8
Tank Insulation (pick from drop down list)		Not Insulated		Average Daily Vapor Temperature Range (ΔT _v)		Average daily ambient temperature range - Equation 1-11 (ΔT _A =TAX-TAN)		Average Daily Vapor Pressure Range (ΔP _v)		Average daily max. liquid surface temp. (Eq. 1-25 P _{VX} = exp{P _{VN} * (T _{VX} - T _{VN}) / (T _{VX} - T _{VN})})	
Tank Construction (pick from drop down list)		Welded		Partially Insulated - Equation 1-7 (ΔT _v = 0.7 ΔT _A + 0.02 α t)		ΔT _v		ΔP _v		P _{VX}	
Tank Shell Corrosion (pick from drop down list)		Gray, light		Not Insulated - Equation 1-8 (ΔT _v = 0.6 ΔT _A + 0.02 α t)		ΔT _v		ΔP _v		P _{VN}	
Tank Shell Condition (pick from drop down list)		Average		Fully Insulated, constant temperature		ΔT _v		ΔP _v		P _{VN}	
Tank Interior Condition (pick from drop down list)		Light Rust		Average Daily Vapor Pressure Range (ΔP _v)		ΔP _v		ΔP _v		P _{VN}	
Tank paint solar absorptance, dimensionless, Table 7.1-6		α		Not Insulated - Equation 1-9: ΔP _V = P _{VX} - P _{VN}		ΔP _v		ΔP _v		P _{VN}	
Breather Vent Setting Range (Default Assumption: +/- 0.03)		BPB		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 P _{VX} = exp{P _{VN} * (T _{VX} - T _{VN}) / (T _{VX} - T _{VN})})		P _{VX}		P _{VX}		P _{VN}	
True Vapor Pressure; Eq. 1-25, P _{VA} = exp(A/(B-T ₁))		P _{VA}		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 P _{VN} = exp{P _{VN} * (T _{VN} - T _{VN}) / (T _{VN} - T _{VN})})		P _{VN}		P _{VN}		P _{VN}	
Not Insulated		P _{VA}		Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔT _v		TLX		TLX		TLX	
Partially Insulated		P _{VA}		Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔT _v		TLN		TLN		TLN	
Fully Insulated		P _{VA}		Partially Insulated - Equation 1-9: ΔP _V = P _{VX} - P _{VN}		ΔP _v		ΔP _v		P _{VN}	
Average Daily Ambient Temperature [TAA]; Eq. 1-30 TAA = ((TAX+TAN)/2)		TAA		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using P _{VX})		P _{VX}		P _{VX}		P _{VN}	
Average daily maximum ambient temperature, Table 7.1-7		TAX		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using P _{VN})		P _{VN}		P _{VN}		P _{VN}	
Average daily minimum ambient temperature, Table 7.1-7		TAN		Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2 TLN)		TLX		TLX		TLX	
Liquid Bulk Temperature; Eq. 1-31: T _B = TAA + 0.003 α t		TB		Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.2 TLN)		TLN		TLN		TLN	
Not Insulated		P _{VA}		Fully Insulated (ΔP _V = 0)		ΔP _v		ΔP _v		P _{VN}	
Partially Insulated		P _{VA}		Vapor Space Volume (Eq. 1-3: V _v = ((P _i /4) D ²)H _v)		Vv		Vv		Vv	
Fully Insulated		P _{VA}		Effective Tank diameter		D _e		D _e		D _e	
Average Vapor Temperature (T _v)		T _v		Effective Tank Height		H _v		H _v		H _v	
Not Insulated; Eq. 1-33, T _v = 0.7 TAA + 0.3 T _B + 0.009 α t		T _v		Vapor Space Outlet H _v = 1/2 H ₁		H _v		H _v		H _v	
Partially Insulated; Eq. 1-34, T _v = 0.6 TAA + 0.4 T _B + 0.011 α t		T _v									
Fully Insulated; T _v = T _B		T _v									
Stock Vapor Density; Eq. 1-22, W _v = (M _v /P _{VA})(R _T V)		W _v									
Not Insulated		W _v									
Partially Insulated		W _v									
Fully Insulated		W _v									

TANK A-Exxon

HT TANK EMISSION CALCULATION

Tank No.	A=EX-HV	Tank type	ROUTINE EMISSIONS CALCULATIONS												
ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	ROUTINE EMISSIONS CALCULATIONS										
Total Losses (Eq. 1-1: LT = LS+LW)			LT	14.48	lb/year	Standing Losses; Eq. 1-2, $LS = 365 (V_v \cdot W_v \cdot KE \cdot K_a)$			LS	6.35	lb/yr	Product			additive
Time Period			Annual	0.01	ton/year	Vapor Space Volume			Vv	263.9	ft3	Total HAP Emissions =			14.477
Nearest US Location			Albany, NY			Stock Vapor Density			Wv	0.0014	lb/ft3	Eq. 40-2 $L_{11} = Z_{avg}(L_1)$			
Daily total solar insolation on a horizontal surface; Table 7.1-7			I	1180.0	Btu/ft2-day	Vapor Space Expansion Factor ($0 < KE <= 1$); Eq. 1-5			KE	0.047	per day	Individual HAPS			L_{11} (lb/yr)
Absolute Pressure			P _a	14.65	psi	Vent Vapor Saturation Factor			Ks	1.00	NA	benzene			0.0000
Ideal Gas Constant			R	10.73	psia ft3/lb-mole R	Constant: Number of Daily Events in a Year			365	365	days/year	benzene			0.0000
Product Information						Working Losses; Eq. 1-35, $LW = VQ \cdot K_N \cdot K_p \cdot W_v \cdot KB$			LW	8.13	lb/yr	2,2,4 TMP			0.0000
Product Type			Diesel/ Additive			Net Working Loss Throughput (Eq. 1-39: $VQ = 5.614 \cdot Q$)			VQ	5.774	ft3/yr	toluene			0.0000
Vapor Molecular weight			Mv	106	lb/lb-mole	Working Loss Turnover Factor			Kp	1.0000		ethylbenzene			3.7024
Average organic liquid density			WL	6.10	lb/gal	Working Loss Product Factor			Kn	1.0000		xylenes			10.7750
Average Reid Vapor Pressure			RVP	0.00		Stock Vapor Density			Wv	0.0014	lb/ft3	naphthalene			0.0000
Product factor; 0.4 for crude oils or 1 for other organic liquids			Kc	1.00		Vent Setting Correction Factor			KB	1.0000		cumene			0.0000
Vapor Pressure Equation Constant A			A	0.00		Vented Vapor Saturation Factor; Eq. 1-21, $K_s = 1 / (1 + 0.053 \cdot P_{va} \cdot H_{vo})$			Ks	1.00		Liquid Mole Fraction			Z_{avg}
Vapor Pressure Equation Constant B			B	0.0	°R	Vapor Pressure at Avg Daily Liq Surface Temp			P _{va}	0.0733	psia	Individual HAPS			M_1
Tank design data						Vapor Space Volume			Hvo	0.00	ft3	benzene			0.0000000
Effective Height H ₁ = (P/D)/4			H ₁	6.28	ft	Vapor Space Expansion Factor (Eq. 1-5: $(\Delta T_v / TLA) = (\Delta P_v - \Delta P_B) / (PA - PVA)$)			KE	0.0468	per day	benzene			0.0000000
Effective Diameter D _e = SQRT((LD)(PI/4))			D _e	10.34	ft	Average Daily Vapor Temperature Range			ΔT _v	26.15	°R	2,2,4 TMP			0.0000000
Throughput			Q	43.200	gal/yr	Average Daily Vapor Pressure Range			ΔP _v	0.0000	psi	toluene			0.0000000
Turnovers			N	10.94	per year	Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_B = PBP - PBV$)			ΔP _B	0.0600	psi	ethylbenzene			0.2300000
Tank Cone Roof Slope (if unknown, use 0.0625)			SR	0.0625	ft/ft	Vapor Pressure at Avg Daily Liq Surface Temp			P _{va}	0.0733	psia	xylenes			0.7700000
Dome Roof Radius (if unknown, use tank diameter (D) or (2R _s))			RR	NA	ft	Average Daily Liquid Surface Temperature			TLA	512.85	°R	naphthalene			0.0000000
Maximum Filling Height - use (PI/4)D if unknown			HLX	6.28	ft	Atmospheric Pressure			P _a	14.65	psia	cumene			0.0000000
Minimum Filling Height (use 0 ft if unknown)			HLN	0.00	ft	Average Daily Vapor Temperature Range (ΔT _v)			ΔT _A	17.8	°R				
Liquid height (assume 1/2 H ₁)			HL	3.14	ft	Average daily ambient temperature range - Equation 1-11 ($\Delta T_A = T_{AX} - T_{AN}$)			ΔT _A	17.8	°R				
Tank Insulation (pick from drop down list)				Not Insulated		Not Insulated - Equation 1-7 ($\Delta T_v = 0.7 \Delta T_A + 0.02 \alpha I$)			ΔT _v	26.15	°R				
Tank Construction (pick from drop down list)				Welded		Partially Insulated - Equation 1-8 ($\Delta T_v = 0.6 \Delta T_A + 0.02 \alpha R I$)			ΔT _v	24.37	°R				
Tank Shell Color (pick from drop down list)				Gray, light		Fully Insulated, constant temperature			ΔT _v	0.00	°R				
Tank Shell Condition (pick from drop down list)				Average		Average Daily Vapor Pressure Range (ΔP _v)			ΔP _v	0.00000	psi				
Tank Interior Condition (pick from drop down list)				Light Rust		Not Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$			ΔP _v	0.00000	psi				
Tank paint solar absorptance, dimensionless; Table 7.1-6				0.58		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25: $P_{VX} = \exp(P_{VN})$			P _{VX}	1.00000	psi				
Breather Vent Setting Range (Default Assumption: +/- 0.03)			PBP	0.03	psi	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25: $P_{VN} = \exp(P_{VL})$			P _{VN}	0.00000	psi				
			PBV	-0.03		Average daily max. liquid surface temp.; Fig. 7.1-17 $TLX = TLA + 0.25 \Delta T_v$			TLX	519.39	°R				
						Average daily min. liquid surface temp.; Fig. 7.1-17 $TLN = TLA - 0.25 \Delta T_v$			TLN	506.32	°R				
True Vapor Pressure: Sum of Components, $PVA = (0.019337)^{10} (A/B(TLA+C))$						Partially Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$			ΔP _v	0.00000	psi				
Not Insulated			P _{Va}	0.07325926		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using P_{VX}			P _{VX}	1.00000	psi				
Partially Insulated			P _{Va}	0.07380657		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using P_{VN}			P _{VN}	1.000000	psi				
Fully Insulated			P _{Va}	0.06662447		Average daily maximum liquid surface temperature, deg R ($TLX = TLA + 0.2 \Delta T_v$			TLX <td>519.15</td> <td>°R</td> <th colspan="3"></th> <td></td>	519.15	°R				
Average Daily Ambient Temperature (TAA); Eq. 1-30 $TAA = (T_{AX} + T_{AN}) / 2$			TAA	508.20	°R	Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.2 \Delta T_v$			TLN <td>506.97</td> <td>°R</td> <th colspan="3"></th> <td></td>	506.97	°R				
Average daily maximum ambient temperature, Table 7.1-7			TAX	517.10	°R										
Average daily minimum ambient temperature, Table 7.1-7			TAN	499.30	°R										
Liquid Bulk Temperature; Eq. 1-31: $TB = TAA + 0.003 \text{ as } 1$			TB	510.25	°R	Fully Insulated (ΔP _v = 0)			ΔP _v	0.00	psi				
Average Daily Liquid Surface Temperature (TLA)						Vapor Space Volume (Eq. 1-3: $V_v = (PI / 4) D^2 H_{vo}$			Vv	263.89	ft3				
Not Insulated; Eq. 1-28, $TLA = 0.4 \cdot TAA + 0.6 \cdot TB + 0.005 \cdot \alpha \cdot I$			TLA	512.85	°R	Effective Tank diameter			D _t	10.34	ft				
Partially Insulated; Eq. 1-29, $TLA = 0.3 \cdot TAA + 0.7 \cdot TB + 0.005 \cdot \alpha \cdot R \cdot I$			TLA	513.06	°R	Effective Tank Height			H _t	6.28	ft				
Fully Insulated; $TLA = TB$			TLA	510.3		Vapor Space Outage H _{vo} = 1/2 H ₁			Hvo	3.14	ft				
Average Vapor Temperature (Tv)															
Not Insulated; Eq. 1-33, $T_v = 0.7 \cdot TAA + 0.3 \cdot TB + 0.009 \cdot \alpha \cdot I$			Tv	514.98	°R										
Partially Insulated; Eq. 1-34, $T_v = 0.6 \cdot TAA + 0.4 \cdot TB + 0.01 \cdot \alpha \cdot R \cdot I$			Tv	515.87	°R										
Fully Insulated; $T_v = TB$			Tv	510.25	°R										
Stock Vapor Density; Eq. 1-22, $W_v = (M_v \cdot PVA) / (R \cdot Tv)$															
Not Insulated			Wv	1.407E-03											
Partially Insulated			Wv	1.416E-03											
Fully Insulated			Wv	1.292E-03											

TANK A-Exxon

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HT TANK EMISSION CALCULATION

Tank No.	SA	Tank type	Horizontal Fixed Roof Tank	Symbol	Units	HAPS Speciation	ib/yr
ROUTINE EMISSIONS CALCULATIONS		Units	ROUTINE EMISSIONS CALCULATIONS		Units	HAPS Speciation	
Symbol			Symbol			Product	
Total Losses (Eq.1-1: LT = LS+LW)			Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ks)			Total HAP Emissions =	
	LT	29.16 lb/year		Vv	536.2 #3		29.156
		0.01 ton/year		Wv	0.0014 lb/#3		
	Time Period	Annual		KE	0.047 per day		
	Nearest US Location	Albany, NY		Ks	1.00 NA		
	Daily total solar insolation on a horizontal surface, Table 7.1-7	1180.0 Btu/ft²-day		365	365 days/year		
	Absolute Pressure	PA		Lw	16.28 b/yr		
	Ideal Gas Constant	R		VQ	11.540 #3/yr		
	Product Information	Gasoline Additive		KN	1.0000		
	Vapor Molecular weight	Mv		Sp	1.00		
	Average organic liquid density	WL		Wv	0.0014 lb/#3		
	Average Reid Vapor Pressure	RVP		KB	1.00		
	Product factor; 0.4 for crude oils or 1 for other organic liquids	Kc					
	Vapor Pressure Equation Constant A	A		Ks	1.00		
	Vapor Pressure Equation Constant B	B		PvA	0.0733 psia		
				Hvo	0.00 ft		
	Tank design data						
	Effective Height H _e = (PI/D)/4	H _e		KE	0.0468 per day		
	Effective Diameter D _e = SQRT (LD(PI/4))	D _e		ΔTv	26.15 °R		
	Throughput	Q		ΔPv	0.0000 psi		
	Turnovers	N		ΔPB	0.0600 psi		
				PvA	0.0733 psia		
	Tank Cone Roof Slope (If unknown, use 0.0625)	SR		TLA	512.85 °R		
	Dome Roof Radius (If unknown, use tank diameter (D) or (2Rs))	RR		PA	14.55 psia		
	Maximum Filling Height -use (PI/4)/D if unknown	HLX					
	Minimum Filling Height (use 0 if unknown)	HLN					
	Liquid height (assume 1/2 H _e)	HL					
	Tank Insulation (pick from drop down list)	Not Insulated					
	Tank Construction (pick from drop down list)	Welded					
	Tank Shell Color (pick from drop down list)	Gray, light					
	Tank Shell Condition (pick from drop down list)	Average					
	Tank Interior Condition (pick from drop down list)	Light Rust					
	Tank paint solar absorptance, dimensionless, Table 7.1-6	α					
	Breather Vent Setting Range (Default Assumption: +/- 0.03)	PBP					
		PBV					
	True Vapor Pressure; Sum of Components, PVA=(0.019337)10*(A-(B/(TLA+C)))						
	Not Insulated	P _{VA}					
	Partially Insulated	P _{VA}					
	Fully Insulated	P _{VA}					
	Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = ((TAX+TAN)/2)	TAA					
	Average daily maximum ambient temperature, Table 7.1-7	TAX					
	Average daily minimum ambient temperature, Table 7.1-7	TAN					
	Liquid Bulk Temperature; Eq 1-31: TB = TAA + 0.003 as I	TB					
	Average Daily Liquid Surface Temperature (TLA)						
	Not Insulated; Eq. 1-28, TLA = 0.4*TAA + 0.6*TB + 0.005*α ^{0.1}	TLA					
	Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*α ^{0.1}	TLA					
	Fully Insulated; TLA = TB	TLA					
	Average Vapor Temperature (Tv)						
	Not Insulated; Eq. 1-33, Tv = 0.7*TAA + 0.3*TB + 0.009*α ^{0.1}	Tv					
	Partially Insulated; Eq. 1-34, Tv = 0.6*TAA + 0.4*TB + 0.01*α ^{0.1}	Tv					
	Fully Insulated; Tv = TB	Tv					
	Stock Vapor Density; Eq. 1-22, Wv = (Mv*PVA)/(R*Tv)						
	Not Insulated	Wv					
	Partially Insulated	Wv					
	Fully Insulated	Wv					

Monthly Calculations - JANUARY															
Tank No.		A-Red Dye		ROUTINE EMISSIONS CALCULATIONS											
ROUTINE EMISSIONS CALCULATIONS				Symbol	Units	ROUTINE EMISSIONS CALCULATIONS				Symbol	Units	HAPS Speciation		lb/month	
				LT	0.03	lb/month	Standing Losses; Eq. 1-2, $L_s = 365 (V_v \cdot W_v \cdot K_E \cdot K_a)$	LS	0.01	lb/month	Product	Eq. 40-2, $L_{11} = 2L_{10}(L_{11})$	Total HAP Emissions = 0.026		additive
Total Losses (Eq. 1-1: $LT = LS + LW$)				LT	0.03	lb/month	Vapor Space Volume	Vv	19.7	ft ³					
					1.32E-05	lb/month	Stock Vapor Density	Wv	0.0005	lb/ft ³					
Time Period				January			Vapor Space Expansion Factor ($0 < KE \leq 1$); Eq. 1-5	KE	0.030	per day			Individual HAPS		
Nearest US Location				Albany, NY			Vented Vapor Saturation Factor	Ks	1.00	NA			hexane	0.0000	0.0000
Daily total solar insolation on a horizontal surface; Table 7-1-7				I _s	532.0	Btu/ft ² -day	Constant: Number of Daily Events in a Year	365	31	days/month			benzene	0.0000	0.0000
Absolute Pressure				P _a	14.55	psia	Working Losses; Eq. 1-35, $L_w = VQ \cdot K_M \cdot K_g \cdot W_v \cdot KB$	WQ	0.82	lb/month			toluene	0.0000	0.0000
Heat Loss Constant				R	10.73	psi R3/mole R	Net Working Loss Throughput; Eq. 1-39: $WQ = 6.614 \cdot Q$	VQ	0.23	lb/month			ethylbenzene	0.0068	0.0024
Product Information							Working Loss Turnover Factor Eq. 1-35: $K_M = (180 - N)/N$ for N=36, else $K_M = 1$	KN	1.0000				xylene	0.0196	0.0070
Product Type				Diesel additive			Working Loss Product Factor	Kp	1.00				naphthalene	0.0000	0.0000
Vapor Molecular weight				Mv	106	lb/mole	Stock Vapor Density	Wv	0.0005	lb/ft ³			cumene	0.0000	0.0000
Average organic liquid density				WL	6.10	lb/gal	Vent Setting Connection Factor	KB	1.00						
Average Reid Vapor Pressure				RVP	0.00		Vented Vapor Saturation Factor; Eq. 1-21, $K_s = 1/(1 + 0.053 \cdot P_a \cdot T_{ho})$	Ks	1.00						
Product Factor: 0.4 for crude oils or 1 for other organic liquids				KC	1.00										
Vapor Pressure Equation Constant A				A	0.49										
Vapor Pressure Equation Constant B (Table 7-1-2)				B	0.0	°R									
Tank design data															
Shell height				Hs	2.49	ft	Vapor Space Expansion Factor (Eq. 1-5: $(\Delta T_v / TLA) \cdot [AP_v \cdot PB_v / (PA \cdot P_v)]$)	KE	0.0301	per day			hexane	0.00000	106.17
Diameter				D	4.49	ft	Average Daily Vapor Temperature Range	ΔT_v	16.60	°R			benzene	0.00000	106.17
Throughput				Q	248	gal/month	Average Daily Vapor Pressure Range	ΔP_v	0.00000	psia			ethylbenzene	0.00000	106.17
Turnovers				N	9.31	per year	Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_B = PBP \cdot PBV$)	APB	0.0603	psia			xylene	0.00000	106.17
Roof type							Vapor Pressure at Avg Daily Liquid Surface Temp	P _{va}	0.0251	psia			naphthalene	0.00000	106.17
Tank Cone Roof Slope (if unknown, use 0.0625)				SR	0.0625	ft/ft	Average Daily Liquid Surface Temperature	TLA	485.35	°R					
Dome Roof Radius (if unknown, use tank diameter (D) or (2R ₁))				RR	NA	ft	Atmospheric Pressure	P _a	14.55	psia					
Maximum Filling Height - use (P ₁₄ /J) if unknown				HLX	1.49	ft									
Minimum Filling Height (use 0 if unknown)				HLN	1.00	ft	Average Daily Vapor Temperature Range (ΔT_v)								
Liquid height (assume 1/2 H _L)				HL	1.24	ft	Average daily ambient temperature range - Equation 1-11 ($TAX = T_{AX} \cdot TAN$)	ΔT_A	14.9	°R					
Tank insulation (pick from drop down list)							Not Insulated - Equation 1-7 ($\Delta T_v = 0.6 \cdot \Delta T_A + 0.02 \cdot \Delta T_i$)	ΔT_v	15.11	°R					
Tank Construction (pick from drop down list)							Partially Insulated - Equation 1-4 ($\Delta T_v = 0.6 \cdot \Delta T_A + 0.02 \cdot \Delta T_i$)	ΔT_v	0.89	°R					
Tank Shell Color (pick from drop down list)							Fully								

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Monthly Calculations (continued)									
MAY									
Tank No.	A-Red Dye	Units	ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	HAPS Speciation	lb/month
ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	Product	additive			
Total Losses (Eq 1-1: LT = LS+LW)	LT	0.15 lb/month 7.43E-05 ton/month	Standing Losses; Eq 1-2, $LS = 355 (V^* W^* RE^* Kc)$	LS	0.88 lb/month 1.7 kg	Total HAP Emissions = Eq 40-2 $LS + Z_0(LU)$	0.149		
Time Period			May	Working Losses; Eq 1-35, $LW = VQ^* KN^* Kp^* Wv^* KB$	Wv	0.0021 lb/33	Individual HAPS		
Nearest US Location			Albany, NY	Vapor Space Expansion Factor (0 < KE <= 1); Eq 1-5	KE	0.002 per day	L ₁₁ (lb/month)		
Daily total solar insolation on a horizontal surface, Table 7-1-7			1	Vented Vapor Saturation Factor	Ks	1.00 NA	hexane	0.0000	0.0000
Absolute Pressure			P _a	Constant, Number of Daily Events in a Year	365	31 days/month	benzene	0.0000	0.0000
Ideal Gas Constant			14.733 psi	Net Working Loss Throughput (Eq. 1-39: $VQ=5.614^*Q$)	VQ	33 lb/month	toluene	0.0000	0.0000
Product Information				Working Loss Turnover Factor Eq 1-35 $Kv=180^*N/6N$ for N=36, also $Kv=1$	KN	1.0000	ethylbenzene	0.0379	0.0203
Product Type			Diesel Additive	Working Loss Product Factor	Kp	1.00	xylene	0.1107	0.0592
Vapor Molecular weight			M _v	Stock Vapor Density	Kp	1.00	naphthalene	0.0000	0.0000
Average organic liquid density			WL	Vent Setting Correction Factor	KB	1.00	cumene	0.0000	0.0000
Average Red Vapor Pressure			RVP				Liquid Mole Fraction		
Product factor; 0.4 for crude oils or 1 for other organic liquids			Kc				Eq. 40-4 xi = (ZLUM)/M		
Vapor Pressure Equation Constant A			A	Vented Vapor Saturation Factor; Eq. 1-21, $Ks = 1/(1+0.053^*PA^*Hvo)$	Ks	1.00	Individual HAPS		
Vapor Pressure Equation Constant B (Table 7-1-2)			B				Z ₁ , M ₁ , M, X ₁		
Tank design data				Vapor Pressure at Avg Daily Liquid Surface Temp	PA	0.1114 psia	hexane	0.00000	106.17
Shell height			Hs	Vapor Space Outage	Hvo	0.00 lb	benzene	0.00000	106.17
Diameter			D	Vapor Space Expansion Factor (Eq. 1-5: $(\Delta Tv)(TLA)+[(\Delta Pp-APB)/(PA-PVA)]$	KE	0.0623 per day	toluene	0.00000	106.17
Throughput			Q	Average Daily Vapor Temperature Range	ΔT	34.87 °R	ethylbenzene	0.23000	106.17
Turnovers			N	Average Daily Vapor Pressure Range	ΔPv	0.0000 psia	xylene	0.77000	106.17
Roof type			0	Breather Vent Pressure Setting Range (Equation 1-10: $APB = PBP - PBV$)	ΔPB	0.0000 psia	naphthalene	0.00000	106.17
Tank Core Roof Slope (if unknown, use 0.0625)			SR	Vapor Pressure at Avg Daily Liquid Surface Temp	PA	0.1114 psia	cumene	0.00000	106.17
Dome Roof Radius (if unknown, use tank diameter (D) or (2Ra))			RR	Average Daily Liquid Surface Temperature	TLA	524.76 °R			
Maximum Filling Height -use (P#4)G if unknown			HLX	Atmospheric Pressure	PA	14.55 psia			
Minimum Filling Height (use 0 if unknown)			HLN	Average Daily Vapor Temperature Range (ΔTv)	ΔTA	21.0 °R			
Liquid height (assume 1/2 H _s)			HL	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)	ΔTv	34.87 °R			
Tank insulation (pick from drop down list)			Not Insulated	Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTA + 0.02 ΔI)	ΔTv	34.87 °R			
Tank Construction (pick from drop down list)			Welded	Partially Insulated - Equation 1-8 (ΔTv = 0.6 ΔTA + 0.02 ΔR)	ΔTv	32.77 °R			
Tank Shell Color (pick from drop down list)			Gray, light	Fully Insulated, constant temperature	ΔTv	0.00 °R			
Tank Shell Condition (pick from drop down list)			Average						
Tank Internal Condition (pick from drop down list)			Light Rust	Average Daily Vapor Pressure Range (ΔPv)	ΔPv	0.00000 psia			
Tank paint solar absorbance, dimensionless, Table 7-1-6			α	Not Insulated - Equation 1-9: ΔPv = PVX - PVN	ΔPv	0.00000 psia			
Breather Vent Setting Range (Default Assumption: +/- 0.03)			PBP	Vapor pressure at ave. daily max liquid surface temp, (Eq. 1-25 $PVX = \exp(PVN)$	PVX	1.00000 psia			
True Vapor Pressure; Eq 1-25, $Pv = \exp(A-(BTLA))$				Vapor pressure at ave. daily min liquid surface temp, (Eq. 1-25 $PVN = \exp(PVL)$	PVN	1.00000 psia			
Not Insulated			P _{Va}	Average daily max. liquid surface temp.; Fig. 7-1-17 $TLX = TLA + 0.25\Delta Tv$	TLX	533.48 °R			
Partially Insulated (Eq 1-1)			P _{Va}	Average daily min. liquid surface temp.; Fig. 7-1-17 $TLN = TLA - 0.25\Delta Tv$	TLN	516.04 °R			
Fully Insulated			P _{Va}						
Average Daily Ambient Temperature (TAA); Eq. 1-30 $TAA = ((TAX+TAN)/2)$			TAA	Partially Insulated - Equation 1-9: ΔPv = PVX - PVN	ΔPv	0.00000 psia			
Average daily maximum ambient temperature, Table 7-1-7			TAX	Vapor pressure at the average daily max liquid surface temp, (Eq. 1-25 using PVX)	PVX	1.00000 psia			
Average daily minimum ambient temperature, Table 7-1-7			TAN	Vapor pressure at the average daily min liquid surface temp, (Eq. 1-25 using PVN)	PVN	1.00000000 psia			
Liquid Bulk Temperature; Eq 1-31: $TB = TAA + 0.003 \alpha s$			TB	Average daily maximum liquid surface temperature, deg R ($TLX = TLA + 0.2 TLN$)	TLX	533.25 °R			
Average daily minimum ambient temperature, Table 7-1-7			TAN	Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.2 TLX$)	TLN	516.87 °R			
Liquid Bulk Temperature; Eq 1-31: $TB = TAA + 0.003 \alpha s$			TB	Fully Insulated (ΔPv = 0)	ΔPv	0.00 psia			
Average Daily Liquid Surface Temperature (TLA)				Vapor Space Volume (Eq.1-3: $Vv = (PI/4) D^2 Hvo$)	Vv	19.69 ft3			
Not Insulated; Eq. 1-26, $TLA = 0.4^*TAA + 0.6^*TB + 0.005^*u^0$			TLA	Effective Tank diameter	Dt	4.49 ft			
Partially Insulated; Eq. 1-29, $TLA = 0.3^*TAA + 0.7^*TB + 0.005^*u^0 R^1$			TLA	Effective Tank Height	Ht	2.49 ft			
Fully Insulated; $TLA = TB$			TLA	Vapor Space Outage Hvo = 1/2 H _s	Hvo	1.24 ft			
Average Vapor Temperature (Tv)									
Not Insulated; Eq. 1-33, $Tv = 0.7^*TAA + 0.3^*TB + 0.009^*u^1$			Tv						
Partially Insulated; Eq. 1-34, $Tv = 0.6^*TAA + 0.4^*TB + 0.01^*u^0 R^1$			Tv						
Fully Insulated; $Tv = TB$			Tv						
Stock Vapor Density; Eq. 1-22, $Wv = (M^*PVA)/(R^*Tv)$									
Not Insulated			Wv						
Partially Insulated			Wv						
Fully Insulated			Wv						

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Monthly Calculations (continued)										JULY																									
Tank No.	A-Red Dye																																		
ROUTINE EMISSIONS CALCULATIONS										Symbol	Units		ROUTINE EMISSIONS CALCULATIONS										Symbol	Units		HAPS Speciation		lb/month							
Total Losses (Eq.1-1; LT = LS+LW)										LT	0.23	lb/month	Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ka)										LS	0.12	lb/month	Product		Total HAP Emissions =		Vapor Weight Concentrations		Vapor Mole Fraction			
											1.14E-04	lb/month	Vapor Space Volume										Vv	19.7	ft ³	hexane		0.0000		Eq. 40-2 Z ₁ = Z ₁ (L ₁)		Eq. 40-2 Z ₁ = Z ₁ (L ₁)		Eq. 40-2 Z ₁ = Z ₁ (L ₁)	
													Stock Vapor Density										Wv	0.0032	lb/ft ³	benzene		0.0000		0.000000		0.000000			
													Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5										KE	0.061	per day	toluene		0.0000		0.0000		0.0000			
													Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*PvA*Hvo)										Ks	1.00	NA	ethylbenzene		0.0580		0.0307		0.0272			
													Constant Number of Daily Events in a Year										Wv	0.0032	lb/ft ³	xylene		0.1689		0.0800		0.0759			
													Working Losses; Eq.1-35, Lw = VQ * KN * Kp * Wv * Vb										Wv	0.0032	lb/ft ³	naphthalene		0.0000		0.0000		0.0000			
													Net Working Loss Throughput (Eq. 1-39, VQ=5.614*Q)										VQ	33	ft ³ /month	cume		0.0000		0.0000		0.0000			
													Working Loss Turnover Factor Eq. 1-35 Kv=(180-N)/N for N<36, else Kv=1										Kv	1.0000											
													Working Loss Product Factor										Kp	0.00											
													Stock Vapor Density										Wv	0.0032	lb/ft ³										
													Vent Setting Correction Factor										Ks	1.00											
													Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*PvA*Hvo)										Ks	1.00											
													Vapor Pressure at Avg Daily Liq Surface Temp										PvA	0.1771	psia										
													Vapor Space Outage										Hvo	0.00	hr										
													Vapor Space Expansion Factor (Eq. 1-5; (ΔT/TLA)*(H/AP)/(PA-PvA))										KE	0.0612	per day										
													Average Daily Vapor Temperature Range										ΔT	35.23	°R										
													Breather Vent Pressure Setting Range (Equation 1-10; ΔPB = PBP - PBV)										ΔPB	0.0000	psi										
													Vapor Pressure at Avg Daily Liq Surface Temp										PvA	0.1771	psia										
													Average Daily Liquid Surface Temperature										TLA	538.73	°R										
													Atmospheric Pressure										Pa	14.55	psia										

Monthly Calculations (continued)		OCTOBER		ROUTINE EMISSIONS CALCULATIONS		HAPS Speciation		Vapor Weight Concentrations		Vapor Mole Fraction	
Tank No.	A-Red Dye	Symbol	Units	Symbol	Units	Product	lb/month	Eq. 40-6 Zv = yM / Mv	Eq. 40-5 y _i = P _i / P _{Va}		
ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS			
Symbol				Symbol				Symbol			
Units				Units				Units			
Standing Losses: Eq. 12-1: L _S = L _S + L _W				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)			
Total Losses (Eq. 1-1): L _T = L _S + L _W				Total Losses (Eq. 1-1): L _T = L _S + L _W				Total Losses (Eq. 1-1): L _T = L _S + L _W			
LT				LT				LT			
0.05				0.05				0.05			
lb/month				lb/month				lb/month			
4.15E-05				4.15E-05				4.15E-05			
Vapor Space Volume				Vapor Space Volume				Vapor Space Volume			
Vv				Vv				Vv			
19.7				19.7				19.7			
lb/ft ³				lb/ft ³				lb/ft ³			
0.0014				0.0014				0.0014			
Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)			
Ls				Ls				Ls			
0.04				0.04				0.04			
lb/month				lb/month				lb/month			
0.0014				0.0014				0.0014			
Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})				Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})				Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})			
KE				KE				KE			
0.041				0.041				0.041			
per day				per day				per day			
Vapor Space Volume				Vapor Space Volume				Vapor Space Volume			
Vv				Vv				Vv			
19.7				19.7				19.7			
lb/ft ³				lb/ft ³				lb/ft ³			
0.0014				0.0014				0.0014			
Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)			
Ls				Ls				Ls			
0.05				0.05				0.05			
lb/month				lb/month				lb/month			
0.0014				0.0014				0.0014			
Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})				Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})				Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})			
KE				KE				KE			
0.041				0.041				0.041			
per day				per day				per day			
Vapor Space Volume				Vapor Space Volume				Vapor Space Volume			
Vv				Vv				Vv			
19.7				19.7				19.7			
lb/ft ³				lb/ft ³				lb/ft ³			
0.0014				0.0014				0.0014			
Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)			
Ls				Ls				Ls			
0.05				0.05				0.05			
lb/month				lb/month				lb/month			
0.0014				0.0014				0.0014			
Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})				Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})				Vapor Space Expansion Factor (Eq. 1-5): (ΔT _v /TLA) + (ΔP _v /P _{Va})			
KE				KE				KE			
0.041				0.041				0.041			
per day				per day				per day			
Vapor Space Volume				Vapor Space Volume				Vapor Space Volume			
Vv				Vv				Vv			
19.7				19.7				19.7			
lb/ft ³				lb/ft ³				lb/ft ³			
0.0014				0.0014				0.0014			
Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)				Standing Losses: Eq. 12-1: L _S = 365 (V _v * W _v * K _e * K _a)			
Ls											

Monthly Calculations (continued)		NOVEMBER									
Tank No.	A-Red Dye										
ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	ROUTINE EMISSIONS CALCULATIONS				Symbol	Units	HAPS Speciation	lb/month
										Product	additive
Total Losses (Eq.1-1: LT=L5+LW)		LT	0.05 lb/month	Standing Losses; Eq.1-2: Ls = 365 (Vv * Wv * Ks * Ks)				Ls	0.02 lb/month	Total HAP Emissions = 0.048	
			2.42E-05 lb/month	Vapor Space Volume				Vv	19.7 ft3	Eq. 40-2: L ₁ +2L ₂ (L ₁)	
				Stock Vapor Density				Wv	0.0010 lb/ft3		
Time Period		November		Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5				KE	0.029 per day	Individual HAPS	
		Albany, NY		Venting Vapor Saturation Factor				Ks	1.00 NA	hexane	
		Shift-day		Constant; Number of Daily Events in a Year				365	30 days/month	benzene	
				Working Losses; Eq.1-36: Lw = VQ * KM * Kg * Wv * Wb				Lw	0.83 lb/month	2,2,4 TMP	
				Net Working Loss Throughput; Eq. 1-39: VQ=5.614*Q				VQ	33 lb/month	toluene	
				Working Loss Turnover Factor Eq.1-35: K _{WT} =(180-N)/N for N=36, else K _{WT} =1				KN	1.0000	ethylbenzene	
				Working Loss Product Factor				Kp	1.00	xylines	
				Stock Vapor Density				Wv	0.0010 lb/ft3	naphthalene	
				Vent Setting Correction Factor				KB	1.00	cumene	
Product Information		Diesel additive		Vented Vapor Saturation Factor; Eq. 1-21: K _s = 1/[1+(0.053*P _h *H _{vo})]				Ks	1.00	Liquid Mole Fraction	
				Vapor Pressure at Avg Daily Liq Surface Temp				P _h	0.0467 psia	Eq. 40-4: xi = (2*LM ₁)/M ₁	
				Vapor Space Outage				Hwo	0.00 ft	Individual HAPS	
				Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)+[(ΔPv-ΔPB)/(P _v -P _{vi})]				KE	0.0294 per day	hexane	
				Average Daily Vapor Temperature Range				ΔTv	16.83 °R	benzene	
				Average Daily Vapor Pressure Range				ΔPv	0.0000 psia	ethylbenzene	
				Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)				ΔPB	0.0600 psia	xylines	
				Vapor Pressure at Avg Daily Liq Surface Temp				P _h	0.0467 psia	naphthalene	
				Average Daily Liquid Surface Temperature				TLA	501.91 °R	cumene	
				Atmospheric Pressure				P _a	14.55 psia		
Tank design data				Average Daily Vapor Temperature Range (ΔTv)				ΔTv	15.2 °R		
				Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)				ΔTA	16.83 °R		
				Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTA + 0.02 ΔT)				ΔTv	15.31 °R		
				Partially Insulated - Equation 1-4 (ΔTv = 0.6 ΔTA + 0.02 ΔT)				ΔTv	15.31 °R		
				Fully Insulated; constant temperature				ΔTv	0.00 °R		
Tank Cons Roof Slope (If unknown, use 0.0625)		SR	0.0625 ft/ft	Average Daily Vapor Pressure Range (ΔPv)				ΔPv	0.00000 psia		
Dome Roof Radius (If unknown, use tank diameter (D) or (2R ₁))		RR	NA ft	Not Insulated - Equation 1-9: ΔPv = P _{VX} - P _{VN}				ΔPv	0.00000 psia		
Maximum Filling Height - use (P ₁₄ /J) if unknown		HLX	1.49 ft	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25: P _{VX} = exp(A				P _{VX}	1.00000 psia		
Minimum Filling Height (use 0 if unknown)		HLN	1.00 ft	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25: P _{VN} = exp(A				P _{VN}	1.00000 psia		
Liquid height (assume 1/2 H ₁)		HL	1.24 ft	Average daily min. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔTv				TLX	506.11 °R		
Tank Insulation (pick from drop down list)				Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔTv				TLN	497.70 °R		
Tank Construction (pick from drop down list)		Gray, light		Partially Insulated - Equation 1-9: ΔPv = P _{VX} - P _{VN}				ΔPv	0.00000 psia		
Tank Shell Condition (pick from drop down list)		Average		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using				P _{VN}	1.0000000 psia		
Tank Interior Condition (pick from drop down list)		Light rust		Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2				TLX	505.83 °R		
Tank paint solar absorptance, dimensionless; Table 7.1-6		α	0.58	Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25				TLN	498.17 °R		
Breather Vent Setting Range (Default Assumption: +/- 0.03)		PBP	0.03 psi	Fully Insulated (ΔPv = 0)				ΔPv	0.00 psia		
True Vapor Pressure; Eq. 1-25: P _V A = exp(A/(B-TLA))											
Not Insulated		P _{V,A}	0.0487130								
Partially Insulated		P _{V,A}	0.0488875								
Fully Insulated		P _{V,A}	0.0485605								

Monthly Calculations (continued)		DECEMBER									
Tank No.	A-Red Dye	ROUTINE EMISSIONS CALCULATIONS									
ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	Symbol		Units	HAPS Speciation		Symbol		Units
		LT	0.53 lb/month 1.52E-05 ton/month	Standing Losses; Eq. 1-2: $LS = 365 (V^* W^* K^* KE^* K_e)$		LS	0.01 lb/month	Product		lb/month	
Total Losses (Eq. 1-1: $LT + LS + LW$)		LT	0.53 lb/month 1.52E-05 ton/month	Vapor Space Volume Stock Vapor Density		Vv	19.17 ft ³ 0.0006 lb/ft ³	Total HAP Emissions = Eq. 40-2: $L_1 + Z_0(\beta_1)$		0.030	
Time Period		December		Vapor Space Expansion Factor ($0 < KE < 1$); Eq. 1-5		KE	0.025 per day	Individual HAPS			
Nearest US Location		Albany, NY		Vented Vapor Saturation Factor		Ks	1.00	hexane	0.0000	0.0000	0.0000
Daily loss rate (injection on a horizontal surface; Table 7-1-7)		422.0 gal	1	Constant; Number of Daily Events in a year		365	31 days/month	benzene	0.0000	0.0000	0.0000
Absolute Pressure		P _a	14.55 psi	Working Loss		Lw	0.02 lb/month	2,2,4 TMP	0.0000	0.0000	0.0000
Ideal Gas Constant		R	10.73 psi ft ³ /lb-mole R	Net Working Loss Throughput (Eq. 1-39: $VQ = 6.614 Q$)		VO	33 ft ³ /month	toluene	0.0000	0.0000	0.0000
Product Information				Working Loss Turnover Factor (Eq. 1-35: $K_{ut} = 180 N / (N \cdot E)$ for N=36, else $K_{ut} = 1$)		KN	1.0000	xylene	0.0226	0.0071	0.0154
Product Type		Diesel Additive		Working Loss Product Factor		Kp	1.00	naphthalene	0.0000	0.0000	0.0000
Vapor Molecular weight		Mv	106 lb/lb-mole	Stock Vapor Density		Vv	0.0006 lb/ft ³	cumene	0.0000	0.0000	0.0000
Average organic liquid density		WL	6.10 lb/gal	Vent Saturated Correction Factor		KB	1.00	Liquid Mole Fraction Eq. 40-4 $X_i = (Z_i M_i) / M$			
Average Reid Vapor Pressure		RVP	0.00	Vented Vapor Saturation Factor (Eq. 1-21: $K_s = 1 / (1 + 0.053 P_a^* H_v)$)		Ks	1.00	Component Vapor Pressure PVA = (0.019337) ¹⁰ (A + B(TLA + C))			
Product factor; 0.4 for crude oils or 1 for other organic liquids		Kc	1.00	Vapor Pressure at Avg Daily Lq Surface Temp		PvA	0.0311 psia	hexane	0.00000	106.17	86.18
Vapor Pressure Equation Constant A		A	0.00	Vapor Space at Out		Hvo	0.00 ft	benzene	0.00000	106.17	78.11
Vapor Pressure Equation Constant B (Table 7-1-2)		B	0.0	Vapor Space at Out		Hvo	0.00 ft	2,2,4 TMP	0.00000	106.17	114.23
Tank design data				Vapor Space Expansion Factor (Eq. 1-5: $(\Delta T_v / TLA) \cdot (\Delta P_v - \Delta P_b) / (P_a - P_v)$)		KE	0.0251 per day	toluene	0.00000	106.17	82.14
Shell Height		Hs	2.49 ft	Average Daily Vapor Temperature Range (ΔT_v)		ΔT_v	14.35 °R	ethylbenzene	0.23000	106.17	106.17
Diameter		D	4.49 ft	Average Daily Vapor Pressure Range		ΔP_v	0.00000 psia	xylene	0.77000	106.17	106.17
Throughput		Q	248 gal/month	Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_b = P_b P - P_b V$)		ΔP_b	0.0600 psia	naphthalene	0.00000	106.17	128.17
Turnovers		N	9.91 per year	Vapor Pressure at Avg Daily Lq Surface Temp		PvA	0.0311 psia	cumene	0.00000	106.17	120.19
Roof Type				Average Daily Liquid Surface Temperature		TLA	490.51 °R	Average daily max. liquid surface temp.; Fig. 7-1-17: $TL_s = TLA + 0.25 \Delta T_v$			
Tank Cone Roof Slope (if unknown, use 0.0625)		SR	0.0625 ft/ft	Atmospheric Pressure		P _a	14.55 psia	Average daily min. liquid surface temp.; Fig. 7-1-17: $TL_n = TLA - 0.25 \Delta T_v$			
Dome Roof Radius (if unknown, use tank diameter (D) or (2R _s))		NA	ft	Average Daily Vapor Temperature Range (ΔT_v)		ΔT_v	14.35 °R	Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using $P_v = \exp(A - B/T)$)			
Maximum Filling Height - use (P _u /Q) if unknown		HLX	1.49 ft	Average Daily Vapor Pressure Range (ΔP_v)		ΔP_v	0.00000 psia	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using $P_v = \exp(A - B/T)$)			
Minimum Filling Height (use 0 if unknown)		HLN	1.00 ft	Not Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$		ΔP_v	0.00000 psia	Average daily maximum liquid surface temperature, deg R: $TL_s = TLA + 0.25 \Delta T_v$			
Liquid height (assume 1/2 H _s)		HL	1.24 ft	Partially Insulated - Equation 1-8: $\Delta P_v = 0.6 \Delta T_v + 0.02 \alpha R$		ΔT_v	13.80 °R	Average daily minimum liquid surface temperature, deg R: $TL_n = TLA - 0.25 \Delta T_v$			
Tank Insulation (pick from drop down list)			Not Insulated	Fully Insulated, constant temperature		ΔT_v	6.90 °R	Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using $P_v = \exp(A - B/T)$)			
Tank Construction (pick from drop down list)			Welded	Average Daily Vapor Pressure Range (ΔP_v)		ΔP_v	0.00000 psia	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using $P_v = \exp(A - B/T)$)			
Tank Shell Color (pick from drop down list)			Gray, light	Not Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$		ΔP_v	0.00000 psia	Average daily maximum liquid surface temperature, deg R: $TL_s = TLA + 0.25 \Delta T_v$			

HT TANK EMISSION CALCULATION

Tank No.	A:Red Dye 2			Tank type	Horizontal Fixed Roof Tank			HAPS Specification										
	ROUTINE EMISSIONS CALCULATIONS		Symbol		Units	ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	Product	lb/yr							
Total Losses (Eq. 1-1: LT = LS+LW)				LT	2.32	lb/yr	Standing Losses: Eq. 1-2: $LS = 365 (W \cdot V \cdot KE \cdot Ks)$				Ls	1.30	lb/yr	Total HAP Emissions = 2.315				
Time Period				0.00	hr/year	Vapor Space Volume				Vv	54.0	ft ³	Individual HAPS					
Nearest US Location				Albany, NY	1	lb/yr	Stock Vapor Density				Wv	0.0014	lb/ft ³	Eq. 40-2: $L_n = \frac{M_n \cdot Z_n}{P \cdot T_n}$				
Daily total solar insolation on a horizontal surface: Table 7-1-7				i	1180.0	Btu/ft ² ·day	Vapor Space Expansion Factor (0 < KE ≤ 1): Eq. 1-5				KE	0.047	per day	benzene				
Absolute Pressure				Pa	14.55	psi	Vent Vapor Saturation Factor				Ks	1.00	NA	hexane				
Ideal Gas Constant				R	10.73	psia ft ³ /lb-mole R	Constant: Number of Daily Events in a Year				365	365	days/year	2,2,4 TMP				
Product Information							Working Losses: Eq. 1-35: $LW = VQ \cdot \sum (KN \cdot Kp \cdot Wv \cdot KB)$				Lw	1.02	lb/yr	toluene				
Product Type				Diesel	Annual	0.00	lb/yr	Net Working Loss Throughput (Eq. 1-39: $VQ=5.614 \cdot Q$)				VQ	7.22	ft ³ /yr	ethylbenzene			
Vapor Molecular weight				Mv	106	lb/lb-mole	Working Loss Turnover Factor				KN	1.0000		xylene				
Average organic liquid density				WL	6.10	lb/gal	Working Loss Product Factor				Kp	1.0000		naphthalene				
Average Real Vapor Pressure				RVP	0.00	psi	Stock Vapor Density				Wv	0.0014	lb/ft ³	cumene				
Product factor 0.4 for crude oils or 1 for other organic liquids				Kc	1.00		Vent Setting Correction Factor				KB	1.00						
Vapor Pressure Equation Constant A				A	0.00		Vent Vapor Saturation Factor: Eq. 1-21: $Ks = 1/(1+0.053 \cdot Pa^{0.7})$				Ks	1.00		Liquid Mole Fraction				
Vapor Pressure Equation Constant B				B	0.0	°R	Vapor pressure at Avg Daily Liq Surface Temp				Pa	0.0733	psia	Eq. 40-4: $X_i = \frac{Z_i \cdot M_i}{\sum (Z_i \cdot M_i)}$				
Vapor Space Equation Constant B				B	0.0	°R	Vapor Space Outage				Hvo	0.00	hr	Individual HAPS				
Tank design data							Vapor Space Expansion Factor: Eq. 1-6: $(\Delta T_v / (TLA + H)) \cdot (\Delta P_v - P_v) / (P_A - P_v)$				KE	0.0468	per day	hexane				
Effective Height H_e = (PI)/4				He	3.93	ft	Average Daily Vapor Temperature Range				ΔT	26.15	°R	benzene				
Effective Diameter D_e = $\sqrt{QRT/(PI \cdot H)}$				De	5.92	ft	Average Daily Vapor Pressure Range				ΔPv	0.0000	psi	2,2,4 TMP				
Throughput				Q	5,400	gal/yr	Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_v = PBP - PBV$)				Pv	0.0000	psi	toluene				
Turnovers				N	6.68	per year	Vapor Pressure at Avg Daily Liq Surface Temp				Pa	0.0733	psia	ethylbenzene				
Tank Cone Roof Slope (if unknown, use 0.0925)				SR	0.0625	ft/ft	Average Daily Liquid Surface Temperature				TL	512.85	°R	xylene				
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))				RR	NA	ft	Atmospheric Pressure				Pa	14.55	psia	naphthalene				
Maximum Filling Height - use (PI)/4 if unknown				HLX	3.93	ft	Average Daily Vapor Temperature Range (ΔTv)				ΔTv	17.8	°R	cumene				
Minimum Filling Height (use 0 if unknown)				HLN	0.00	ft	Not Insulated - Equation 1-7: $(\Delta T_v = 0.7 \cdot \Delta T_A + 0.02 \cdot i)$				ΔTv	26.15	°R					
Liquid height (assume 1/2 H_e)				HL	1.96	ft	Partially Insulated - Equation 1-8: $(\Delta T_v = 0.6 \cdot \Delta T_A + 0.02 \cdot r \cdot i)$				ΔTv	24.37	°R					
Tank Insulation (pick from drop down list)				Not Insulated				Fully Insulated, constant temperature				ΔTv	0.00	°R				
Tank Construction (pick from drop down list)				Welded				Average Daily Vapor Pressure Range (ΔPv)				ΔPv	0.0000	psi				
Tank Shell Color (pick from drop down list)				Gray, light				Not Insulated - Equation 1-9: $\Delta P_v = PVX - PVN$				ΔPv	0.0000	psi				
Tank Shell Condition (pick from drop down list)				Average				Vapor pressure at ave. daily min liquid surface temp. (Eq. 1-25: $PVX = \exp(P_v / (P_v - P_v))$)				PvX	1.00000	psi				
Tank Interior Condition (pick from drop down list)				Light Rust				Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25: $PVN = \exp(P_v / (P_v - P_v))$)				PvN	1.00000	psi				
Tank paint solar absorptance, dimensionless, Table 7-1-6				a	0.38		Average daily max. liquid surface temp.: Fig. 7-1-17: $TLX = TLA + 0.25 \cdot \Delta T_v$				TLX	519.39	°R					
Breather Vent Setting Range (Default Assumption: ±0.03)				PBP	0.03	psi	Average daily min. liquid surface temp.: Fig. 7-1-17: $TLN = TLA - 0.25 \cdot \Delta T_v$				TLN	506.32	°R					
PBV				-0.03			Partially Insulated - Equation 1-9: $\Delta P_v = PVX - PVN$				ΔPv	0.00000	psi					
True Vapor Pressure: Sum of Components, $PVAH = 0.019337 \cdot 10^{(A/(TLA+C))}$				PvA	0.0732593	psi	Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25: $PVX = \exp(P_v / (P_v - P_v))$)				PvX	1.00000	psi					
Not Insulated				PvA	0.0738066	psi	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25: $PVN = \exp(P_v / (P_v - P_v))$)				PvN	1.00000	psi					
Partially Insulated				PvA	0.0666245	psi	Average daily maximum liquid surface temperature, deg R: $TLX = TLA + 0.2 \cdot \Delta T_v$				TLX	519.15	°R					
Fully Insulated				PvA	0.0666245	psi												

Monthly Calculations - JANUARY																			
Tank No.		A-Red Dye 2				ROUTINE EMISSIONS CALCULATIONS													
ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		Symbol				Units		HAPS Speciation		lb/month			
														Product		additive			
Total Losses (Eq.1-1: LT = LS+LW)				LT		0.06 lb/month		Standing Losses: Eq.1-2: $LS = 365 (V \cdot W \cdot V \cdot KE \cdot K_s)$				Ls		0.03 lb/month		Total HAP Emissions = 0.056			
Time Period				January		2,826-09 ton/month		Vapor Space Volume				Vv		54.0 ft3					
Nearest US Location				Albany, NY				Stock Vapor Density				Wv		0.0005 lb/ft3					
Daily total solar insolation on a horizontal surface, Table 7.1-7				I _s		532.0 btu/ft ² -day		Vapor Space Expansion Factor ($0 < KE \leq 1$): Eq. 1-5				KE		0.030 per day		Individual HAPS			
Absolute Pressure				P _a		14.55 psi		Vented Vapor Saturation Factor				Ks		1.00 NA		hexane			
Ideal Gas Constant				R		10.73 psi ft3/lb-mole R		Constant: Number of Daily Events in a Year				365		.31 days/month		benzene			
Product Information								Working Losses: Eq.1-3: $LW = VQ \cdot KN \cdot K \cdot W \cdot V \cdot KB$				LW		0.03 lb/month		toluene			
Product Type				Diesel additive				Net Working Loss Throughout (Eq. 1-3: $VQ=5,614 \cdot Q$)				VQ		60 lb/month		ethylbenzene			
Vapor Molecular weight				Mv		106 lb/lb-mole		Working Loss Turnover Factor (Eq.1-3: $K_u=(180 \cdot NYEN) \text{ for } N \geq 36$; else $K_u=1$)				KN		1.0000		xylene			
Average organic liquid density				WL		6.10 lb/gal		Working Loss Product Factor				Kp		1.00		naphthalene			
Average Reid Vapor Pressure				RVP		0.00		Stock Vapor Density				Wv		0.0005 lb/ft3		cumene			
Product factor: 0.4 for crude oils or 1 for other organic liquids				K _p		1.00		Vent Setting Correction Factor				KB		1.00		Liquid Mole Fraction			
Vapor Pressure Equation Constant A (Table 7.1-2)				A		0.0		Vented Vapor Saturation Factor (Eq. 1-21: $K_s = (1/(1+0.053 \cdot P_{va} \cdot H_{vo}))$)				Ks		1.00		Eq. 40-2 $Z_i = (Z_{i1} \cdot M_i) / M$			
Vapor Pressure Equation Constant B (Table 7.1-2)				B		0.0		Vapor Pressure at Avg Daily Liq Surface Temp				P _{va}		0.0251 psia		Individual HAPS			
								Vapor Space Outage				Hvo		0.00 ft		benzene			
								Average Daily Vapor Temperature Range (Eq. 1-5: $(\Delta T_v) = (TLA - (\Delta P_v \cdot PB) / (PA - P_v))$)				KE		0.0301 per day		2,2,4 TMP			
Tank shell height				Hs		3.93 ft		Average Daily Vapor Pressure Range				ΔT _v		16.60 °R		toluene			
Diameter				D		5.92 ft		Average Daily Vapor Pressure Range				ΔP _v		0.0000 psia		ethylbenzene			
Throughput				Q		460 gal/month		Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_B = PBP - PBV$)				ΔP _B		0.0000 psi		xylene			
Turnovers				N		5.56 /per year		Vapor Pressure at Avg Daily Liq Surface Temp				P _{va}		0.0251 psia		naphthalene			
Roof Type								Average Daily Liquid Surface Temperature				TLA		485.35 °R		naphthalene			
Tank Cone Roof Slope (if unknown, use 0.0625)				SR		0.0625 ft/ft		Atmospheric Pressure				P _a		14.55 psia					
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))				RR		NA ft													
Maximum Filling Height -use (P14/D) if unknown				HLX		2.93 ft													
Minimum Filling Height (use 0 if unknown)				HLN		1.00 ft		Average Daily Vapor Temperature Range (ΔT _v)				ΔT _a		14.9 °R					
Liquid height (assume 1/2 H _s)				HL		1.96 ft		Average daily ambient temperature range - Equation 1-11 ($\Delta T_a = T_{AX} - T_{AN}$)				ΔT _a		16.68 °R					
Tank Insulation (pick from drop down list)				Not Insulated				Not Insulated - Equation 1-7 ($\Delta T_V = 0.7 \Delta T_A + 0.82 \Delta t$)				ΔT _V		15.11 °R					
Tank Construction (pick from drop down list)				Welded				Partially Insulated - Equation 1-8 ($\Delta T_V = 0.8 \Delta T_A + 0.82 \Delta t$)				ΔT _V		16.11 °R					
Tank Shell Color (pick from drop down list)				Gray, light				Fully Insulated, constant temperature				ΔT _V		0.00 °R					
Tank Shell Condition (pick from drop down list)				Average															
Tank Interior Condition (pick from drop down list)				Light Rust				Average Daily Vapor Pressure Range (ΔP _v)				ΔP _v		0.0000 psia					
Tank paint solar absorptance, dimensionless, Table 7.1-6				α		0.53		Not Insulated - Equation 1-9: $\Delta P_V = P_{VX} - P_{VN}$				ΔP _V		0.0000 psia					
Breather Vent Setting Range (Default Assumption: +0-0.03)				PBP		0.03 psi		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 $P_{VX} = \exp(A \cdot P_{VN})$)				P _{VX}		1.00000 psia					
True Vapor Pressure: Eq. 1-25: $P_{vA} = \exp(A \cdot (B/TLA))$																			

Monthly Calculations (continued)										FEBRUARY															
Tank No.	A-Red Dye 2				ROUTINE EMISSIONS CALCULATIONS				HAPS Specification				Vapor Weight Concentrations				Vapor Mole Fraction								
ROUTINE EMISSIONS CALCULATIONS										Symbol				Units				Product							
Symbol										Units				Eq. 40-2 L _h =Σ(L _h)				Eq. 40-2 Z ₁ =Σ(Z ₁)							
Total Losses (Eq. 1-1: LT = LS+LW)										LT				0.07				Total HAP Emissions =							
Time Period										February				3,436-05				0.069							
Nearest US Location										Albany, NY				0.037				hexane							
Daily total solar insolation on a horizontal surface, Table 7.1-7										I				789.0				benzene							
Absolute Pressure										P _a				14.55				2,2,4 TMP							
Ideal Gas Constant										R				10.73				toluene							
Product Information										Product Type				Diesel				Additive							
Vapor Molecular weight										M _v				106				Working Loss Turnover Factor							
Average organic liquid density										WL				6.10				Working Loss Product Factor							
Average Reid Vapor Pressure										RVP				0.00				Stock Vapor Density							
Product factor: 0.4 for mode rate or 1 for other organic liquids										K _p				1.00				Vent Setting Correction Factor							
Vapor Pressure Equation Constant A										A				0.00				Vent Vapor Saturation Factor, Eq. 1-21: K _s = 1/(1+0.053*P _{va} *H _{vo})							
Vapor Pressure Equation Constant B (Table 7.1-2)										B				0.00				Individual HAPS							
Tank design data										Shell height				H _s				3.93				Individual HAPS			
Diameter										D				5.92				benzene							
Throughput										Q				4.50				2,2,4 TMP							
Turnovers										N				7.26				toluene							
Roof Type										SR				0.0625				ethylbenzene							
Tank Cone Roof Slope (if unknown, use 0.0625)										SR				0.0625				xylene							
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))										RR				NA				naphthalene							
Maximum Filling Height - use (P ₁₄ /D) if unknown										HLX				2.83				cumene							
Minimum Filling Height (use 0 if unknown)										HLN				1.00				Liquid Mole Fraction							
Liquid height (assume 1/2 H _s)										HL				1.96				Eq. 40-4 x ₁ = (Z ₁ M ₁) / (Σ Z _i M _i)							
Tank Insulation (pick from drop down list)										Not Insulated				Equation 1-7: ΔT _v = 0.7 TAA + 0.82 ΔT ₁				Component Vapor Pressure							
Tank Construction (pick from drop down list)										Welded				Partially Insulated - Equation 1-8: ΔT _v = 0.8 ΔT ₁ + 0.82 ΔT ₂				P _{vi} =(0.81937) ¹⁰ [(A+B)(T _a -C)]							
Tank Shell Condition (pick from drop down list)										Gray, light				Fully Insulated, constant temperature				A							
Tank Shell Interior Condition (pick from drop down list)										Average				Fully Insulated, constant temperature				B							
Tank Interior Condition (pick from drop down list)										Light Rust				Average Daily Vapor Pressure Range (ΔP _v)				C							
Tank paint solar absorptance, dimensionless, Table 7.1-6										α				0.53				P _{vi}							
Breather Vent Setting Range (Default Assumption: α = 0.03)										PBP				0.03				P _{vi}							
True Vapor Pressure: Eq. 1-25, P _{va} = exp(A/(B-T _{LA}))										P _{va}				0.0291193				P _{vi}							
Not Insulated										P _{va}				0.0291193				P _{vi}							
Partially Insulated										P _{va}				0.0292833				P _{vi}							
Fully Insulated										P _{va}				0.0271094				P _{vi}							
Average Daily Ambient Temperature (TAA): Eq. 1-30 TAA = (TAX+TAN)/2										TAA				485.80				P _{vi}							
Average daily maximum ambient temperature, Table 7.1-7										TAX				493.80				P _{vi}							
Average daily minimum ambient temperature, Table 7.1-7										TAN				477.80				P _{vi}							
Liquid Bulk Temperature: Eq. 1-31: TB = TAA + 0.003 α I										TB				487.17				P _{vi}							
Average Daily Liquid Surface Temperature (TLA)										TLA				488.91				P _{vi}							
Not Insulated: Eq. 1-28, TLA = 0.4 TAA + 0.6 TB + 0.005 α I										TLA				488.91				P _{vi}							
Partially Insulated: Eq. 1-29, TLA = 0.3 TAA + 0.7 TB + 0.005 α I										TLA				489.05				P _{vi}							
Fully Insulated: TLA = TB										TLA				487.2				P _{vi}							
Average Vapor Temperature (Tv)										Tv				490.33				P _{vi}							
Not Insulated: Eq. 1-33, Tv = 0.7 TAA + 0.3 TB + 0.009 α I										Tv				490.33				P _{vi}							
Partially Insulated: Eq. 1-34, Tv = 0.6 TAA + 0.4 TB + 0.01 α I										Tv				490.33				P _{vi}							
Fully Insulated: Tv = TB										Tv				487.17				P _{vi}							
Stock Vapor Density: Eq. 1-22, W _v = (M _v /P _{va})(R/T _v)										W _v				5.898E-04				P _{vi}							
Not Insulated										W _v				5.898E-04				P _{vi}							
Partially Insulated										W _v				5.902E-04				P _{vi}							
Fully Insulated										W _v				5.906E-04				P _{vi}							

Monthly Calculations (continued)					
Tank No.	A-Rad Dye 2		MARCH		
ROUTINE EMISSIONS CALCULATIONS					
	Symbol	Units	ROUTINE EMISSIONS CALCULATIONS		
Total Losses (Eq. 1-1; LT = LS+LW)	LT	0.12 lb/month 5.91E-05 ton/month	Standing Losses; Eq. 1-2; L _s = 365 (Vv * Wv * KE * K _a)	L _s	0.87 lb/month 54.0 t/a
			Vapor Space Volume	Vv	0.0009 lb/ft³
			Stock Vapor Density	Wv	0.0009 lb/ft³
			Vapor Space Expansion Factor (0 < KE ≤ 1); Eq. 1-5	KE	0.046 per day
			Vented Vapor Saturation Factor	K _s	1.00 NA
Nearest US Location	Albany, NY		Constant: Number of Daily Events in a Year	365	31 days/month
Only total solar insolation on a horizontal surface, Table 7.1-7	P _a	14.55 Btu/ft²-day			
Absolute Pressure	R	10.73 psia ft3/lb-mole R	Working Losses; Eq. 1-35; LW = VQ * KN * Kg * Wv * KB	Lw	0.85 lb/month
Ideal Gas Constant	R	10.73	Net Working Loss Throughout (Eq. 1-39; VQ=5.614°Q)	VQ	0.60 lb3/month
Product Information			Working Loss Turnover Factor Eq. 1-35 K _v =[(180+N)/N] for N-36, else Kv=1	KN	1.0000
Product Type	Diesel Additive		Working Loss Product Factor	Kp	1.00
Vapor Molecular weight	Mv	106 Lb/lb-mole	Stock Vapor Density	Wv	0.0009 lb/ft³
Average organic liquid density	WL	6.10 lb/gal	Vent Setting Correction Factor	Kc	1.00
Average Reid Vapor Pressure	RVP	0.00			
Product factor: 0.4 for crude oils or 1 for other organic liquids	Kc	1.00			
Vapor Pressure Equation Constant A	A	0.00 °R	Vented Vapor Saturation Factor, Eq. 1-21; K _s = [(1+0.053*PVA/Hvo)]	Ks	1.00
Vapor Pressure Equation Constant B (Table 7.1-2)	B	0 °R	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0438 psia
			Vapor Space Outage	Hvo	0.00 ft
Tank design data					
Shell height	Hs	3.93 ft	Vapor Space Expansion Factor (Eq. 1-5; (ΔTv)/(TLA)÷(ΔPv-PBv)/(PA-PvA))	KE	0.0457 per day
Diameter	D	5.92 ft	Average Daily Vapor Temperature Range	ΔTv	24.89 °R
Throughput	O	450 cbl/month	Average Daily Vapor Pressure Range	ΔPv	0.0000 psia
Turnovers	N	6.56 per year	Breather Vent Pressure Setting Range (Equation 1-10; ΔPB = PBSP - PBV)	PBP	0.0600 psi
Roof type		0.00	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0438 psia
Tank Cone Roof Slope (if unknown, use 0.0625)	SR	0.0625 ft/r	Average Daily Liquid Surface Temperature	TLA	499.12 °R
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	RR	NA ft	Atmospheric Pressure	Pa	14.55 psia
Maximum Filling Height -use (PVAD) if unknown	HLX	2.93 ft			
Minimum Filling Height (use 0 if unknown)	HLN	1.96 ft	Average Daily Vapor Temperature Range (ΔTv)		
Liquid height (assume 1/2 Hs)	HL	1.96 ft	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)	ΔTA	17.4 °R
Not Insulated			Not Insulated - Equation 1-7 (ΔTV = 0.7 ΔTA + 0.02 ar l)	ΔTV	24.79 °R
Tank Construction (pick from drop down list)	Welded		Partially Insulated - Equation 1-8 (ΔTV = 0.6 ΔTA + 0.02 ar l)	ΔTV	23.18 °R
Tank Shell Color (pick from drop down list)	Gray, light		Fully Insulated, constant temperature	ΔTV	0.00 °R
Tank Shell Condition (pick from drop down list)	Average				
Tank Interior Condition (pick from drop down list)	Light Rust		Average Daily Vapor Pressure Range (ΔPv)		
Tank paint solar absorptance, dimensionless, Table 7.1-6	α	0.58	Not Insulated - Equation 1-9; ΔPv = PVX - PVN	ΔPv	0.00000 psia
Breathre Vent Setting Range (Default Assumption: ± 0.03)	PBP	0.03 (ps)	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25; PVx = exp[ΔT/(TLx - TLN)])	PvX	1.00000 psia
True Vapor Pressure: Eq. 1-25, P _v A = exp(A-(B/TLA))		-0.03	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25; PVn = exp[ΔT/(TLn - TLN)])	PvN	1.00000 psia
Not Insulated	P _{vA}	0.0437548	Average daily max. liquid surface temp.; Fig. 7.1-17 T _{LN} = T _{LA} - 0.25ΔTv	TLX	505.35 °R
Partially Insulated	P _{vA}	0.044008	Average daily min. liquid surface temp.; Fig. 7.1-17 T _{LN} = T _{LA} - 0.25ΔTv	TLN	492.90 °R
Fully Insulated	P _{vA}	0.0398128	Partially Insulated - Equation 1-8; ΔPv = PVX - PVN	ΔPv	0.00000 psia
			Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PVX)	PvX	1.00000 psia
			Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using PVN)	PvN	1.000000 psia
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = (TAX+TAN)/2	TAA	494.80 °R	Average daily maximum liquid surface temperature, deg R (TLX + TLA + 0.2 TLN)	TLX	505.10 °R
Average daily maximum ambient temperature, Table 7.1-7	TAX	503.50 °R	Average daily minimum liquid surface temperature, deg R (TLN + TLA - 0.25 TLN)	TLN	493.52 °R
Average daily minimum ambient temperature, Table 7.1-7	TAN	486.10 °R			
Liquid Bulk Temperature; Eq. 1-31; TB = TAA + 0.003 as l	TB	496.71 °R	Fully Insulated (ΔPv = 0)	ΔPv	0.00 psia
Average Daily Liquid Surface Temperature (TLA)			Vapor Space Volume (Eq.1-3; Vv = ((PI / 4) D²)Hvo	Vv	54.00 ft³
Not insulated; Eq. 1-28, TLA = 0.4*TAA + 0.6*TB + 0.005*o°l	TLA	499.12 °R	Effective Tank diameter	Dt	5.92 ft
Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*o°l	TLA	499.31 °R	Effective Tank Height	Ht	3.93 ft
Fully Insulated; TLA = TB	TLA	496.7 °R	Vapor Space Outage Hvo = 1/2 Ht	Hvo	1.96 ft
Average Vapor Temperature (Tv)					
Not Insulated; Eq. 1-33, Tv = 0.7*TAA + 0.3*TB + 0.009*o°l	Tv	501.09 °R			
Partially Insulated; Eq. 1-34, Tv = 0.6*TAA + 0.4*TB + 0.01*o°l	Tv	501.92 °R			
Fully Insulated; Tv = TB	Tv	496.71 °R			
Stock Vapor Density; Eq. 1-22, Wv = (Mv/PvA)/(R*TV)					
Not Insulated	Wv	8.839E-04			
Partially Insulated	Wv	8.839E-04			
Fully Insulated	Wv	7.930E-04			

Monthly Calculations (continued)				APRIL			
Tank No.		A-Red Dye 2					
ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS			
Symbol		Units		Symbol		Units	
Total Losses (Eq. 1-1; LT = LS + LW)		LT		Standing Losses; Eq. 1-2; $LS = 365 (V_v^* W_v^* KE^* K_s)$		LS	
0.22		lb/month		Vapor Space Volume		Vv	
1.09E-04		ton/month		Stock Vapor Density		Wv	
Time Period		April		Vapor Space Expansion Factor ($0 < KE \leq 1$; Eq. 1-5)		KE	
Nearest US Location		Albany, NY		Venting Vapor Saturation Factor		Ks	
Daily total solar insolation on a horizontal surface; Table 7.1-7		1498.0		Constant; Number of Daily Events in a Year		365	
Ideal Gas Constant		R		Working Losses; Eq. 1-35; $LW = VQ^* KN^* Kg^* W_v^* KB$		Lw	
0.10		psi ft ³ /lb-mole R		Net Working Loss Throughout (Eq. 1-39; $VQ=5.614^*Q$)		VQ	
Product Information		Diesel additive		Working Loss Turnover Factor (Eq. 1-35; $KQ=(180^*N)/6N$ for N=36, else $KQ=1$)		KN	
Product Type		Mv		Working Loss Product Factor		Kp	
Vapor Molecular weight		106		Stock Vapor Density		Wv	
Average organic liquid density		WL		Vent Setting Correction Factor		KB	
Average Reid Vapor Pressure		RVP					
Product factor; 0.4 for crude oils or 1 for other organic liquids		A		Vented Vapor Saturation Factor (Eq. 1-21; $Ks = 1/(1+0.053^*P_{VA}^*H_{ve})$)		Ks	
Vapor Pressure Equation Constant A		0.00		Vapor Space Outage		Hvo	
Vapor Pressure Equation Constant B (Table 7.1-2)		B		Vapor Pressure at Avg Daily Liq Surface Temp		Pva	
				Vapor Space Outage		Hvo	
Tank design data		Hs		Vapor Space Expansion Factor (Eq. 1-5; $(\Delta T_v/TLH)/(\Delta P_v - \Delta P_v)/(PA - P_{VA})$)		KE	
Shell height		3.93		Average Daily Vapor Temperature Range		ATv	
Diameter		D		Average Daily Vapor Pressure Range		APv	
Throughput		Q		Breather Vent Pressure Setting Range (Equation 1-10; $\Delta P_B = P_{BP} - P_{BV}$)		Pv	
Turnovers		NR		Vapor Pressure at Avg Daily Liq Surface Temp		Pva	
Roof type		SR		Average Daily Liquid Surface Temperature		TLA	
Tank Cone Roof Slope (if unknown, use 0.0625)		0.0625		Atmospheric Pressure		Pa	
Dome Roof Radius (if unknown, use tank diameter (D) or (2R))		RR					
Maximum Filling Height - use (P4/D) if unknown		HLX					
Minimum Filling Height (use 0 if unknown)		HLN		Average Daily Vapor Temperature Range (ΔT_v)		ATA	
Liquid height (assume 1/2 Hs)		HL		Average daily ambient temperature range - Equation 1-11 ($\Delta TA = T_{AX} - T_{AN}$)		ATA	
Tank insulation (pick from drop down list)		Not Insulated		Average daily max liquid surface temp. (Eq. 1-25; $P_{VX} = \exp(\Delta T_v)$)		PVX	
Tank construction (pick from drop down list)		Welded		Average daily min liquid surface temp. (Eq. 1-25; $P_{VN} = \exp(\Delta T_v)$)		PVN	
Tank Shell Color (pick from drop down list)		Gray, light		Average daily max liquid surface temp. (Eq. 7.1-17; $TLX = TLA + 0.25 \Delta T_v$)		TLX	
Tank Shell Condition (pick from drop down list)		Average		Average daily min liquid surface temperature, deg R ($TLN = TLA - 0.25 \Delta T_v$)		TLN	
Tank Interior Condition (pick from drop down list)		Light Rust		Fully Insulated ($\Delta P_v = 0$)		APv	
Tank paint solar absorbance, dimensionless; Table 7.1-6		a		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PVX)		PVX	
Breather Vent Setting Range (Default Assumption: +/- 0.03)		BSP		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using PVN)		PVN	
True Vapor Pressure; Eq. 1-25; $P_{VA} = \exp(A - (B/TLA))$		Pva		Average daily max liquid surface temp. (Eq. 7.1-17; $TLX = TLA + 0.25 \Delta T_v$)		TLX	
Not Insulated		0.0745883		Average daily min liquid surface temperature, deg R ($TLN = TLA - 0.25 \Delta T_v$)		TLN	
Partially Insulated		0.0752936					
Fully Insulated		0.0661361					
Average Daily Ambient Temperature (TAA); Eq. 1-30; $TAA = ((T_{AX} + T_{AN})/2)$		TAA					
Average daily maximum ambient temperature; Table 7.1-7		TAX					
Average daily minimum ambient temperature; Table 7.1-7		TAN					
Liquid Bulk Temperature; Eq. 1-31; $TB = TAA + 0.003$ or 1		TB					
Average Daily Liquid Surface Temperature (TLA)		TLA					
Not Insulated; Eq. 1-28; $TLA = 0.4^*TAA + 0.6^*TB + 0.005^*a$		513.35					
Partially Insulated; Eq. 1-29; $TLA = 0.3^*TAA + 0.7^*TB + 0.005^*a$		513.61					
Fully Insulated; $TLA = TB$		510.1					
Average Vapor Temperature (Tv)		Tv					
Not Insulated; Eq. 1-33; $Tv = 0.7^*TAA + 0.3^*TB + 0.009^*a$		516.04					
Partially Insulated; Eq. 1-34; $Tv = 0.6^*TAA + 0.4^*TB + 0.01^*a$		517.17					
Fully Insulated; $Tv = TB$		510.05					
Stock Vapor Density; Eq. 1-22; $W_v = (M_v^*P_{VA})/(R^*Tv)$		Wv					
Not Insulated		1.430E-03					
Partially Insulated		1.404E-03					
Fully Insulated							

[illegible]

Tank No.		A-Red Dye 2		JUNE		ROUTINE EMISSIONS CALCULATIONS		Symbol		Units		HAPS Specification		lb/month	
ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		Product		lb/month		Product		lb/month	
Symbol				Units		Units		Product		lb/month		Product		lb/month	
Total Losses (Eq.1-1: LT = LS+LW)				LT		0.46		lb/month		Total HAP Emissions =		0.459			
Time Period				June		2,29E-04		ton/month		Eq. 40-2 L ₁₀ =Σ(L _i)					
Nearest US Location				Albany, NY						Individual HAPS		L ₁₀ (lb/month)		Standing, lb/yr	
Daily total solar insolation on a horizontal surface, Table 7.1-7				I		1853.0		Btu-ft ² /day		benzene		0.0000		0.0000	
Absolute Pressure				P		14.55		psi		2,2,4 TMP		0.0000		0.0000	
Product Information				R		10.73		gal ft3/lb-mole R		toluene		0.0000		0.0000	
Product Type				Diesel additive						ethylbenzene		0.1168		0.0730	
Vapor Molecular weight				Mv		106		Lb/lb-mole		xylene		0.3420		0.2137	
Average organic liquid density				WL		6.10		lb/gal		naphthalene		0.0000		0.0000	
Average Reid Vapor Pressure				RVP		0.00		Kc		cumen		0.0000		0.0000	
Product factor, 0.4 for crude oils or 1 for other organic liquids				Kc		1.00				Liquid Mole Fraction		Eq. 40-4 xi = (ΣZ _i M _i)/M		Component Vapor Pressure	
Vapor Pressure Equation Constant A				A		0.00				Individual HAPS		Z _i		M _i	
Vapor Pressure Equation Constant B (Table 7.1-2)				B		0.0		°R		benzene		0.00000		106.17	
Tank design data				Hs		3.93		ft		benzene		0.00000		106.17	
Shell height				D		5.92		ft		2,2,4 TMP		0.00000		106.17	
Diameter				Q		450		gal/month		toluene		0.00000		106.17	
Throughput				N		6.78		per year		ethylbenzene		0.23000		106.17	
Turnovers				R		0.00				xylene		0.77000		106.17	
Roof type				BR		0.0625		ft/ft		naphthalene		0.00000		106.17	
Tank Cont. Roof Slope (if unknown, use 0.0625)				RR		NA		ft		cumen		0.00000		106.17	
Dome Roof Radius (if unknown, use tank diameter (D) or (2Ra))				HLX		2.93		ft							
Maximum Filling Height -use (Pi/4D) if unknown				HLN		1.00		ft							
Minimum Filling Height (use 0 if unknown)				HL		1.96		ft							
Liquid height (assume 1/2 H _L)				Not Insulated		Not Insulated - Equation 1-7 (ΔTv = 0.7 ΔTA + 0.02 q)		ΔTv							
Tank Insulation (pick from drop down list)				Not Insulated		Partially Insulated - Equation 1-8 (ΔTv = 0.6 ΔTA + 0.02 qR)		ΔTv							
Tank Construction (pick from drop down list)				Gray, light		Fully Insulated, constant temperature		ΔTv							
Tank Shell Color (pick from drop down list)				Average											
Tank Shell Condition (pick from drop down list)				Light Rust		Average Daily Vapor Pressure Range (ΔPv)		ΔPv							
Tank Interior Condition (pick from drop down list)				α		0.58		Not Insulated - Equation 1-9: ΔPv = PvX - Pvn		ΔPv		0.00000		psia	
Tank paint solar absorptance, dimensionless, Table 7.1-6				PBP		0.03		psia		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PvX = exp(ΔPvX))		PvX		1.00000	
Breather Vent Setting Range (Default Assumption: +/- 0.03)				-0.03				psia		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 Pvn = exp(ΔPvn))		Pvn		1.00000	
True Vapor Pressure, Eq. 1-25, PvA = exp(A/(B-TLA))				PvA		0.1556972		psia		Average daily max. liquid surface temp., Fig. 7.1-17 TLA = TLA + 0.25ΔTv		TLX		543.58	
Not Insulated				PvA		0.1573442		psia		Average daily min. liquid surface temp., Fig. 7.1-17 TLA = TLA - 0.25ΔTv		TLN		525.94	
Partially Insulated				PvA		0.1360798		psia		Partially Insulated - Equation 1-9: ΔPv = PvX - Pvn		ΔPv		0.00000	
Fully Insulated				TAA		527.45		°R		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PvX)		PvX		1.00000	
Average Daily Ambient Temperature (TAA), Eq. 1-30 TAA = ((TAX+TAN)/2)				TAX		537.30		°R		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using Pvn)		Pvn		1.0000000	
Average daily maximum ambient temperature, Table 7.															

Monthly Calculations (continued)

JULY

Tank No.		A-Red Dye 2		ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		HAPS Speciation		ib/month			
ROUTINE EMISSIONS CALCULATIONS				Symbol								Product	additional				
Standing Losses; Eq. 1-2: $L_s = 365 (V_v \cdot W_v \cdot KE \cdot K_a)$				L_s	0.33	lb/month	Total HAP Emissions +		0.526		Eq. 40-2: $L_{11} = \sum Z_v(L_i)$						
Vapor Space Volume				V_v	54.0	R3	Individual HAPs		L_{11} (lb/month)	Standing, lb/or	Working, lb/or	Vapor Weight Concentrations					
Stock Vapor Density				W_v	0.0032	lb/ft3	hexane		0.0000	0.0000	0.0000	86.18	106	0.00000	0.000000	0.177	-
Vapor Space Expansion Factor ($0 < KE \leq 1$); Eq. 1-5				KE	0.061	per day	benzene		0.0000	0.0000	0.0000	78.11	106	0.00000	0.000000	0.177	-
Vented Vapor Saturation Factor				K_s	1.00	NA	2,2,4 TMP		0.0000	0.0000	0.0000	114.23	106	0.00000	0.000000	0.177	-
Constant; Number of Daily Events in a Year				365	31	days/year	toluene		0.0000	0.0000	0.0000	92.14	106	0.00000	0.000000	0.177	-
Working Losses; Eq. 1-35: $L_w = VQ \cdot KN \cdot K_p \cdot W_v \cdot K_b$				L_w	0.19	lb/month	ethylbenzene		0.1337	0.0942	0.0494	106.17	106	0.25434	0.045038	0.177	0.25434
Net Working Less Throughput (Eq. 1-39: $VO=5.614 \cdot Q$)				WO	60	lb/month	xylene		0.3918	0.2469	0.1449	106.17	106	0.74564	0.132035	0.177	0.74566
Working Loss Turnover Factor Eq. 1-35: $K_{vc}=(180 \cdot N)/N_{6N}$ for N#36, else $K_{vc}=1$				KN	1.0000		naphthalene		0.0000	0.0000	0.0000	128.17	106	0.00E+00	0.00E+00	0.177	0.00E+00
Working Loss Product Factor				K_p	1.00		cumene		0.0000	0.0000	0.0000	120.19	106	0.00E+00	0.00E+00	0.177	0.00E+00
Stock Vapor Density				K_p	0.0032	lb/R3											
Vent Setting Correction Factor				K_B	1.00												
Vented Vapor Saturation Factor (Eq. 1-21: $K_s = 1/(1+0.053 \cdot P_{va} \cdot H_{vo})$)				K_s	1.00												
Vapor Pressure at Avg Daily Liq Surface Temp				P_{va}	0.177	psia											
Vapor Space Outage				H_{vo}	0.00	ft											
Vapor Space Expansion Factor (Eq. 1-5: $(\Delta T_v/TL_i) + ((\Delta P_v - \Delta P_{Bv})/(P_A - P_{va}))$)				KE	0.0612	per day											
Average Daily Vapor Temperature Range				ΔT_v	35.23	°R											
Average Daily Vapor Pressure Range				ΔP_v	0.0000	psi											
Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_B = P_{BP} - P_{BV}$)				ΔP_B	0.0600	psi											
Vapor Pressure at Avg Daily Liq Surface Temp				P_{va}	0.177	psia											
Average Daily Liquid Surface Temperature				T_{LA}	538.73	°R											
Atmospheric Pressure				P_a	14.55	psia											
Average Daily Vapor Temperature Range (ΔT_v)				ΔT_A	19.3	°R											
Average daily ambient temperature range - Equation 1-11 ($\Delta T_A = T_{AX} - T_{AN}$)				ΔT_A	35.23	°R											
Not Insulated - Equation 1-7 ($\Delta T_v = 0.7 \Delta T_A + 0.02 \alpha$)				ΔT_v	33.39	°R											
Partially Insulated - Equation 1-8 ($\Delta T_v = 0.8 \Delta T_A + 0.02 \alpha R$)				ΔT_v	0.99	°R											
Fully Insulated, constant temperature				ΔT_v	0.99	°R											
Average Daily Vapor Pressure Range (ΔP_v)				ΔP_v	0.00000	psia											
Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25: $P_{VX} = \exp(A \cdot P_{VN})$)				P_{VX}	1.00000	psia											
Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25: $P_{VN} = \exp(A \cdot P_{VX})$)				P_{VN}	1.00000	psia											
Average daily max. liquid surface temp.; Fig. 7.1-17 $TL_X = TL_A + 0.25 \Delta T_v$				TL_X	547.54	°R											
Average daily min. liquid surface temp.; Fig. 7.1-17 $TL_N = TL_A - 0.25 \Delta T_v$				TL_N	529.93	°R											
Partially Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$				ΔP_v	0.00000	psia											
Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25: P_{VX})				P_{VX}	1.00000	psia											
Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25: P_{VN})				P_{VN}	1.000000	psia											
Average daily maximum liquid surface temperature, deg R ($TL_X = TL_A + 0.2 TL_N$)				TL_X	547.38	°R											
Average daily minimum liquid surface temperature, deg R ($TL_N = TL_A - 0.25 TL_X$)				TL_N	530.74	°R											
Fully Insulated ($\Delta P_v = 0$)				ΔP_v	0.00	psia											
Vapor Space Volume (Eq. 1-3: $V_v = (PI \cdot d^3) D^2 H_{vo}$)				V_v	54.00	R3											
Effective Tank diameter				D_e	5.92	ft											
Effective Tank Height				H_e	3.93	ft											
Vapor Space Outage $H_{vo} = 1/2 H_e$				H_{vo}	1.96	ft											
Average Daily Liquid Surface Temperature (TL_A)				TL_A	538.73	°R											
Not Insulated; Eq. 1-28, $TL_A = 0.4 T_{AA} + 0.6 T_B + 0.005 \alpha^4$				TL_A	538.73	°R											
Partially Insulated; Eq. 1-29, $TL_A = 0.3 T_{AA} + 0.7 T_B + 0.005 \alpha^4 R$				TL_A	539.06	°R											
Fully Insulated; $TL_A = T_B$				TL_A	534.6	°R											
Average Vapor Temperature (T_v)				T_v	542.10	°R											
Not Insulated; Eq. 1-33, $T_v = 0.7 T_{AA} + 0.3 T_B + 0.009 \alpha^4$				T_v	543.61	°R											
Partially Insulated; Eq. 1-34, $T_v = 0.6 T_{AA} + 0.4 T_B + 0.01 \alpha^4 R$				T_v	543.61	°R											
Fully Insulated; $T_v = T_B$				T_v	534.61	°R											
Stock Vapor Density; Eq. 1-22, $W_v = (M_v \cdot P_{va})/(R \cdot T_v)$				W_v	3.232E-03												
Not Insulated				W_v	3.232E-03												
Partially Insulated				W_v	3.257E-03												
Fully Insulated				W_v	2.867E-03												

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Monthly Calculations (continued)										SEPTEMBER									
Tank No.		A-Red Dye 2				ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		HAPS Speciation		lb/month			
ROUTINE EMISSIONS CALCULATIONS										Symbol		Units		Product		lb/month			
Total Losses (Eq.1-1: LT = LS+LW)										LT		0.32		lb/month		Total HAP Emissions =		0.319	
										1.60E-04		lb/month		Eq. 40-2: L ₁₁ =Σ(L ₁₁)		additive			
Time Period										September									
Nearest US Location										Albany, NY									
Daily total solar insolation on a horizontal surface; Table 7-1-7										I _s		1300.0		hr					
Absolute Pressure										P _a		14.55		psi					
Ideal Gas Constant										R		10.73		ft ³ /lb-mole R					
Product Information																			
Product Type										Diesel Additive									
Vapor Molecular weight										M _v		106		Lb/lb-mole					
Average organic liquid density										WL		6.10		lb/gal					
Average Reid Vapor Pressure										RVP		0.00		psi					
Product factor: 0.4 for crude oils or 1.0 for other organic liquids										K _p		1.00							
Vapor Pressure Correction Constant A										A		0.0		°R					
Vapor Pressure Equation Constant B (Table 7-1-2)										B		0.0		°R					
Tank design data																			
Shell height										H _s		3.93		ft					
Diameter										D		5.92		ft					
Throughput										Q		450		gall/month					
Turnovers										n		6.78		per year					
Roof Type																			
Tank Cone Roof Slope (if unknown, use 0.0625)										SR		0.0625		ft/ft					
Dome Roof Radius (if unknown, use tank diameter (D) or (2R _s))										RR		NA		ft					
Maximum Filling Height -use (P ₁₄ /J) if unknown										HLX		2.93		ft					
Minimum Filling Height (use 0 if unknown)										HLN		1.00		ft					
Liquid height (assume 1/2 H _s)										HL		1.96		ft					
Not Insulated																			
Tank Insulation (pick from drop down list)										Welded									
Tank Construction (pick from drop down list)										Gray, light									
Tank Shell Condition (pick from drop down list)										Average									
Tank Interior Condition (pick from drop down list)										Light Rust									
Tank paint solar absorptance, dimensionless; Table 7-1-6										α		0.58							
Breather Vent Setting Range (Default Assumption: +/- 0.03)										BSP		0.03		psi					
True Vapor Pressure; Eq. 1-25: P _{va} = exp[(A-B)/TLA]																			
Not Insulated										P _{va}		0.1210074		psi					
Partially Insulated										P _{va}		0.1219369		psi					
Fully Insulated										P _{va}		0.1097506		psi					
Average Daily Ambient Temperature (TAA); Eq. 1-30: TAA = ((TAX+TAN)/2)										TAA		522.05		°R					
Average daily maximum ambient temperature; Table 7-1-7										TAX		531.70		°R					
Average daily minimum ambient temperature; Table 7-1-7										TAN		512.40		°R					
Liquid Bulk Temperature; Eq. 1-31: TB = TAA + 0.003 on 1										TB		524.31		°R					
Average Daily Liquid Surface Temperature (TLA)																			
Not Insulated; Eq. 1-28: TLA = 0.4*TAA + 0.6*TB + 0.005*α _i										TLA		527.18		°R					
Partially Insulated; Eq. 1-29: TLA = 0.3*TAA + 0.7*TB + 0.005*α _i										TLA		527.40		°R					
Fully Insulated: TLA = TB										TLA		524.3		°R					
Average Vapor Temperature (Tv)																			
Not Insulated; Eq. 1-33: Tv = 0.7*TAA + 0.3*TB + 0.009*α _i										Tv		529.51		°R					
Partially Insulated; Eq. 1-34: Tv = 0.6*TAA + 0.4*TB + 0.01*α _i										Tv		530.49		°R					

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Monthly Calculations (continued)										NOVEMBER																																						
Tank No.	A-Red Dye 2			ROUTINE EMISSIONS CALCULATIONS			Symbol			Units			ROUTINE EMISSIONS CALCULATIONS			Symbol			Units			HAPS Speciation			lb/month																							
	Symbol			Units			Standing Losses: Eq.1-2: $LS = 365 (Vv \cdot Wv \cdot KE \cdot Ks)$			Symbol			Units			Product			Total HAP Emissions = 0.103			Eq. 40-2: $L_1 = Z_1(L_1 + L_2)$			Vapor Weight Concentrations Eq. 40-6: $Z_1 = y_i M_i / M_v$			Vapor Mole Fraction Eq. 40-5: $y_i = P_i / P_{VA}$																				
Total Losses (Eq.1-1: $LT = LS + LW$)	LT			0.10 lb/month			Vapor Space Volume			Vv			54.0 ft ³			benzene			0.0000			0.00000			0.00000			0.049																				
	5.17E-05 ton/month						Stock Vapor Density			Wv			0.0010 lb/ft ³			toluene			0.0000			0.00000			0.049																							
Time Period	November						Vapor Space Expansion Factor ($K < KE \leq 1$): Eq. 1-5			KE			0.029 per day			Individual HAPS			L ₁ (lb/month)			Standing, lb/yr			Working, lb/yr			M _i			Z ₁			P _i = P _{VA} (x _i)			P _{VA}			y _i								
Nearest US Location	Albany, NY						Venting Vapor Saturation Factor			Ks			1.00 NA			benzene			0.0000			0.0000			0.0000			0.00000			0.049																	
Daily total solar insolation on a horizontal surface; Table 7.1-7	I _s 534.0 Btu/ft ² -day						Constant: Number of Daily Events in a Year			365			days/month			2,2,4 TMP			0.0000			0.0000			0.0000			78.11			106			0.00000			0.049											
Absolute Pressure	P _a 14.55 psi						Net Working Loss Throughput (Eq. 1-3: $LW = VQ \cdot KN \cdot Kp \cdot Wv \cdot KB$)			LW			0.06 lb/month			toluene			0.0000			0.0000			0.0000			92.14			106			0.00000			0.049											
Liquid Gas Constant	R 10.73 gal R3/b-mole R						Working Loss Turnover Factor (Eq. 1-3: $K_{v1} = 180 \cdot N_{JEN} / \text{for } N_{JEN} = 36, \text{ use } K_{v1} = 1$)			KV			60 lb/month			ethylbenzene			0.0265			0.0117			0.0148			106			106			0.25631			0.012496			0.049								
Product Information	Diesel Additive						Working Loss Product Factor			Kp			1.00			xylene			0.0768			0.0339			0.0429			106			106			0.74369			0.036228			0.049								
Product Type	Mv 106 lb/lb-mole						Stock Vapor Density			Wv			0.0010 lb/ft ³			naphthalene			0.0000			0.0000			0.0000			128.17			106			0.00E+00			0.00E+00			0.049								
Vapor Molecular weight	WL 6.10 lb/gal						Vent Setting Correction Factor			KB			1.00			cumene			0.0000			0.0000			0.0000			120.16			106			0.00E+00			0.00E+00			0.049								
Average organic liquid density	RVP 0.00						Vented Vapor Saturation Factor (Eq. 1-1: $Ks = 1 / (1 + 0.053 \cdot P_{VA} \cdot H_{v1})$)			Ks			1.00			Individual HAPS			Z ₁			M			X			C			P _{VA}			Component Vapor Pressure Eq. 40-4: $x_i = (Z_1 M_i) / M_v$			A			B			C			P _{VA}		
Average Reid Vapor Pressure	A 0.0						Vapor Pressure at Avg Daily Liq Surface Temp			P _{VA}			0.0487 psia			benzene			0.00000			106			17			86.18			0.00000			6.878			1171.5			224.37			1.1908					
Vapor Pressure Equation Constant A (Table 7.1-2)	B 0.0						Vapor Space Outage			H _{vo}			0.00 ft			toluene			0.00000			106			17			78.11			0.00000			6.906			1211			220.79			0.7003					
Tank design data							Vapor Space Expansion Factor (Eq. 1-5: $\Delta(Tv)/TLA = ((\Delta P_v - \Delta P_b) / (P_A - P_{VA}))$)			KE			0.0294 per day			ethylbenzene			0.00000			106			17			114.23			0.00000			6.812			1257.8			220.74			0.3505					
Shell height	H _s 3.93 ft						Average Daily Vapor Temperature Range			ΔT_v			16.83			hexane			0.00000			106			17			86.18			0.00000			6.878			1171.5			224.37			1.1908					
Diameter	D 5.92 ft						Average Daily Vapor Pressure Range			ΔP_v			0.0000 psi			benzene			0.00000			106			17			78.11			0.00000			6.906			1211			220.79			0.7003					
Throughput	Q 450 gal/month						Breather Vent Pressure Setting Range (Equation 1-10: $\$																																									

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HT TANK EMISSION CALCULATION

Tank No.	WHFO	Tank type	Horizontal Fixed Roof Tank						
ROUTINE EMISSIONS CALCULATIONS			Units	ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	
	Symbol								
Total Losses (Eq.1-1: LT = LS+LW)	LT	0.08	lb/year	Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ks)	LS	0.04	lb/yr		
		0.00	ton/year	Vapor Space Volume	Vv	17.0	R3		
				Stock Vapor Density	Wv	0.0001	lb/ft3		
	Time Period	Annual		Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5	KE	0.047	per day		
Nearest US Location		Albany, NY		Vented Vapor Saturation Factor	Ks	1.00	NA		
Daily total solar insolation on a horizontal surface, Table 7.1-7	I	1180.0	Built*-day	Constant; Number of Daily Events in a Year	365	365	days/year		
Absolute Pressure	PA	14.55	psia	Working Losses; Eq.1-35, Lw = VQ * KN * Kp * Wv * KB	Lw	0.95	lb/yr		
Ideal Gas Constant	R	10.73	psia ft3/lb-mole R	Net Working Loss Throughput (Eq. 1-39; VQ=5.614*Q)	VQ	401	ft3/yr		
Product Information				Working Loss Turnover Factor	KN	1.0000			
Product Type		Distillate Fuel Oil No.2		Working Loss Product Factor	Kp	1.00			
Vapor Molecular weight	Mv	130	lb/lb-mole	Stock Vapor Density	Wv	0.0001	lb/ft3		
Average organic liquid density	WL	7.10	lb/gal	Vent Setting Correction Factor	KB	1.00			
Average Reid Vapor Pressure	RVP	0.02							
Product factor; 0.4 for crude oils or 1 for other organic liquids	Kc	1.00							
Vapor Pressure Equation Constant A	A	12.10		Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*PvA*Hvo))	Ks	1.00			
Vapor Pressure Equation Constant B	B	8907.0	°R	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0052	psia		
				Vapor Space Outage	Hvo	0.00	ft		
Tank design data									
Effective Height H _E = (PI/D)/4	H _E	3.14	ft	Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)+(ΔPv-ΔPB)/(PA-PvA))	KE	0.0470	per day		
Effective Diameter D _E = SQRT (LD(PI/4))	D _E	3.71	ft	Average Daily Vapor Temperature Range	ΔTv	26.15	°R		
Throughput	Q	3,300	gal/yr	Breather Vent Pressure Setting Range (Equation 1-10; ΔPB = PBP - PBV)	ΔPB	0.0023	psi		
Turnovers	N	11.82	per year	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0052	psia		
				Average Daily Liquid Surface Temperature	TLA	512.85	°R		
Tank Cone Roof Slope (If unknown, use 0.0625)	SR	0.0625	ft/ft	Atmospheric Pressure	PA	14.55	psia		
Dome Roof Radius (If unknown, use tank diameter (D) or (2Rs))	RR	NA	ft						
Maximum Filling Height -use (PI/4)/D if unknown	HLX	3.14	ft						
Minimum Filling Height (use 0 if unknown)	HLN	0.00	ft	Average Daily Vapor Temperature Range (ΔTv)	ΔTv	26.15	°R		
Liquid height (assume 1/2 H _E)	HL	1.57	ft	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)	ΔTA	17.8	°R		
Tank Insulation (pick from drop down list)		Not Insulated		Not Insulated - Equation 1-7 (ΔTV = 0.7 ΔTA + 0.02 α I)	ΔTv	26.15	°R		
Tank Construction (pick from drop down list)		Welded		Partially Insulated - Equation 1-8 (ΔTV = 0.6 ΔTA + 0.02 α R I)	ΔTv	24.37	°R		
Tank Shell Color (pick from drop down list)		Gray, light		Fully Insulated, constant temperature	ΔTv	0.00	°R		
Tank Shell Condition (pick from drop down list)		Average							
Tank Interior Condition (pick from drop down list)		Light Rust		Average Daily Vapor Pressure Range (ΔPv)					
Tank paint solar absorptance, dimensionless, Table 7.1-6	α	0.59		Not Insulated - Equation 1-9: ΔPV = PVX - PVN	ΔPv	0.00230	psia		
Breather Vent Setting Range (Default Assumption: +/- 0.03)	PBP	0.03	psi	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp(PvX/TLX))	PvX	0.00642	psia		
	PBV	-0.03		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp(PvN/TLN))	PvN	0.00412	psia		
True Vapor Pressure; Eq. 1-25, PvA = exp(A _v /(B/TLA))				Average daily max. liquid surface temp.: Fig. 7.1-17 TLX = TLA + 0.25ΔTV	TLX	519.39	°R		
Not Insulated	P _{V,A}	0.00516155		Average daily min. liquid surface temp.: Fig. 7.1-17 TLN = TLA - 0.25ΔTV	TLN	506.32	°R		
Partially Insulated	P _{V,A}	0.00519755							
Fully Insulated	P _{V,A}	0.00472428		Partially Insulated - Equation 1-9: ΔPV = PVX - PVN	ΔPv	0.00215	psia		
				Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PVX)	PvX	0.00637	psia		
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = ((TAX+TAN)/2)	TAA	505.20	°R	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using PVN)	PvN	0.0042189	psia		
Average daily maximum ambient temperature, Table 7.1-7	TAX	517.10	°R						
Average daily minimum ambient temperature, Table 7.1-7	TAN	499.30	°R	Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2	TLX	519.15	°R		
				Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.2	TLN	506.97	°R		
Liquid Bulk Temperature; Eq 1-31: TB = TAA + 0.003 α I	TB	510.25	°R	Fully Insulated (ΔPv = 0)	ΔPv	0.00	psia		
Average Daily Liquid Surface Temperature (TLA)				Vapor Space Volume (Eq.1-3: Vv = ((PI / 4) D^2)/Hvo)	Vv	16.96	R3		
Not Insulated; Eq. 1-28, TLA = 0.4*TAA + 0.6*TB + 0.005*α*I	TLA	512.85	°R	Effective Tank diameter	D _E	3.71	ft		
Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*α*I	TLA	513.06	°R	Effective Tank Height	H _E	3.14	ft		
Fully Insulated: TLA = TB	TLA	510.3		Vapor Space Outage Hvo = 1/2 H _E	Hvo	1.57	ft		
Average Vapor Temperature (Tv)									
Not Insulated; Eq. 1-33, Tv = 0.7*TAA + 0.3*TB + 0.009*α*I	Tv	514.98	°R						
Partially Insulated; Eq. 1-34, Tv = 0.6*TAA + 0.4*TB + 0.01*α*I	Tv	515.87	°R						
Fully Insulated; Tv = TB	Tv	510.25	°R						
Stock Vapor Density; Eq. 1-22, Wv = (Mv*PvA)/(R*Tv)									
Not Insulated	Wv	1.214E-04							
Partially Insulated	Wv	1.221E-04							
Fully Insulated	Wv	1.122E-04							

HAPS Speciation	lb/yr								
Product	Diesel								
Total HAP Emissions =	0.007								
Eq. 40-2 Z(v) = yM / MV									
Individual HAPS	L _{vi} (lb/yr)	M _i	M _v	Z _{vi}	P _i = P _{v,i} (x _i)	P _{v,i}	y _i		
Eq. 40-2 L _{vi} = Z _{vi} (L _i)									
hexane	0.0000	86.18	130	0.00045	0.000003	0.005	0.00067		
benzene	0.0002	78.11	130	0.00217	0.000019	0.005	0.00360		
2,2,4 TMP	0.0000	114.23	130	0.00000	0.000000	0.005			
toluene	0.0020	92.14	130	0.02394	0.000174	0.005	0.00377		
ethylbenzene	0.0002	106.17	130	0.00297	0.000019	0.005	0.00363		
xylene	0.0048	106.17	130	0.05753	0.000364	0.005	0.07045		
naphthalene	0.0000	128.17	130	3.69E-04	1.93E-06	0.005	3.74E-04		
cumene	0.0000	120.19	130	0.00E+00	0.00E+00	0.005	0.00E+00		
Liquid Mole Fraction	Eq. 40-4 xi = (Z(LiMLi))/Mi								
Individual HAPS	Z _i	M _i	M _v	X _i	A	B	C	P _{v,i}	
Eq. 40-4 xi = (Z(LiMLi))/Mi									
hexane	0.0000010	188	86.18	0.00000	6.878	1171.5	224.37	1.5971	
benzene	0.0000080	188	78.11	0.00002	6.906	1211	220.79	0.9663	
2,2,4 TMP	0.0000000	188	114.23	0.00000	6.812	1257.8	220.74	0.4913	
toluene	0.0003200	188	92.14	0.00065	7.017	1377.6	222.84	0.2670	
ethylbenzene	0.0001300	188	106.17	0.00023	6.95	1419.3	212.81	0.0815	
xylene	0.0002900	188	106.17	0.00514	7.009	1462.3	215.11	0.0708	
naphthalene	0.0007595	188	128.17	0.00111	7.146	1831.6	211.82	0.0017	
cumene	0.0000000	188	120.19	0.00000	6.929	1455.8	207.2	0.0372	

TANK WHFC

Monthly Calculations - JANUARY

[illegible]

Monthly Calculations (continued)

FEBRUARY

[illegible]

Monthly Calculations (continued)

MARCH

[illegible]

Monthly Calculations (continued)										JULY																								
Tank No.	WHFO																																	
ROUTINE EMISSIONS CALCULATIONS										ROUTINE EMISSIONS CALCULATIONS																								
Symbol										Symbol																								
Units										Units																								
Standing Losses; Eq. 1-2, Ls = 365 (Vv * Wv * KE * Ks)										Standing Losses; Eq. 1-2, Ls = 365 (Vv * Wv * KE * Ks)																								
Ls										Ls																								
0.02										0.01																								
lb/month										lb/month																								
8.75E-06										17.0																								
ton/month										R3																								
Time Period										Time Period																								
July										July																								
Nearest US Location										Nearest US Location																								
Albany, NY										Albany, NY																								
Daily total solar insolation on a horizontal surface; Table 7.1-7										Daily total solar insolation on a horizontal surface; Table 7.1-7																								
I										I																								
1872.0										1872.0																								
Btu/ft ² -day										Btu/ft ² -day																								
Absolute Pressure										Absolute Pressure																								
P _A										P _A																								
14.55										14.55																								
psi										psi																								
Ideal Gas Constant										Ideal Gas Constant																								
R										R																								
10.73										10.73																								
ft ³ /lb-mole R										ft ³ /lb-mole R																								
Product Information										Product Information																								
Net Working Loss Throughput (Eq. 1-39; VQ=5.614*Q)										Net Working Loss Throughput (Eq. 1-39; VQ=5.614*Q)																								
VQ										VQ																								
33										33																								
ft ³ /month										ft ³ /month																								
Working Loss Throughput Factor (Eq. 1-35; K ₂ =(180-N)/6N for N>36, else K ₂ =1)										Working Loss Throughput Factor (Eq. 1-35; K ₂ =(180-N)/6N for N>36, else K ₂ =1)																								
K ₂										K ₂																								
1.00										1.00																								
Working Loss Product Factor										Working Loss Product Factor																								
K _p										K _p																								
1.00										1.00																								
Stock Vapor Density										Stock Vapor Density																								
W _v										W _v																								
0.0003										0.0003																								
lb/ft ³										lb/ft ³																								
Vent Setting Correction Factor										Vent Setting Correction Factor																								
K _B										K _B																								
1.00										1.00																								
Vented Vapor Saturation Factor; Eq. 1-21, K _s = 1/(1+0.053*P _{va} *H _{vo})										Vented Vapor Saturation Factor; Eq. 1-21, K _s = 1/(1+0.053*P _{va} *H _{vo})																								
K _s										K _s																								
1.00										1.00																								
Vapor Pressure at Avg Daily Liq Surface Temp										Vapor Pressure at Avg Daily Liq Surface Temp																								
P _{va}										P _{va}																								
0.0119										0.0119																								
psia										psia																								
Vapor Space Outage										Vapor Space Outage																								
H _{vo}										H _{vo}																								
0.00										0.00																								
ft										ft																								
Vapor Space Expansion Factor (Eq. 1-5; (ΔTv/TLA)+(ΔPv-ΔPB)/(PA-PvA))										Vapor Space Expansion Factor (Eq. 1-5; (ΔTv/TLA)+(ΔPv-ΔPB)/(PA-PvA))																								
KE										KE																								
0.067										0.067																								
per day										per day																								
Average Daily Vapor Temperature Range										Average Daily Vapor Temperature Range																								
ΔTv										ΔTv																								
35.23										35.23																								
°R																																		

Monthly Calculations (continued)										OCTOBER																								
Tank No.	WHFO																																	
ROUTINE EMISSIONS CALCULATIONS										ROUTINE EMISSIONS CALCULATIONS																								
Symbol										Symbol																								
Units										Units																								
Standing Losses; Eq. 1-2, Ls = 365 (Vv * Wv * KE * Ks)										Standing Losses; Eq. 1-2, Ls = 365 (Vv * Wv * KE * Ks)																								
Ls										Ls																								
0.00										0.00																								
lb/month										lb/month																								
Vapor Space Volume										Vapor Space Volume																								
Vv										Vv																								
17.0										17.0																								
R3										R3																								
Stock Vapor Density										Stock Vapor Density																								
Wv										Wv																								
0.0001										0.0001																								
lb/ft3										lb/ft3																								
Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5										Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5																								
KE										KE																								
0.041										0.041																								
per day										per day																								
Nearest US Location										Nearest US Location																								
Albany, NY										Albany, NY																								
Daily total solar insolation on a horizontal surface; Table 7.1-7										Daily total solar insolation on a horizontal surface; Table 7.1-7																								
I										I																								
882.0										882.0																								
Btu/ft²·day										Btu/ft²·day																								
Absolute Pressure										Absolute Pressure																								
Pa										Pa																								
14.55										14.55																								
psi										psi																								
Ideal Gas Constant										Ideal Gas Constant																								
R										R																								
10.73										10.73																								
ft³/lb-mole R										ft³/lb-mole R																								
Working Losses; Eq. 1-35, Lw = VQ * KN * Kp * Wv * KB										Working Losses; Eq. 1-35, Lw = VQ * KN * Kp * Wv * KB																								
Lw										Lw																								
0.00										0.00																								
lb/month										lb/month																								
Net Working Loss Throughput (Eq. 1-39; VQ=5.614*Q)										Net Working Loss Throughput (Eq. 1-39; VQ=5.614*Q)																								
VQ										VQ																								
33										33																								
ft³/month										ft³/month																								
Working Loss Turnover Factor Eq. 1-35 K _{tr} =(180-N)/6N for N>36, else K _{tr} =N										Working Loss Turnover Factor Eq. 1-35 K _{tr} =(180-N)/6N for N>36, else K _{tr} =N																								
KN										KN																								
1.000										1.000																								
Working Loss Product Factor										Working Loss Product Factor																								
Kp										Kp																								
1.00										1.00																								
Stock Vapor Density										Stock Vapor Density																								
Wv										Wv																								
0.0001										0.0001																								
lb/ft3										lb/ft3																								
Vent Setting Correction Factor										Vent Setting Correction Factor																								
KB										KB																								
1.00										1.00																								
Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*P _{va} *H _{vo})										Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*P _{va} *H _{vo})																								
Ks										Ks																								
1.00										1.00																								
Vapor Pressure at Avg Daily Liq Surface Temp										Vapor Pressure at Avg Daily Liq Surface Temp																								
P _{va}										P _{va}																								
0.0052										0.0052																								
psia										psia																								
Vapor Space Outage										Vapor Space Outage																								

HT TANK EMISSION CALCULATION

Tank No.	W-3		Tank type	Horizontal Fixed Roof Tank					
ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				HAPS Speciation	
	Symbol		Units		Symbol		Units		lb/yr
Total Losses (Eq.1-1: LT = LS+LW)				Standing Losses; Eq.1-2, Ls = 365 (Vv * Wv * KE * Ks)	LS	11.19	lb/yr	Product	additive
	LT	25.41	lb/year	Vapor Space Volume	Vv	465.0	ft3	Total HAP Emissions =	25.411
		0.01	ton/year	Stock Vapor Density	Wv	0.0014	lb/ft3	Eq. 40-2 Zvi = yiMi / MV	
	Time Period	Annual		Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5	KE	0.047	per day	Individual HAPS	Li (lb/yr)
Nearest US Location	Albany, NY			Vented Vapor Saturation Factor	Ks	1.00	NA	hexane	0.0000
Daily total solar insolation on a horizontal surface; Table 7.1-7	I	1180.0	Btu/ft2-day	Constant; Number of Daily Events in a Year	365	365	days/year	benzene	0.0000
Absolute Pressure	PA	14.55	psi	Working Losses; Eq.1-35, Lw = VQ * KN * Kp * Wv * KB	Lw	14.22	lb/yr	2,2,4 TMP	0.0000
Ideal Gas Constant	R	10.73	psia ft3/lb-mole R	Net Working Loss Throughput (Eq. 1-39: VQ=5.614*Q)	VQ	10.105	ft3/yr	toluene	0.0000
Product Information				Working Loss Turnover Factor	KN	1.0000		ethylbenzene	6.4985
Product Type	Gasoline Additive			Working Loss Product Factor	Kp	1.00		xylene	18.9125
Vapor Molecular weight	Mv	106	lb/lb-mole	Stock Vapor Density	Wv	0.0014	lb/ft3	naphthalene	0.0000
Average organic liquid density	WL	7.24	lb/gal	Vent Setting Correction Factor	KB	1.00		cumene	0.0000
Average Reid Vapor Pressure	RVP	0.00							
Product factor; 0.4 for crude oils or 1 for other organic liquids	Kc	1.00							
Vapor Pressure Equation Constant A	A	0.00		Vented Vapor Saturation Factor; Eq. 1-21, Ks = 1/(1+0.053*PvA*Hvo))	Ks	1.00		Liquid Mole Fraction	
Vapor Pressure Equation Constant B	B	0.0	°R	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0733	psia	Eq. 40-4 xi = (ZLiMLi)/Mi	
				Vapor Space Outage	Hvo	0.00	ft	Individual HAPS	Zi
Tank design data								hexane	0.00000000
Effective Height H _e = (PI/D)/4	He	6.20	ft	Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)+(ΔPv-ΔPB)/(PA-PvA))	KE	0.0468	per day	benzene	0.00000000
Effective Diameter D _e = SQRT(LD(PI/4))	De	13.73	ft	Average Daily Vapor Temperature Range	ΔTv	26.15	°R	2,2,4 TMP	0.00000000
Throughput	Q	75,600	gal/yr	Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)	ΔPB	0.0600	psi	toluene	0.00000000
Turnovers	N	10.87	per year	Vapor Pressure at Avg Daily Liq Surface Temp	PvA	0.0733	psia	ethylbenzene	0.23000000
				Average Daily Liquid Surface Temperature	TLA	512.85	°R	xylene	0.77000000
Tank Cone Roof Slope (If unknown, use 0.0625)	SR	0.0625	ft/ft	Atmospheric Pressure	PA	14.55	psia	naphthalene	0.00000000
Dome Roof Radius (If unknown, use tank diameter (D) or (2Rs))	RR	NA	ft					cumene	0.00000000
Maximum Filling Height -use (PI/4)/D if unknown	HLX	6.28	ft	Average Daily Vapor Temperature Range (ΔTv)	ΔTv	26.15	°R		
Minimum Filling Height (use 0 if unknown)	HLN	0.00	ft	Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)	ΔTA	17.8	°R		
Liquid height (assume 1/2 H _e)	HL	3.14	ft	Not Insulated - Equation 1-7 (ΔTV = 0.7 ΔTA + 0.02 α I)	ΔTV	26.15	°R		
Tank Insulation (pick from drop down list)		Not Insulated		Partially Insulated - Equation 1-8 (ΔTV = 0.6 ΔTA + 0.02 α R I)	ΔTV	24.37	°R		
Tank Construction (pick from drop down list)		Welded		Fully Insulated, constant temperature	ΔTV	0.00	°R		
Tank Shell Color (pick from drop down list)		Gray, light							
Tank Shell Condition (pick from drop down list)		Average		Average Daily Vapor Pressure Range (ΔPv)	ΔPv	0.00000	psia		
Tank Interior Condition (pick from drop down list)		Light Rust		Not Insulated - Equation 1-9: ΔPV = PVX - PVN	ΔPv	0.00000	psia		
Tank paint solar absorptance, dimensionless; Table 7.1-6	α	0.59		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 PVX = exp(PvN))	PvX	1.00000	psia		
Breather Vent Setting Range (Default Assumption: +/- 0.03)	PBP	0.03	psi	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 PVN = exp(PvX))	PvN	1.00000	psia		
	PBV	-0.03		Average daily max. liquid surface temp.: Fig. 7.1-17 TLN = TLA + 0.25ΔTV	TLX	519.39	°R		
True Vapor Pressure; Sum of Components, PVA=(0.019337)10*(A/(B(TLA+C)))				Average daily min. liquid surface temp.: Fig. 7.1-17 TLN = TLA - 0.25ΔTV	TLN	506.32	°R		
Not Insulated	PvA	0.07325926							
Partially Insulated	PvA	0.07380657							
Fully Insulated	PvA	0.06662447							
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = ((TAX+TAN)/2)	TAA	505.20	°R						
Average daily maximum ambient temperature; Table 7.1-7	TAX	517.10	°R						
Average daily minimum ambient temperature; Table 7.1-7	TAN	499.30	°R						
Liquid Bulk Temperature; Eq 1-31: TB = TAA + 0.003 αs I	TB	510.25	°R						
Average Daily Liquid Surface Temperature (TLA)				Vapor Space Volume (Eq.1-3: Vv = ((PI / 4) D^2)/Hvo)	Vv	464.96	ft3		
Not Insulated; Eq. 1-28, TLA = 0.4*TAA + 0.6*TB + 0.005*α ^{0.1}	TLA	512.85	°R	Effective Tank diameter	De	13.73	ft		
Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*α ^{0.1}	TLA	513.06	°R	Effective Tank Height	He	6.28	ft		
Fully Insulated: TLA = TB	TLA	510.3	°R	Vapor Space Outage Hvo = 1/2 He	Hvo	3.14	ft		
Average Vapor Temperature (Tv)									
Not Insulated; Eq. 1-33, Tv = 0.7*TAA + 0.3*TB + 0.009*α ^{0.1}	Tv	514.98	°R						
Partially Insulated; Eq. 1-34, Tv = 0.6*TAA + 0.4*TB + 0.01*α ^{0.1}	Tv	515.87	°R						
Fully Insulated; Tv = TB	Tv	510.25	°R						
Stock Vapor Density; Eq. 1-22, Wv = (Mv*PVA)/(R*Tv)									
Not Insulated	Wv	1.407E-03							
Partially Insulated	Wv	1.416E-03							
Fully Insulated	Wv	1.292E-03							

HT TANK EMISSION CALCULATION

Tank No.	D-Fire Pump		Tank type	Horizontal Fixed Roof Tank		HAPS Specification		lb/yr			
ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS			
Symbol				Symbol				Symbol			
Units				Units				Units			
Total Losses (Eq. 1-1: LT = LS+LW)				Total Losses (Eq. 1-1: LT = LS+LW)				Total Losses (Eq. 1-1: LT = LS+LW)			
LT				LT				LT			
0.08 lb/year				0.08 lb/year				0.08 lb/year			
0.00 ton/year				0.00 ton/year				0.00 ton/year			
Time Period				Time Period				Time Period			
Annual				Annual				Annual			
Albany, NY				Albany, NY				Albany, NY			
1180.0				1180.0				1180.0			
Bu/ft ² -day				Bu/ft ² -day				Bu/ft ² -day			
14.65 psi				14.65 psi				14.65 psi			
Ideal Gas Constant				Ideal Gas Constant				Ideal Gas Constant			
R				R				R			
10.73 psi ft ³ /lb-mole R				10.73 psi ft ³ /lb-mole R				10.73 psi ft ³ /lb-mole R			
Product Information				Product Information				Product Information			
Product Type				Product Type				Product Type			
Fuel Oil No. 2				Fuel Oil No. 2				Fuel Oil No. 2			
Mv				Mv				Mv			
1.30 lb/lb-mole				1.30 lb/lb-mole				1.30 lb/lb-mole			
Average organic liquid density				Average organic liquid density				Average organic liquid density			
WL				WL				WL			
7.10 lb/gal				7.10 lb/gal				7.10 lb/gal			
Average Reid Vapor Pressure				Average Reid Vapor Pressure				Average Reid Vapor Pressure			
RVP				RVP				RVP			
0.02				0.02				0.02			
Product factor, 0.4 for crude oils or 1 for other organic liquids				Product factor, 0.4 for crude oils or 1 for other organic liquids				Product factor, 0.4 for crude oils or 1 for other organic liquids			
Kc				Kc				Kc			
1.00				1.00				1.00			
Vapor Pressure Equation Constant A				Vapor Pressure Equation Constant A				Vapor Pressure Equation Constant A			
A				A				A			
12.10				12.10				12.10			
Vapor Pressure Equation Constant B				Vapor Pressure Equation Constant B				Vapor Pressure Equation Constant B			
B				B				B			
8907.0				8907.0				8907.0			
Tank design data				Tank design data				Tank design data			
Effective Head H _e = (P/D)/4				Effective Head H _e = (P/D)/4				Effective Head H _e = (P/D)/4			
D _e				D _e				D _e			
3.14 ft				3.14 ft				3.14 ft			
Effective Diameter D _e = SQRT((LD)(PI/4))				Effective Diameter D _e = SQRT((LD)(PI/4))				Effective Diameter D _e = SQRT((LD)(PI/4))			
LD				LD				LD			
3.71 ft				3.71 ft				3.71 ft			
Throughput				Throughput				Throughput			
Q				Q				Q			
3,000 gal/yr				3,000 gal/yr				3,000 gal/yr			
Turnovers				Turnovers				Turnovers			
N				N				N			
11.82 per year				11.82 per year				11.82 per year			
Tank Cone Roof Slope (if unknown, use 0.0625)				Tank Cone Roof Slope (if unknown, use 0.0625)				Tank Cone Roof Slope (if unknown, use 0.0625)			
SR				SR				SR			
0.0625 ft/ft				0.0625 ft/ft				0.0625 ft/ft			
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))				Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))				Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))			
RR				RR				RR			
NA				NA				NA			
3.14 ft				3.14 ft				3.14 ft			
Maximum Filling Height - use (PI/4)D if unknown				Maximum Filling Height - use (PI/4)D if unknown				Maximum Filling Height - use (PI/4)D if unknown			
HLX				HLX				HLX			
3.14 ft				3.14 ft				3.14 ft			
Minimum Filling Height (use 0 ft if unknown)				Minimum Filling Height (use 0 ft if unknown)				Minimum Filling Height (use 0 ft if unknown)			
HLN				HLN				HLN			
0.00 ft				0.00 ft				0.00 ft			
Liquid height (assume 1/2 H _e)				Liquid height (assume 1/2 H _e)				Liquid height (assume 1/2 H _e)			
HL				HL				HL			
1.57 ft				1.57 ft				1.57 ft			
Tank Insulation (pick from drop down list)				Tank Insulation (pick from drop down list)				Tank Insulation (pick from drop down list)			
Not Insulated				Not Insulated				Not Insulated			
Welded				Welded				Welded			
Tank Construction (pick from drop down list)				Tank Construction (pick from drop down list)				Tank Construction (pick from drop down list)			
Gray, light				Gray, light				Gray, light			
Tank Shell Color (pick from drop down list)				Tank Shell Color (pick from drop down list)				Tank Shell Color (pick from drop down list)			
Average				Average				Average			
Tank Shell Condition (pick from drop down list)				Tank Shell Condition (pick from drop down list)				Tank Shell Condition (pick from drop down list)			
Light Rust				Light Rust				Light Rust			
Tank Interior Condition (pick from drop down list)				Tank Interior Condition (pick from drop down list)				Tank Interior Condition (pick from drop down list)			
Light Rust				Light Rust				Light Rust			
Tank paint solar absorptance, dimensionless, Table 7-1-6				Tank paint solar absorptance, dimensionless, Table 7-1-6				Tank paint solar absorptance, dimensionless, Table 7-1-6			
a				a				a			
0.59				0.59				0.59			
Breather Vent Setting Range (Default Assumption: +/- 0.03)				Breather Vent Setting Range (Default Assumption: +/- 0.03)				Breather Vent Setting Range (Default Assumption: +/- 0.03)			
BPB				BPB				BPB			
0.03 psi				0.03 psi				0.03 psi			
PBV				PBV				PBV			
-0.03				-0.03				-0.03			
True Vapor Pressure: Eq. 1-25, P _{va} = exp(A/(B-TLA))				True Vapor Pressure:							

TANK D-Fire Pump

Monthly Calculations - JANUARY																																			
Tank No.		D-Fire Pump		ROUTINE EMISSIONS CALCULATIONS																															
ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		HAPS Speciation		lb/month																	
Symbol				Units		Standing Losses; Eq. 1-2, $L_s = 365 (V_v \cdot W_v \cdot KE \cdot K_a)$				Symbol		Units		Product		Eq. 40-2 $L_{v1} = Z_{v1}(L_1)$		Diesel																	
Total Losses (Eq. 1-1: $LT = LS + LW$)				LT		0.00		Vapor Space Volume				Vv		17.0		ft3		Total HAP Emissions =		0.000															
Time Period				1.18E-06		lb/month		Stock Vapor Density				Wv		0.0000		lb/ft3		Eq. 40-6 $Z_{v1} = yM_i / M_v$		Vapor Weight Concentrations															
January				ib/month		Vapor Space Expansion Factor (0 < KE <= 1); Eq. 1-5				Ke		0.030		per day		Individual HAPS		L _{v1} (lb/month)		Standing, lb/yr		Working, lb/yr		Vapor Mole Fraction											
Nearest US Location				Albany, NY		Vented Vapor Saturation Factor				Ks		1.00		NA		hexane		0.0000		0.0000		0.0000		0.000002		0.0002									
Daily total solar insolation on a horizontal surface; Table 7.1-7				I		Constant; Number of Daily Events in a Year				365		31		days/month		benzene		0.0000		0.0000		0.0000		78.11		130		0.00249		0.000008		0.002			
Absolute Pressure				Pa		Working Loss Turnover Factor Eq. 1-35 $K_{wt} = 180 + N(\text{H})/N$ for N=36, else $K_{wt} = 1$				KN		1.0000		33		lb/ft3/month		2,2,4 TMP		0.0000		0.0000		0.0000		114.23		130		0.00049		0.000008		0.002	
Liquid Gas Constant				R		Working Loss Product Factor				Kp		1.00		0.00		lb/month		toluene		0.0001		0.0000		0.0000		92.14		130		0.02493		0.000008		0.002	
Product Type				Institute Fuel Oil No. 2		Stock Vapor Density				Wv		0.0000		lb/ft3		33		ethybenzene		0.0000		0.0000		0.0000		106.17		130		0.00274		0.000008		0.002	
Vapor Molecular weight				Mv		Vent Setting Correction Factor				KB		1.00		0.00		lb/month		naphthalene		0.0000		0.0000		0.0000		128.17		130		2.47E-04		4.84E-07		0.002	
Average organic liquid density				WL		Vented Vapor Saturation Factor				Ks		1.00		0.00		lb/month		cumen		0.0000		0.0000		0.0000		120.19		130		0.00E+00		0.00E+00		0.002	
Average Reid Vapor Pressure				RVP		Liquid Molecular weight				Mv		130		lb/lb-mole		Individual HAPS		Z _{v1}		M _v		M _i		X		A		B		C		P _{va}			
Product factor; 0.4 for crude oils or 1 for other organic liquids				KC		Vapor Pressure at Avg. Daily Liq Surface Temp				Pa		1.00		0.0019		psia		benzene		0.00003		188		86.18		0.00000		6.878		1171.5		224.37		0.7248	
Vapor Pressure Equation Constant A				A		Vapor Space Outage				Hvo		0.0		0.0		0.0		2,2,4 TMP		0.00000		188		114.23		0.00000		6.812		1257.8		220.74		0.2040	
Vapor Pressure Equation Constant B (Table 7.1-2)				B		Average Daily Vapor Temperature Range				ΔTv		16.60		°R		ethybenzene		0.00013		188		106.17		0.00023		6.95		1419.3		212.61		0.0281			
Tank design data				Shell height		Average Daily Vapor Pressure Range				ΔPv		0.0006		psi		xylenes		0.00290		188		106.17		0.00514		7.009		1462.3		215.11		0.0242			
Diameter				D		Breather Vent Pressure Setting Range (Equation 1-10: ΔPB = PBP - PBV)				ΔPB		0.0600		psi		naphthalene		0.00076		188		128.17		0.00111		7.146		1831.6		211.82		0.0004			
Throughput				Q		Vapor Pressure at Avg. Daily Liq Surface Temp				Pa		0.0019		psia		cumen		0.00003		188		120.19		0.00000		6.929		1455.8		207.2		0.0117			
Turnovers				N		Atmospheric Pressure				Pa		14.55		psia		Individual HAPS		Z _{v1}		M _v		M _i		X		A		B		C		P _{va}			

Monthly Calculations (continued)

FEBRUARY

Tank No.

D-Fire Pump

ROUTINE EMISSIONS CALCULATIONS

Symbol

Units

ROUTINE EMISSIONS CALCULATIONS

Symbol

Units

HAPS Speciation

lb/month

Standing Losses; Eq 1-2, $LS = 365 (Vv \cdot Wv \cdot KE \cdot Ka)$

LT

0.00

lb/month

Vapor Space Volume

Vv

17.0

ft3

Stock Vapor Density

Wv

0.0001

lb/ft3

Product

Diesel

Total HAP Emissions =

0.000

Time Period

February

Nearest US Location

Albany, NY

Daily total solar insolation on a horizontal surface; Table 7-1-7

I

789.0

Btu/ft²-day

Absolute Pressure

Pa

14.55

psi

Local Gas Constant

R

10.73

ft3-lb3lb-mole R

Working Losses; Eq 1-35, $Lw = VQ \cdot KN \cdot Kp \cdot Wv \cdot Kb$

KE

0.038

per day

Net Working Loss Throughout (Eq. 1-36, $VQ = 5.614 \cdot Q$)

Lw

0.000

lb/month

Working Loss Turnover Factor (Eq. 1-35 $Kv = 180 \cdot N / 6N$ for N=36, else $Kv = 1$)

KN

1.000

ft3/month

Product Type

Instillate Fuel Oil No.2

Vapor Molecular weight

Mv

130

lb/lb-mole

Average organic liquid density

WL

7.10

lb/gal

Working Less Product Factor

Kp

1.000

lb/ft3

Stock Vapor Density

Wv

0.0001

lb/ft3

Product Factor: 0.4 for crude oils or 1 for other organic liquids

KG

1.00

Vapor Pressure Equation Constant A

A

12.10

Vapor Pressure Equation Constant B (Table 7-1-2)

B

5997.0

°R

Vented Vapor Saturation Factor; Eq. 1-21, $Ks = 1 / (1 + 0.053 \cdot PVA \cdot Hvo)$

KS

1.0

Individual HAPS

hexane

0.0000

0.0000

0.0000

0.0000

86.18

130

0.00053

0.000002

0.002

0.00080

benzene

0.0000

0.0000

0.0000

0.0000

78.11

130

0.00245

0.000009

0.002

0.00408

2,2,4 TMP

0.0000

0.0000

0.0000

0.0000

114.23

130

0.00000

0.000000

0.002

0.00000

toluene

0.0001

0.0000

0.0000

0.0000

92.14

130

0.02482

0.000077

0.002

0.03963

ethylbenzene

0.0000

0.0000

0.0000

0.0000

106.17

130

0.00277

0.000007

0.002

0.00349

xylenes

0.0001

0.0001

0.0001

0.0001

106.17

130

0.05344

0.000144

0.002

0.06544

naphthalene

0.0000

0.0000

0.0000

0.0000

128.17

130

2.62E+04

5.86E+07

0.002

2.66E+04

cumene

0.0000

0.0000

0.0000

0.0000

120.18

130

0.00E+00

0.00E+00

0.002

0.00E+00

Liquid Mole Fraction

Eq. 40-4-3 - (ZLMI)M

Component Vapor Pressure

PVA=(0.009337)10⁴(A+B(TLA-C))

Individual HAPS

hexane

0.00000

188

86.18

0.00000

6.878

1171.5

224.37

0.8078

benzene

0.00001

188

78.11

0.00002

6.906

1211

220.79

0.4669

2,2,4 TMP

0.00000

188

114.23

0.00000

6.812

1257.8

220.74

0.2304

toluene

0.00032

188

92.14

0.00065

7.017

1377.6

212.64

0.1163

ethylbenzene

0.00013

188

106.17

0.00023

6.95

1419.3

212.61

0.0325

xylenes

0.00290

188

106.17

0.00514

7.009

1462.3

215.11

0.0281

naphthalene

0.00000

188

128.17

0.00111

7.146

1631.6

211.82

0.0005

naphthalene

0.00000

188

120.19

0.00000

6.929

1456.9

207.2

0.0138

Tank design data

Shell height

Hs

3.14

ft

Diameter

D

3.71

ft

Throughput

Q

290

gal/month

Turnovers

Turnovers

12.84

per year

Roof Type

SR

0.0265

h/ft

Tank Cone Roof Slope (if unknown, use 0.0625)

SR

0.0265

h/ft

Dome Roof Radius (if unknown, use tank diameter (D) or (2Ra))

RR

NA

ft

Maximum Filling Height - use (PVA/D) if unknown

HLX

2.14

ft

Minimum Filling Height (use 0 if unknown)

HLN

1.00

ft

Liquid height (assume 1/2 H_L)

HL

1.67

ft

Tank Insulation (pick from drop down list)

Not Insulated

Tank Construction (pick from drop down list)

Welded

Tank Shell Color (pick from drop down list)

Gray, light

Tank Shell Condition (pick from drop down list)

Average

Tank Interior Condition (pick from drop down list)

Light Rust

Tank paint solar absorptance, dimension

Monthly Calculations (continued)										MARCH																											
Tank No.		D-Fire Pump		ROUTINE EMISSIONS CALCULATIONS										Symbol		Units		HAPS Speciation		lb/month																	
ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		ROUTINE EMISSIONS CALCULATIONS				Symbol		Units		HAPS Speciation				lb/month																	
				Symbol		Units						Symbol		Units		Product				Diesel																	
Total Losses (Eq. 1-1: LT = LSH+W)				LT		0.00 lb/month		Standing Losses: Eq. 1-2: Ls = 365 (Vv * Wv * KE * Ks)				Ls		0.00 lb/month		Total HAP Emissions =				0.000																	
Time Period				March		2,25E-06 lb/month		Vapor Space Volume				Vv		17.0 ft3		Individual HAPS				Lb1 (lb/month)		Standing lb/yr		Working lb/yr		Vapor Weight Concentrations Eq. 40-6 Zvi = yiM / Mv		Vapor Mole Fraction Eq. 40-5 yi = Pi / Pva									
Nearest US Location				Albany, NY				Vapor Space Expansion Factor (0 < KE <= 1): Eq. 1-5				KE		0.046 per day		hexane				0.0000		0.0000		86.18		130		0.00049		0.000002		0.003		0.00074			
Daily total solar insolation on a horizontal surface; Table 7.1-7				I		1096.0 Btu/ft2-day		Constant: Number of Daily Events in a Year				Ks		1.00 NA		benzene				0.0000		0.0000		0.0000		78.11		130		0.00023		0.000012		0.003		0.00387	
Absolute Pressure				Pa		14.55 psi		Eq. 1-35: Lw = VQ * KN * Kp * Wv * KB				Lw		0.00 lb/month		2,2,4 TMP				0.0000		0.0000		0.0000		114.23		130		0.00000		0.0000		0.003		0.03454	
Liquid Gas Constant				R		10.73 atia lb3/lb-mole R		Net Working Loss Throughout (Eq. 1-39: VO=5.614*Q)				VO		33 ft3/month		toluene				0.0001		0.0000		0.0001		92.14		130		0.00448		0.000011		0.003		0.03454	
Product Information				Product Type		Institute Fuel Oil No.2		Working Losses: Eq. 1-35: Lw = VQ * KN * Kp * Wv * KB				Lw		0.00 lb/month		ethylbenzene				0.0000		0.0000		0.0000		106.17		130		0.00287		0.000011		0.003		0.00361	
Vapor Molecular weight				Mv		130 lb/lb-mole		Working Loss Turnover Factor (Eq. 1-35: Kp=(180*N)/6N for N=36, else Kp=1)				KN		1.0000		xylene				0.0002		0.0001		0.0001		106.17		130		0.00536		0.000217		0.003		0.00378	
Average organic liquid density				WL		7.10 lb/gal		Working Loss Product Factor				Kp		1.00		naphthalene				0.0000		0.0000		0.0000		128.17		130		3.05E-04		9.92E-07		0.003		3.10E-04	
Average Reid Vapor Pressure				RVP		0.02		Stock Vapor Density				Wv		0.0001 lb/ft3		cumene				0.0000		0.0000		0.0000		120.19		130		0.00E+00		0.00E+00		0.003		0.00E+00	
Product factor: 0.4 for crude oils or 1 for other organic liquids				Kc		1.00		Vent Setting Correction Factor				KB		1.00		Liquid Mole Fraction Eq. 40-4 xi = (ZLi/Mi) / (Σ ZLi/Mi)				ZL1		M1		M		X		A1		B		C		Pva			
Vapor Pressure Equation Constant A				A		12.10		Vented Vapor Saturation Factor (Eq. 1-21: Ka = [(1+0.053*Pva^0.45)/Ka])				Ka		1.00		Individual HAPS				hexane		0.00000		188		86.18		0.00000		6.878		1171.5		224.37		1.0807	
Vapor Pressure Equation Constant B (Table 7.1-2)				B		8907.0		Vapor Pressure at Avg Daily Liquid Surface Temp				Pa		0.0032 psia		benzene				0.00001		188		78.11		0.00002		6.906		1211		220.79		0.6434			
Tank design data				Shell height		Hs		3.14 ft		Vapor Space Expansion Factor (Eq. 1-5: (ΔTv/TLA)=[(ΔPv-ΔPi)/(PA-PvA)])				KE		0.0458 per day		2,2,4 TMP				0.00000		188		114.23		0.00000		6.812		1257.8		220.74		0.3220	
Diameter				D		3.71 ft		Average Daily Vapor Temperature Range				ΔTv		24.89 °R		toluene				0.00032		188		92.14		0.00005		7.017		1377.6		222.64		0.1694			
Throughput				Q		270 gal/month		Average Daily Vapor Pressure Range				ΔPv		0.0014 psi		ethylbenzene				0.00013		188		106.17		0.00023		6.095		1419.3		212.61		0.0488			
Turnover				N		11.40 per year		Bre																													

HT TANK EMISSION CALCULATION

Tank No.	R-Fire Pump			Tank type	Horizontal Fixed Roof Tank								
ROUTINE EMISSIONS CALCULATIONS					ROUTINE EMISSIONS CALCULATIONS					HAPS Speciation			
Symbol					Symbol					Units			
Units					Units					ib/y			
Standing Losses: Eq. 1-2, $LS = 365 (Vv \cdot Wv \cdot KE \cdot Ks)$					LS 0.02 lb/yr					Product			
Total Losses (Eq. 1-1: $LT = LS+LW$)					LT 0.05 lb/yr					Total HAP Emissions = 0.004			
Time Period					Annual					Vapor Weight Concentrations			
Nearest US Location					Albany, NY					Eq. 40-2 L_1, Z_1, Z_2, L_2			
Daily total solar insolation on a horizontal surface: Table 7-1-7					1189.0 Btu/ft ² -day					Individual HAPS			
Absolute Pressure					P_A 14.55 psi					hexane			
Ideal Gas Constant					R 10.73 psi ft ³ /lb-mole R					benzene			
Working Losses: Eq. 1-35, $Lw = VQ \cdot KN \cdot Kw \cdot Wv \cdot KB$					Lw 0.02 lb/yr					2,2,4 TMP			
Net Working Loss Throughput (Eq. 1-39: $VQ=5 PA \cdot H_{VO}$)					VQ 0.01 ft ³ /yr					toluene			
Working Loss Throughput Factor					KN 1.0000					ethylbenzene			
Working Loss Product Factor					Kp 1.00					xylene			
Stock Vapor Density					Wv 0.0001 lb/ft ³					naphthalene			
Vent Setting Correction Factor					KB 1.0001					cumene			
Liquid Mole Fraction					Eq. 40-4 $X_1 = (Z_1 \cdot M_1) / M_L$					Component Vapor Pressure			
Vapor Pressure Equation Constant A					A 12.10					Individual HAPS			
Vapor Pressure Equation Constant B					B 89.07 °R					hexane			
Vented Vapor Saturation Factor: Eq. 1-21, $Ks = 1/(1+0.053 \cdot PA \cdot H_{VO})$					Ks 1.00					benzene			
Vapor Pressure at Avg Daily Liquid Surface Temperature					P_{VA} 0.0052 psia					2,2,4 TMP			
Vapor Space Outage					H_{VO} 0.00 ft					toluene			
Vapor Space Expansion Factor: Eq. 1-5: $(\Delta T_v / TLA) \cdot (1 / (AP - \Delta PB)) \cdot (PA / PVA)$					KE 0.0470 per day					ethylbenzene			
Average Daily Vapor Temperature Range					ΔT_v 26.15 °R					xylene			
Average Daily Vapor Pressure Range					ΔP_v 0.0023 psi					naphthalene			
Breather Vent Pressure Setting Range (Equation 1-10: $\Delta PB = PBP - PBV$)					PBP 0.0600 psi					cumene			
Vapor Pressure at Avg Daily Liquid Surface Temperature					PVA 0.0052 psia								
Average Daily Liquid Surface Temperature					TLA 512.85 °R								
Atmospheric Pressure					P_A 14.55 psia								
Average Daily Vapor Temperature Range (ΔT_v)													
Liquid height (assume 1/2 H_L)					H_L 0.96 ft								
Tank Insulation (pick from drop down list)					Not Insulated								
Tank Construction (pick from drop down list)					Welded								
Tank Shell Color (pick from drop down list)					Gray, light								
Tank Shell Condition (pick from drop down list)					Average								
Tank Interior Condition (pick from drop down list)					Light Rust								
Tank paint solar absorptance, dimensionless, Table 7-1-6					α 0.58								
Breather Vent Setting Range (Default Assumption: +/- 0.03)					PBP 0.03 psi								
PVN					-0.03								
True Vapor Pressure: Eq. 1-25, $PVA = \exp((A-BTLA))$													
Not Insulated					PVA 0.0051615								
Partially Insulated					PVA 0.0051975								
Fully Insulated					PVA 0.0047243								
Partially Insulated - Equation 1-8: $\Delta P_v = PVX - PVN$					ΔP_v 0.002015 psia								
Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using PVA)					PVA 0.00642 psia								
Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using PVN)					PVN 0.004412 psia								
Average daily maximum liquid surface temperature, deg R ($TLX = TLA + 0.25 \Delta T_v$)					TLX 519.15 °R								
Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.25 \Delta T_v$)					TLN 506.97 °R								
Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \alpha I$					TB 510.25 °R								
Fully Insulated ($\Delta P_v = 0$)					ΔP_v 0.00 psia								
Average Daily Liquid Surface Temperature (TLA)													
Not Insulated: Eq. 1-28, $TLA = 0.4 \cdot TAA + 0.6 \cdot TB + 0.069 \cdot PVA$					TLA 512.85 °R								
Partially Insulated: Eq. 1-29, $TLA = 0.3 \cdot TAA + 0.7 \cdot TB + 0.005 \cdot PVA$					TLA 512.06 °R								
Fully Insulated: $TLA = TB$					TLA 510.3 °R								
Vapor Space Volume (Eq. 1-3: $Vv = (Pi/4) D^2 H_{VO}$)					Vv 10.02 ft ³								
Effective Tank diameter					D_e 3.61 ft								
Effective Tank Height					H_e 1.96 ft								
Vapor Space Outage $H_{VO} = 1/2 H_e$					H_{VO} 0.98 ft								
Average Vapor Temperature (Tv)													
Not Insulated: Eq. 1-33, $Tv = 0.7 \cdot TAA + 0.3 \cdot TB + 0.009 \cdot PVA$					Tv 514.98 °R								
Partially Insulated: Eq. 1-34, $Tv = 0.6 \cdot TAA + 0.4 \cdot TB + 0.01 \cdot PVA$					Tv 515.87 °R								
Fully Insulated: $Tv = TB$					Tv 510.25 °R								
Stock Vapor Density: Eq. 1-22, $Wv = (Mv/PVA)/(R \cdot Tv)$													
Not Insulated					Wv 1.214E-04								
Partially Insulated					Wv 1.221E-04								
Fully Insulated					Wv 1.122E-04								

TANK R-Fire Pump

Monthly Calculations (continued)

APRIL

Tank No.	R-Fire Pump		ROUTINE EMISSIONS CALCULATIONS										R-Fire Pump		HAPS Speciation														
ROUTINE EMISSIONS CALCULATIONS			Symbol	Units											Symbol	Units	Product	ib/month											
Total Losses (Eq.1-1: $LT = LS + LW$)			LT	0.00	lb/month	Standing Losses: Eq.1-2, $LS = 365 \sqrt{V \cdot W \cdot V \cdot KE \cdot K_R}$					La	0.00	lb/month	Total HAP Emissions =					0.000										
				2.09E-06	ton/month	Vapor Space Volume					Vv	10.0	ft3	Eq. 40-2 $L_{11} = Z_{L1} \cdot L$															
						Vapor Space Density					Vw	0.0001	lb/ft3	Individual HAPS					L_{11} (lb/month)	Standing, lb/yr	Working, lb/yr	M_1	M_2	Z_{w1}	$P_1 = P_{VA}(X_1)$	P_{VA}	$y_1 = P_1 / P_{VA}$	y_i	
Time Period			April			Vapor Space Expansion Factor ($0 < KE \leq 1$): Eq. 1-5					KE	0.057	per day	hexane					0.0000	0.0000	0.0000	78.11	130	0.00216	0.000004	0.005	0.00067		
Nearest US Location			Albany, NY			Vented Vapor Saturation Factor					Ks	1.00	N/A	benzene					0.0000	0.0000	0.0000	114.23	130	0.00000	0.000000	0.005	0.00360		
Daily total solar insolation on a horizontal surface; Table 7-1-7			I	1496.0	Btu/ft ² -day	Constant: Number of Daily Events in a Year					365	30	days/month	toluene					0.0001	0.0001	0.0000	92.14	130	0.00292	0.000177	0.005	0.63374		
Absolute Pressure			P	14.55	psi	Working Losses: Eq.1-3, $L_w = VQ \cdot KN \cdot K_R \cdot W \cdot V \cdot W \cdot V \cdot KB$					Lw	0.06	lb/month	ethylbenzene					0.0009	0.0009	0.0000	106.17	130	0.00257	0.000019	0.005	0.00364		
Liquid Class Constant			R	10.73	psi ft3/lb-mole R	Net Working Loss Throughout (Eq. 1-39: $VQ = 5.614 \cdot Q$)					KN	1.0000		xylene					0.0002	0.0001	0.0001	106.17	130	0.05761	0.000370	0.005	0.07653		
Product Information						Working Loss Turnover Factor (Eq. 1-35: $K_w = 180 \cdot N \cdot JEN$ for $n \geq 36$, else $K_w = 1$)					Kp	1.00		naphthalene					0.0000	0.0000	0.0000	128.17	130	3.71E-04	1.98E-06	0.005	3.76E-04		
Product Type			Distillate Fuel Oil No.2			Stock Vapor Density					Wv	0.0001	lb/ft3	cumene					0.0000	0.0000	0.0000	120.19	130	0.00E+00	0.00E+00	0.005	0.00E+00		
Vapor Molecular weight			Mv	130	Lb/lb-mole	Vent Setting Correction Factor					KB	1.00		Liquid Mole Fraction					Component Vapor Pressure										
Average organic liquid density			WL	7.10	lb/gal	Vented Vapor Saturation Factor (Eq. 1-21: $K_s = 1 / (1 + 0.053 \cdot P \cdot V \cdot W \cdot V)$)					Ks	1.06		Eq. 40-4 $x_i = (Z_{L1} - Z_{L1}) / M_1$					Z_{L1}	M_1	M_2	X	A	B	C	D_{11}			
Average Reid Vapor Pressure			RVP	0.02		Vapor Pressure at Avg Daily Liq Surface Temp					PvA	0.005	psia	hexane					0.0000	188	86.18	0.00000	8.878	117.15	224.37	1.6185			
Product factor: 0.4 for crude oils or 1 for other organic liquids			Kc	1.00		Vapor Space Outage					Hvo	0.00	ft	benzene					0.0001	188	78.11	0.00002	6.906	1211	220.79	0.8801			
Vapor Pressure Equation Constant A			A	12.10										2.2.4 TMP					0.00000	188	114.23	0.00000	6.812	1257.8	220.74	0.4904			
Vapor Pressure Equation Constant B (Table 7-1-2)			B	8907.0	°R									toluene					0.00032	188	92.14	0.00065	7.017	1377.6	222.64	0.2713			
Tank design data						Vapor Space Expansion Factor (Eq. 1-5: $(\Delta T_v / T_{LA}) \cdot (\Delta P_v / \Delta P_B) \cdot (P_A / P_{VA})$)					KE	0.0573	per day	ethylbenzene					0.00013	188	106.17	0.00023	6.95	1419.3	212.61	0.0829			
Shell height			Hs	1.96	ft	Average Daily Vapor Temperature Range					ΔT_v	31.42	°R	xylene					0.00290	188	106.17	0.00514	7.009	1462.3	215.11	0.0721			
Diameter			D	3.61	ft	Average Daily Vapor Pressure Range					ΔP_v	0.0028	psi	naphthalene					0.00076	188	128.17	0.00111	7.146	1631.6	211.82	0.0018			
Throughput			Q	125	gal/month	Breather Vent Pressure Setting Range (Equation 1-10: $\Delta P_B = PBP - PBV$)					ΔP_B	0.0650	psi	cumene					0.00003	188	120.19	0.00000	6.929	1455.8	207.2	0.0380			
Turnovers			N	10.14	per year	Vapor Pressure at Avg Daily Liq Surface Temp					PvA	0.0002	psia																
Roof Type			SR	0.00		Average Daily Liquid Surface Temperature					T _{LA}	513.35	°R																
Tank Cone Roof Slope (if unknown, use 0.0625)			SR	0.0625	ft/ft	Atmospheric Pressure					P _a	14.55	psia																
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))			RR	NA																									
Maximum Filling Height - use (Pi4/D) if unknown			HLX	0.36	ft	Average Daily Vapor Temperature Range (ΔT_v)					ΔT_v	20.1	°R																
Minimum Filling Height (use 0 if unknown)			HLN	1.00	ft	Average daily ambient temperature range - Equation 1-11 ($\Delta T_A = T_{AX} - T_{AN}$)					ΔT_A	31.42	°R																
Liquid height (assume 1/2 H _L)			HL	0.98	ft	Not Insulated - Equation 1-7 ($\Delta T_V = 0.7 \Delta T_A + 0.02 \text{ or } 1$)					ΔT_V	31.42	°R																
Tank Insulation (pick from drop down list)			Not Insulated			Partially Insulated - Equation 1-8 ($\Delta T_V = 0.8 \Delta T_A + 0.02 \text{ or } 1$)					ΔT_V	28.41	°R																
Tank Construction (pick from drop down list)			Welded			Fully Insulated, constant temperature					ΔT_V	0.09	°R																
Tank Shell Color (pick from drop down list)			Gray, light																										
Tank Shell Condition (pick from drop down list)			Average																										
Tank Interior Condition (pick from drop down list)			Light Rust			Average Daily Vapor Pressure Range (ΔP_v)					ΔP_v	0.00281	psia																
Tank paint solar absorptance, dimensionless; Table 7-1-6			α	0.58		Not Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$					ΔP_v	0.00682	psia																
Breather Vent Setting Range (Default Assumption: ± 0.03)			PBP	0.03	psi	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25: $P_{VX} = \exp(\Delta P_v)$)					PvX	0.00401	psia																
				-0.03		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25: $P_{VN} = \exp(\Delta P_v)$)					PvN	0.00401	psia																
True Vapor Pressure: Eq. 1-25, $P_{VA} = \exp(A - (B/T_{LA}))$						Average daily max. liquid surface temp.; Fig. 7-1-17: $T_{LX} = T_{LA} + 0.25 \Delta T_v$					T _{LX}	521.21	°R																
Not Insulated			P _{Va}	0.0052489		Average daily min. liquid surface temp.; Fig. 7-1-17: $T_{LN} = T_{LA} - 0.25 \Delta T_v$					T _{LN}	505.49	°R																
Partially Insulated			P _{Va}	0.0052953																									
Fully Insulated			P _{Va}	0.004692		Partially Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$					ΔP_v	0.00385	psia																
Average Daily Ambient Temperature (TAA); Eq. 1-30: $T_{AA} = (T_{AX} + T_{AN}) / 2$			TAA	507.45	°R	Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using P_{VX})					PvX	0.00676	psia																
Average daily maximum ambient temperature; Table 7-1-7			TAX	517.50	°R	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using P_{VN})					PvN	0.0041162	psia																
Average daily minimum ambient temperature; Table 7-1-7			TAN	497.40	°R	Average daily maximum liquid surface temperature; deg R ($T_{LX} = T_{LA} + 0.2 \Delta T_v$)					T _{LX}	520.96	°R																
						Average daily minimum liquid surface temperature; deg R ($T_{LN} = T_{LA} - 0.25 \Delta T_v$)					T _{LN}	506.26	°R																
Liquid Bulk Temperature; Eq. 1-31: $T_B = T_{AA} + 0.003 \text{ or } 1$			TB	510.05	°R	Fully Insulated ($\Delta P_v = 0$)					ΔP_v	0.00	psia																
Average Daily Liquid Surface Temperature (TLA)						Vapor Space Volume (Eq.1-3: $V_v = ((PI/4) \cdot D^2 \cdot H_v)$)					Vv	10.02	ft3																
Not Insulated; Eq. 1-28, $T_{LA} = 0.4 \cdot T_{AA} + 0.6 \cdot T_B + 0.005 \cdot \alpha$			T _{LA}	513.35	°R	Effective Tank diameter					D _e	3.61	ft																
Partially Insulated; Eq. 1-29, $T_{LA} = 0.3 \cdot T_{AA} + 0.7 \cdot T_B + 0.005 \cdot \alpha \cdot R^2$			T _{LA}	513.61	°R	Effective Tank Height					H _e	1.96	ft																
Fully Insulated: $T_{LA} = T_B$			T _{LA}	510.1	°R	Vapor Space Outage $H_{vo} = 1/2 \cdot H_v$					H _{vo}	0.98	ft																
Average Vapor Temperature (Tv)																													
Not Insulated; Eq. 1-33, $T_v = 0.7 \cdot T_{AA} + 0.3 \cdot T_B + 0.009 \cdot \alpha$			Tv	516.04	°R																								
Partially Insulated; Eq. 1-34, $T_v = 0.8 \cdot T_{AA} + 0.4 \cdot T_B + 0.01 \cdot \alpha \cdot R^2$			Tv	517.17	°R																								
Fully Insulated; $T_v = T_B$			Tv	510.05	°R																								
Stock Vapor Density: Eq. 1-22, $W_v = (M_v \cdot P_{VA}) / (R \cdot T_v)$																													
Not Insulated			Wv	1.232E-04																									
Partially Insulated			Wv	1.240E-04																									
Fully Insulated			Wv	1.114E-04																									

Monthly Calculations (continued)

MAY

Tank No.	R-Fire Pump		ROUTINE EMISSIONS CALCULATIONS		Symbol		Units		HAPS Speciation		lb/month				
ROUTINE EMISSIONS CALCULATIONS		Symbol		Units		Standing Losses: Eq 1-2, $L_s = 365 (V_v \cdot W_v \cdot KE \cdot K_s)$		Symbol		Units		Product		Diesel	
Total Losses (Eq 1-1: $L_T = L_S + L_W$)		LT		0.61 lb/month		Vapor Space Volume		Vv		10.0 ft ³		Total HAP Emissions = 0.001			
Time Period		May		3.18E-06 ton/month		Stock Vapor Density		Wv		0.0002 lb/ft ³		Eq 40-2 $L_{11} = Z_{11}(L_U)$			
Nearest US Location		Albany, NY		Vapor Space Expansion Factor ($D < K \leq 1$): Eq. 1-5		KE		0.063 per day		Individual HAPS		L ₁₁ (lb/month)			
Daily total solar insolation on a horizontal surface; Table 7.1-7		I _s 1739.0 Btu/ft ² -day		Vent Vapor Saturation Factor		Ks		1.00 NA		hexane		0.0000			
Absolute Pressure		P _a 14.55 psi		Working Losses: Eq 1-3, $L_w = VQ \cdot KN \cdot Kp \cdot Wv \cdot KB$		KN		1.0000		benzene		0.0000			
Liquid Gas Constant		R 10.73 gas ft ³ /lb-mole R		Net Working Loss Throughput (Eq. 1-3: $VQ = 5.614 \cdot Q$)		VQ		17 ft ³ /month		toluene		0.0001			
Product Information		Product Type		Working Loss Turnover Factor (Eq. 1-3: $K_{w1}(180 \cdot NEN)$ for N=36, else $K_{w1}=1$)		Kp		1.00		ethylbenzene		0.0000			
Vapor Molecular weight		MW 130 lb/lb-mole		Vent Setting Correction Factor		KB		1.00		xylene		0.0004			
Average organic liquid density		Wl 7.10 lb/gal		Vapor Saturation Factor (Eq. 1-2: $K_s = 1/(1+0.053 \cdot P_{VA} \cdot H_{VO})$)		Ks		1.00		naphthalene		0.0000			
Average Reid Vapor Pressure		RVP 0.02		Vapor Pressure at Avg Daily Liq Surface Temp		PvA		0.0077 psia		cumene		0.0000			
Product factor, 0.4 for crude oils or 1 for other organic liquids		KPC 1.00		Vapor Space Outage		Hvo		0.00 ft		Liquid Mole Fraction		Eq. 40-4 $X_i = (Z_i/L_{11}) \cdot M_i$			
Vapor Pressure Constant A		A 12.16		Average Daily Vapor Temperature Range (ΔT_v)		ΔT_v		34.87 °R		Z _i		M _i			
Vapor Pressure Equation Constant B (Table 7.1-2)		B 8907.0 °R		Average Daily Vapor Pressure Range		ΔP_v		0.0044 psi		M		X			
Tank design data		Shell height		Average Daily Liquid Surface Temperature		TLA		524.76 °R		M ₁		M ₂			
Diameter		D 3.61 ft		Atmospheric Pressure		P _a		14.55 psia		M ₃		M ₄			
Throughput		Q 125 gal/month		Average daily ambient temperature range - Equation 1-11 ($\Delta T_A = T_{AX} - T_{AN}$)		ΔT_A		21.0 °R		M ₅		M ₆			
Turnovers		N 9.51 per year		Average daily maximum liquid surface temp. (Eq. 1-25 $P_{VX} = \exp(\Delta P_v)$)		ΔP_v		0.00435 psia		M ₇		M ₈			
Roof Type		R 0.00		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 $P_{VX} = \exp(\Delta P_v)$)		ΔP_v		0.01010 psia		M ₉		M ₁₀			
Tank Cone Roof Slope (if unknown, use 0.0825)		SR 0.0825 ft/ft		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 $P_{VN} = \exp(\Delta P_v)$)		ΔP_v		0.00575 psia		M ₁₁		M ₁₂			
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))		RR 0.96 ft		Average daily max. liquid surface temp.; Fig. 7.1-17 $TLX = TLA + 0.25 \Delta T_v$		TLX		533.48 °R		M ₁₃		M ₁₄			
Maximum Filling Height - use (P _{VA} /D) if unknown		HLX 0.96 ft		Average daily min. liquid surface temp.; Fig. 7.1-17 $TLN = TLA - 0.25 \Delta T_v$		TLN		516.04 °R		M ₁₅		M ₁₆			
Minimum Filling Height (use 0 if unknown)		HLN 1.00 ft		Partially Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$		ΔP_v		0.00412 psia		M ₁₇		M ₁₈			
Liquid height (assume 1/2 H _L)		HL 0.98 ft		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using P_{VX})		P_{VX}		0.01003 psia		M ₁₉		M ₂₀			
Tank Insulation (pick from drop down list)		Not Insulated		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using P_{VN})		P_{VN}		0.005909 psia		M ₂₁		M ₂₂			
Tank Construction (pick from drop down list)		Welded		Average daily maximum liquid surface temperature, deg R ($TLX = TLA + 0.2 \Delta T_v$)		TLX		533.25 °R		M ₂₃		M ₂₄			
Tank Shell Color (pick from drop down list)		Gray, light		Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.25 \Delta T_v$)		TLN		516.87 °R		M ₂₅		M ₂₆			
Tank Shell Condition (pick from drop down list)		Average		Fully Insulated (Constant temperature)		ΔT_v		0.00 °R		M ₂₇		M ₂₈			
Tank Interior Condition (pick from drop down list)		Light Rust		Average Daily Vapor Pressure Range (ΔP_v)		ΔP_v		0.00435 psia		M ₂₉		M ₃₀			
Tank paint solar absorptance, dimensionless; Table 7.1-6		α 0.58		Not Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$		ΔP_v		0.00435 psia		M ₃₁		M ₃₂			
Breather Vent Setting Range (Default Assumption: <= 0.03)		PBP 0.03 psi		Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 $P_{VX} = \exp(\Delta P_v)$)		ΔP_v		0.01010 psia		M ₃₃		M ₃₄			
True Vapor Pressure; Eq. 1-25, $P_{VA} = \exp(A \cdot (B/TLA))$		-0.63		Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 $P_{VN} = \exp(\Delta P_v)$)		ΔP_v		0.00575 psia		M ₃₅		M ₃₆			
Not Insulated		P _{VX} 0.0076541		Average daily max. liquid surface temp.; Fig. 7.1-17 $TLX = TLA + 0.25 \Delta T_v$		TLX		533.48 °R		M ₃₇		M ₃₈			
Partially Insulated		P _{VX} 0.0077293		Average daily min. liquid surface temp.; Fig. 7.1-17 $TLN = TLA - 0.25 \Delta T_v$		TLN		516.04 °R		M ₃₉		M ₄₀			
Fully Insulated		P _{VX} 0.0067555		Partially Insulated - Equation 1-9: $\Delta P_v = P_{VX} - P_{VN}$		ΔP_v		0.00412 psia		M ₄₁		M ₄₂			
Average Daily Ambient Temperature (TAA); Eq. 1-30 $TAA = (T_{AX} + T_{AN})/2$		TAA 517.90 °R		Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using P_{VX})		P_{VX}		0.01003 psia		M ₄₃		M ₄₄			
Average daily maximum ambient temperature; Table 7.1-7		TAX 528.40 °R		Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using P_{VN})		P_{VN}		0.005909 psia		M ₄₅		M ₄₆			
Average daily minimum ambient temperature; Table 7.1-7		TAN 507.40 °R		Average daily maximum liquid surface temperature, deg R ($TLX = TLA + 0.2 \Delta T_v$)		TLX		533.25 °R		M ₄₇		M ₄₈			
Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.25 \Delta T_v$)		TLN 516.87 °R		Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.25 \Delta T_v$)		TLN		516.87 °R		M ₄₉		M ₅₀			
Liquid Bulk Temperature; Eq. 1-31: $TB = TAA + 0.003 \text{ os l}$		TB 520.93 °R		Fully Insulated ($\Delta P_v = 0$)		ΔP_v		0.00 psia		M ₅₁		M ₅₂			
Average Daily Liquid Surface Temperature (TLA)		TLA 524.76 °R		Vapor Space Volume (Eq.1-3: $V_v = ((PI/4) \cdot D^2 \cdot H_v)$		Vv		10.02 ft ³		M ₅₃		M ₅₄			
Not Insulated; Eq. 1-28, $TLA = 0.4 \cdot TAA + 0.6 \cdot TB + 0.005 \cdot \alpha \cdot I$		TLA 524.76 °R		Effective Tank diameter		D _e		3.61 ft		M ₅₅		M ₅₆			
Partially Insulated; Eq. 1-29, $TLA = 0.3 \cdot TAA + 0.7 \cdot TB + 0.005 \cdot \alpha \cdot I$		TLA 525.06 °R		Effective Tank Height		H _v		1.96 ft		M ₅₇		M ₅₈			
Fully Insulated; $TLA = TB$		TLA 520.9 °R		Vapor Space Outage $H_{vo} = 1/2 \cdot H_v$		H _{vo}		0.98 ft		M ₅₉		M ₆₀			
Average Vapor Temperature (Tv)		Tv 527.89 °R		Not Insulated; Eq. 1-33, $T_v = 0.7 \cdot TAA + 0.3 \cdot TB + 0.009 \cdot \alpha \cdot I$		Tv		527.89 °R		M ₆₁		M ₆₂			
Partially Insulated; Eq. 1-34, $T_v = 0.6 \cdot TAA + 0.4 \cdot TB + 0.01 \cdot \alpha \cdot I$		Tv 529.20 °R		Fully Insulated; $T_v = TB$		Tv		520.93 °R		M ₆₃		M ₆₄			
Stock Vapor Density; Eq. 1-22, $W_v = (M_v \cdot P_{VA})/(R \cdot T_v)$		Wv 1.757E-04		Not Insulated		Wv		1.757E-04		M ₆₅		M ₆₆			
Partially Insulated		Wv 1.769E-04		Partially Insulated		Wv		1.769E-04		M ₆₇		M ₆₈			
Fully Insulated		Wv 1.571E-04		Fully Insulated		Wv		1.571E-04		M ₆₉		M ₇₀			

Vapor Weight Concentrations
Eq. 40-6 $Z_i = y_i \cdot M_i / M_v$

Vapor Mole Fraction
Eq. 40-5 $y_i = P_i / P_{VA}$

M ₁	M ₂	Z ₁	Z ₂	P _{VA} (K)	P _{VA}	y ₁	y ₂
86.18	130	0.00041	0.00005	0.00005	0.008	0.00062	0.0039
78.11	130	0.00023	0.000026	0.000026	0.008	0.0039	0.0039
114.23	130	0.00000	0.00000	0.00000	0.008	0.00000	0.00000
92.14	130	0.00340	0.00025	0.008	0.008	0.0361	0.0039
106.17	130	0.00304	0.000028	0.008	0.008	0.0372	0.0039
106.17	130	0.00907	0.00054	0.008	0.008	0.0723	0.0039
128.17	130	4.28E-04	3.32E-06	0.008	0.008	4.34E-04	0.0039
120.16	130	0.00E+00	0.00E+00	0.008	0.008	0.00E+00	0.0039

[illegible]

Monthly Calculations (continued)

Monthly Calculations (continued)												
JULY												
Tank No.	R-Fire Pump											
ROUTINE EMISSIONS CALCULATIONS			Symbol	Units	ROUTINE EMISSIONS CALCULATIONS					Symbol	Units	
Product					Product							
Total Losses (Eq.1-1; LT = LS+LW)			LT	0.01 lb/month	Total HAP Emissions = Eq. 40-2: L ₁ +ΣZ ₀ (L ₁)					0.001		
Time Period			July		Individual HAPS					L ₁ (lb/month)	Standing, lb/yr	
Nearest US Location			Albany, NY		hexane					0.0000	0.0000	
Daily total solar insolation on a horizontal surface; Table 7.1-7			I	1672.0 btu/ft ² -day	benzene					0.0000	0.0000	
Absolute Pressure			P _A	14.55 psi	2,2,4 TMP					0.0000	0.0000	
Ideal Gas Constant			R	10.73 psia ft ³ /lb-mole R	toluene					0.0002	0.0001	
Product Information					ethylbenzene					0.0000	0.0000	
Product Type			Isillate Fuel Oil No.2		xylene					0.0006	0.0003	
Vapor Molecular weight			M _v	130 lb/lb-mole	naphthalene					0.0000	0.0000	
Average organic liquid density			W _L	7.10 lb/gal	cumene					0.0000	0.0000	
Average Reid Vapor Pressure			RVP	0.02								
Product factor, 0.4 for crude oils or 1 for other organic liquids			K _c	1.00								
Vapor Pressure Equation Constant A			A	12.10	Liquid Mole Fraction					Component Vapor Pressure		
Vapor Pressure Equation Constant B (Table 7.1-2)			B	8907.0 °R	Eq. 40-4: x ₁ = (Z ₁ M ₁)/M ₁					P _{V,A} =(0.01937)10 ⁶ (A-(B/(TLA+C)))		
Tank design data					Individual HAPS					Z ₁	M ₁	
Shell height			H _S	1.96 ft	hexane					0.00000	188	
Diameter			D	3.61 ft	benzene					0.00001	188	
Throughput			Q	125 gal/month	2,2,4 TMP					0.00000	188	
Turnovers			N	9.81 per year	toluene					0.00013	188	
Roof Type				0.00	ethylbenzene					0.00013	188	
Tank Cone Roof Slope (if unknown, use 0.0625)			SR	0.0625 ft/ft	xylene					0.00290	188	
Dome Roof Radius (if unknown, use tank diameter (D) or (2R _s))			RR	NA ft	naphthalene					0.00076	188	
Maximum Filling Height -use (P ₁₆ /D) if unknown			HLX	0.96 ft	cumene					0.00000	188	
Minimum Filling Height (use 0 if unknown)			HLN	1.00 ft								
Liquid height (assume 1/2 H _L)			HL	0.96 ft	Average Daily Vapor Temperature Range (ΔT _v)							
Not Insulated					Average daily ambient temperature range - Equation 1-11 (ΔTA=TAX-TAN)					ΔTA	19.3 °R	
Welded					Not Insulated - Equation 1-7 (ΔT _v = 0.7 ΔTA + 0.02 g I)					ΔT _v	35.23 °R	
Gray, light					Partially Insulated - Equation 1-8 (ΔT _v = 0.6 ΔTA + 0.02 or I)					ΔT _v	33.30 °R	
Average					Fully Insulated, constant temperature					ΔT _v	0.00 °R	
Light Rust					Average Daily Vapor Pressure Range (ΔP _v)							
Tank paint solar absorbance, dimensionless; Table 7.1-6			α	0.58	Not Insulated - Equation 1-9: ΔP _v = P _{VX} - P _{VN}					ΔP _v	0.00648 psia	
Breather Vent Setting Range (Default Assumption: +/- 0.03)			PBP	0.03 psi	Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 P _{VX} = exp(A					P _{VX}	0.01551 psia	
True Vapor Pressure; Eq. 1-25, P _V A = exp(A-(B/TLA))				-0.03	Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 P _{VN} = exp(A					P _{VN}	0.00903 psia	
Not Insulated			P _{V,A}	0.0118879	Average daily max. liquid surface temp.; Fig. 7.1-17 TLX = TLA + 0.25ΔT _v					TLX	547.54 °R	
Partially Insulated			P _{V,A}	0.0120073	Average daily min. liquid surface temp.; Fig. 7.1-17 TLN = TLA - 0.25ΔT _v					TLN	529.93 °R	
Fully Insulated			P _{V,A}	0.0104639								
Average Daily Ambient Temperature (TAA); Eq. 1-30 TAA = (TAX+TAN			TAA	531.35 °R	Partially Insulated - Equation 1-9: ΔP _v = P _{VX} - P _{VN}					ΔP _v	0.00617 psia	
Average daily maximum ambient temperature; Table 7.1-7			TAX	541.00 °R	Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using					P _{VX}	0.01544 psia	
Average daily minimum ambient temperature; Table 7.1-7			TAN	521.70 °R	Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using					P _{VN}	0.0092662 psia	
Liquid Bulk Temperature; Eq. 1-31: TB = TAA + 0.003 as I			TB	534.61 °R	Average daily maximum liquid surface temperature, deg R (TLX = TLA + 0.2					TLX	547.36 °R	
Average Daily Liquid Surface Temperature (TLA)					Average daily minimum liquid surface temperature, deg R (TLN = TLA - 0.25					TLN	530.74 °R	
Not Insulated; Eq. 1-26, TLA = 0.4*TAA + 0.6*TB + 0.009*o ^o F			TLA	538.73 °R	Fully Insulated (ΔP _v = 0)					ΔP _v	0.00 psia	
Partially Insulated; Eq. 1-29, TLA = 0.3*TAA + 0.7*TB + 0.005*o ^o F			TLA	539.95 °R	Vapor Space Volume (Eq.1-3; V _v = (PI / 4) D ² H _v)					V _v	10.02 ft ³	
Fully Insulated; TLA = TB			TLA	534.6	Effective Tank diameter					D _t	3.61 ft	
Average Vapor Temperature (T _v)					Effective Tank Height					H _t	1.96 ft	
Not Insulated; Eq. 1-33, T _v = 0.7*TAA + 0.3*TB + 0.009*o ^o F			T _v	542.10 °R	Vapor Space Outage H _{vo} = 1/2 H _L					H _{vo}	0.98 ft	
Partially Insulated; Eq. 1-34, T _v = 0.6*TAA + 0.4*TB + 0.01*o ^o F			T _v	543.51 °R								
Fully Insulated; T _v = TB			T _v	534.61 °R								
Stock Vapor Density; Eq. 1-22, W _v = (M _v *P _{V,A})/(R*T _v)												
Not Insulated			W _v	2.657E-04								
Partially Insulated			W _v	2.676E-04								
Fully Insulated			W _v	2.371E-04								

Monthly Calculations (continued)

Monthly Calculations (continued)										AUGUST														
Tank No.	ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS				ROUTINE EMISSIONS CALCULATIONS			
	Symbol	Units			Symbol	Units			Symbol	Units			Symbol	Units			Symbol	Units			Symbol	Units		
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Monthly Calculations (continued)

OCTOBER

Tank No.	R-Fire Pump		ROUTINE EMISSIONS CALCULATIONS		HAPS Specification	
ROUTINE EMISSIONS CALCULATIONS		Symbol	Units	Product		
Symbol		Units	Symbol	Units		
Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$		Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$	Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$	Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$		
Total Losses (Eq.1-1: $LT = LS+LW$)		Total Losses: Eq. 1-1: $LT = LS+LW$	Total Losses: Eq. 1-1: $LT = LS+LW$	Total Losses: Eq. 1-1: $LT = LS+LW$		
Time Period		Time Period	Time Period	Time Period		
Nearest US Location		Nearest US Location	Nearest US Location	Nearest US Location		
Daily total solar insolation on a horizontal surface, Table 7.1-7		Daily total solar insolation on a horizontal surface, Table 7.1-7	Daily total solar insolation on a horizontal surface, Table 7.1-7	Daily total solar insolation on a horizontal surface, Table 7.1-7		
Absolute Pressure		Absolute Pressure	Absolute Pressure	Absolute Pressure		
Liquid Class Constant		Liquid Class Constant	Liquid Class Constant	Liquid Class Constant		
Product Information		Product Information	Product Information	Product Information		
Product Type		Product Type	Product Type	Product Type		
Vapor Molecular weight		Vapor Molecular weight	Vapor Molecular weight	Vapor Molecular weight		
Average organic liquid density		Average organic liquid density	Average organic liquid density	Average organic liquid density		
Average Reid Vapor Pressure		Average Reid Vapor Pressure	Average Reid Vapor Pressure	Average Reid Vapor Pressure		
Product factor, 0.4 for crude oils or 1 for other organic liquids		Product factor, 0.4 for crude oils or 1 for other organic liquids	Product factor, 0.4 for crude oils or 1 for other organic liquids	Product factor, 0.4 for crude oils or 1 for other organic liquids		
Vapor Pressure Equation Constant A		Vapor Pressure Equation Constant A	Vapor Pressure Equation Constant A	Vapor Pressure Equation Constant A		
Vapor Pressure Equation Constant B (Table 7.1-2)		Vapor Pressure Equation Constant B (Table 7.1-2)	Vapor Pressure Equation Constant B (Table 7.1-2)	Vapor Pressure Equation Constant B (Table 7.1-2)		
Tank design data		Tank design data	Tank design data	Tank design data		
Shell height		Shell height	Shell height	Shell height		
Diameter		Diameter	Diameter	Diameter		
Throughput		Throughput	Throughput	Throughput		
Turnovers		Turnovers	Turnovers	Turnovers		
Roof type		Roof type	Roof type	Roof type		
Tank Cone Roof Slope (if unknown, use 0.0625)		Tank Cone Roof Slope (if unknown, use 0.0625)	Tank Cone Roof Slope (if unknown, use 0.0625)	Tank Cone Roof Slope (if unknown, use 0.0625)		
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))		Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))		
Maximum Filling Height - use (Pi4/D) if unknown		Maximum Filling Height - use (Pi4/D) if unknown	Maximum Filling Height - use (Pi4/D) if unknown	Maximum Filling Height - use (Pi4/D) if unknown		
Minimum Filling Height (use 0 if unknown)		Minimum Filling Height (use 0 if unknown)	Minimum Filling Height (use 0 if unknown)	Minimum Filling Height (use 0 if unknown)		
Liquid height (assume 1/2 H _L)		Liquid height (assume 1/2 H _L)	Liquid height (assume 1/2 H _L)	Liquid height (assume 1/2 H _L)		
Tank Insulation (pick from drop down list)		Tank Insulation (pick from drop down list)	Tank Insulation (pick from drop down list)	Tank Insulation (pick from drop down list)		
Tank Construction (pick from drop down list)		Tank Construction (pick from drop down list)	Tank Construction (pick from drop down list)	Tank Construction (pick from drop down list)		
Tank Shell Color (pick from drop down list)		Tank Shell Color (pick from drop down list)	Tank Shell Color (pick from drop down list)	Tank Shell Color (pick from drop down list)		
Tank Shell Condition (pick from drop down list)		Tank Shell Condition (pick from drop down list)	Tank Shell Condition (pick from drop down list)	Tank Shell Condition (pick from drop down list)		
Tank Interior Condition (pick from drop down list)		Tank Interior Condition (pick from drop down list)	Tank Interior Condition (pick from drop down list)	Tank Interior Condition (pick from drop down list)		
Tank paint color absence, dimensions, Table 7.1-6		Tank paint color absence, dimensions, Table 7.1-6	Tank paint color absence, dimensions, Table 7.1-6	Tank paint color absence, dimensions, Table 7.1-6		
Breather Vent Setting Range (Default Assumption: +/- 0.03)		Breather Vent Setting Range (Default Assumption: +/- 0.03)	Breather Vent Setting Range (Default Assumption: +/- 0.03)	Breather Vent Setting Range (Default Assumption: +/- 0.03)		
True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$		True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$		
Not Insulated		Not Insulated	Not Insulated	Not Insulated		
Partially Insulated		Partially Insulated	Partially Insulated	Partially Insulated		
Fully Insulated		Fully Insulated	Fully Insulated	Fully Insulated		
Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$		Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$		
Average daily maximum ambient temperature, Table 7.1-7		Average daily maximum ambient temperature, Table 7.1-7	Average daily maximum ambient temperature, Table 7.1-7	Average daily maximum ambient temperature, Table 7.1-7		
Average daily minimum ambient temperature, Table 7.1-7		Average daily minimum ambient temperature, Table 7.1-7	Average daily minimum ambient temperature, Table 7.1-7	Average daily minimum ambient temperature, Table 7.1-7		
Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$		Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$		
Average Daily Liquid Surface Temperature (TLA)		Average Daily Liquid Surface Temperature (TLA)	Average Daily Liquid Surface Temperature (TLA)	Average Daily Liquid Surface Temperature (TLA)		
Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$		Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$		
Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$		Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$		
Fully Insulated: $TLA = TB$		Fully Insulated: $TLA = TB$	Fully Insulated: $TLA = TB$	Fully Insulated: $TLA = TB$		
Average Vapor Temperature (Tv)		Average Vapor Temperature (Tv)	Average Vapor Temperature (Tv)	Average Vapor Temperature (Tv)		
Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$		Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$		
Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$		Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$		
Fully Insulated: $Tv = TB$		Fully Insulated: $Tv = TB$	Fully Insulated: $Tv = TB$	Fully Insulated: $Tv = TB$		
Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$		Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$	Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$	Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$		
Not Insulated		Not Insulated	Not Insulated	Not Insulated		
Partially Insulated		Partially Insulated	Partially Insulated	Partially Insulated		
Fully Insulated		Fully Insulated	Fully Insulated	Fully Insulated		

ROUTINE EMISSIONS CALCULATIONS		ROUTINE EMISSIONS CALCULATIONS		HAPS Specification	
Symbol		Units		Product	
Symbol		Units		Units	
Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$		Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$		Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$	
Total Losses (Eq.1-1: $LT = LS+LW$)		Total Losses: Eq. 1-1: $LT = LS+LW$		Total Losses: Eq. 1-1: $LT = LS+LW$	
Time Period		Time Period	Time Period	Time Period	
Nearest US Location		Nearest US Location	Nearest US Location	Nearest US Location	
Daily total solar insolation on a horizontal surface, Table 7.1-7		Daily total solar insolation on a horizontal surface, Table 7.1-7	Daily total solar insolation on a horizontal surface, Table 7.1-7	Daily total solar insolation on a horizontal surface, Table 7.1-7	
Absolute Pressure		Absolute Pressure	Absolute Pressure	Absolute Pressure	
Liquid Class Constant		Liquid Class Constant	Liquid Class Constant	Liquid Class Constant	
Product Information		Product Information	Product Information	Product Information	
Product Type		Product Type	Product Type	Product Type	
Vapor Molecular weight		Vapor Molecular weight	Vapor Molecular weight	Vapor Molecular weight	
Average organic liquid density		Average organic liquid density	Average organic liquid density	Average organic liquid density	
Average Reid Vapor Pressure		Average Reid Vapor Pressure	Average Reid Vapor Pressure	Average Reid Vapor Pressure	
Product factor, 0.4 for crude oils or 1 for other organic liquids		Product factor, 0.4 for crude oils or 1 for other organic liquids	Product factor, 0.4 for crude oils or 1 for other organic liquids	Product factor, 0.4 for crude oils or 1 for other organic liquids	
Vapor Pressure Equation Constant A		Vapor Pressure Equation Constant A	Vapor Pressure Equation Constant A	Vapor Pressure Equation Constant A	
Vapor Pressure Equation Constant B (Table 7.1-2)		Vapor Pressure Equation Constant B (Table 7.1-2)	Vapor Pressure Equation Constant B (Table 7.1-2)	Vapor Pressure Equation Constant B (Table 7.1-2)	
Tank design data		Tank design data	Tank design data	Tank design data	
Shell height		Shell height	Shell height	Shell height	
Diameter		Diameter	Diameter	Diameter	
Throughput		Throughput	Throughput	Throughput	
Turnovers		Turnovers	Turnovers	Turnovers	
Roof type		Roof type	Roof type	Roof type	
Tank Cone Roof Slope (if unknown, use 0.0625)		Tank Cone Roof Slope (if unknown, use 0.0625)	Tank Cone Roof Slope (if unknown, use 0.0625)	Tank Cone Roof Slope (if unknown, use 0.0625)	
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))		Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	
Maximum Filling Height - use (Pi4/D) if unknown		Maximum Filling Height - use (Pi4/D) if unknown	Maximum Filling Height - use (Pi4/D) if unknown	Maximum Filling Height - use (Pi4/D) if unknown	
Minimum Filling Height (use 0 if unknown)		Minimum Filling Height (use 0 if unknown)	Minimum Filling Height (use 0 if unknown)	Minimum Filling Height (use 0 if unknown)	
Liquid height (assume 1/2 H _L)		Liquid height (assume 1/2 H _L)	Liquid height (assume 1/2 H _L)	Liquid height (assume 1/2 H _L)	
Tank Insulation (pick from drop down list)		Tank Insulation (pick from drop down list)	Tank Insulation (pick from drop down list)	Tank Insulation (pick from drop down list)	
Tank Construction (pick from drop down list)		Tank Construction (pick from drop down list)	Tank Construction (pick from drop down list)	Tank Construction (pick from drop down list)	
Tank Shell Color (pick from drop down list)		Tank Shell Color (pick from drop down list)	Tank Shell Color (pick from drop down list)	Tank Shell Color (pick from drop down list)	
Tank Shell Condition (pick from drop down list)		Tank Shell Condition (pick from drop down list)	Tank Shell Condition (pick from drop down list)	Tank Shell Condition (pick from drop down list)	
Tank Interior Condition (pick from drop down list)		Tank Interior Condition (pick from drop down list)	Tank Interior Condition (pick from drop down list)	Tank Interior Condition (pick from drop down list)	
Tank paint color absence, dimensions, Table 7.1-6		Tank paint color absence, dimensions, Table 7.1-6	Tank paint color absence, dimensions, Table 7.1-6	Tank paint color absence, dimensions, Table 7.1-6	
Breather Vent Setting Range (Default Assumption: +/- 0.03)		Breather Vent Setting Range (Default Assumption: +/- 0.03)	Breather Vent Setting Range (Default Assumption: +/- 0.03)	Breather Vent Setting Range (Default Assumption: +/- 0.03)	
True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$		True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	
Not Insulated		Not Insulated	Not Insulated	Not Insulated	
Partially Insulated		Partially Insulated	Partially Insulated	Partially Insulated	
Fully Insulated		Fully Insulated	Fully Insulated	Fully Insulated	
Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$		Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	
Average daily maximum ambient temperature, Table 7.1-7		Average daily maximum ambient temperature, Table 7.1-7	Average daily maximum ambient temperature, Table 7.1-7	Average daily maximum ambient temperature, Table 7.1-7	
Average daily minimum ambient temperature, Table 7.1-7		Average daily minimum ambient temperature, Table 7.1-7	Average daily minimum ambient temperature, Table 7.1-7	Average daily minimum ambient temperature, Table 7.1-7	
Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$		Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	
Average Daily Liquid Surface Temperature (TLA)		Average Daily Liquid Surface Temperature (TLA)	Average Daily Liquid Surface Temperature (TLA)	Average Daily Liquid Surface Temperature (TLA)	
Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$		Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	
Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$		Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$	
Fully Insulated: $TLA = TB$		Fully Insulated: $TLA = TB$	Fully Insulated: $TLA = TB$	Fully Insulated: $TLA = TB$	
Average Vapor Temperature (Tv)		Average Vapor Temperature (Tv)	Average Vapor Temperature (Tv)	Average Vapor Temperature (Tv)	
Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$		Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-33, $Tv = 0.7TAA + 0.3TB + 0.009 \text{ o}^{\circ}\text{F}$	
Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$		Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$	Partially Insulated: Eq. 1-34, $Tv = 0.6TAA + 0.4TB + 0.01 \text{ o}^{\circ}\text{F}$	
Fully Insulated: $Tv = TB$		Fully Insulated: $Tv = TB$	Fully Insulated: $Tv = TB$	Fully Insulated: $Tv = TB$	
Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$		Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$	Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$	Stock Vapor Density: Eq. 1-22, $Wv = (MV/PVA)(R^*Tv)$	
Not Insulated		Not Insulated	Not Insulated	Not Insulated	
Partially Insulated		Partially Insulated	Partially Insulated	Partially Insulated	
Fully Insulated		Fully Insulated	Fully Insulated	Fully Insulated	

ROUTINE EMISSIONS CALCULATIONS		ROUTINE EMISSIONS CALCULATIONS		HAPS Specification	
Symbol		Units		Product	
Symbol		Units		Units	
Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$		Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$		Standing Losses: Eq. 1-2, $LS = 365 (V^* VV^* KE^* Ks)$	
Total Losses (Eq.1-1: $LT = LS+LW$)		Total Losses: Eq. 1-1: $LT = LS+LW$		Total Losses: Eq. 1-1: $LT = LS+LW$	
Time Period		Time Period	Time Period	Time Period	
Nearest US Location		Nearest US Location	Nearest US Location	Nearest US Location	
Daily total solar insolation on a horizontal surface, Table 7.1-7		Daily total solar insolation on a horizontal surface, Table 7.1-7	Daily total solar insolation on a horizontal surface, Table 7.1-7	Daily total solar insolation on a horizontal surface, Table 7.1-7	
Absolute Pressure		Absolute Pressure	Absolute Pressure	Absolute Pressure	
Liquid Class Constant		Liquid Class Constant	Liquid Class Constant	Liquid Class Constant	
Product Information		Product Information	Product Information	Product Information	
Product Type		Product Type	Product Type	Product Type	
Vapor Molecular weight		Vapor Molecular weight	Vapor Molecular weight	Vapor Molecular weight	
Average organic liquid density		Average organic liquid density	Average organic liquid density	Average organic liquid density	
Average Reid Vapor Pressure		Average Reid Vapor Pressure	Average Reid Vapor Pressure	Average Reid Vapor Pressure	
Product factor, 0.4 for crude oils or 1 for other organic liquids		Product factor, 0.4 for crude oils or 1 for other organic liquids	Product factor, 0.4 for crude oils or 1 for other organic liquids	Product factor, 0.4 for crude oils or 1 for other organic liquids	
Vapor Pressure Equation Constant A		Vapor Pressure Equation Constant A	Vapor Pressure Equation Constant A	Vapor Pressure Equation Constant A	
Vapor Pressure Equation Constant B (Table 7.1-2)		Vapor Pressure Equation Constant B (Table 7.1-2)	Vapor Pressure Equation Constant B (Table 7.1-2)	Vapor Pressure Equation Constant B (Table 7.1-2)	
Tank design data		Tank design data	Tank design data	Tank design data	
Shell height		Shell height	Shell height	Shell height	
Diameter		Diameter	Diameter	Diameter	
Throughput		Throughput	Throughput	Throughput	
Turnovers		Turnovers	Turnovers	Turnovers	
Roof type		Roof type	Roof type	Roof type	
Tank Cone Roof Slope (if unknown, use 0.0625)		Tank Cone Roof Slope (if unknown, use 0.0625)	Tank Cone Roof Slope (if unknown, use 0.0625)	Tank Cone Roof Slope (if unknown, use 0.0625)	
Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))		Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	Dome Roof Radius (if unknown, use tank diameter (D) or (2Rs))	
Maximum Filling Height - use (Pi4/D) if unknown		Maximum Filling Height - use (Pi4/D) if unknown	Maximum Filling Height - use (Pi4/D) if unknown	Maximum Filling Height - use (Pi4/D) if unknown	
Minimum Filling Height (use 0 if unknown)		Minimum Filling Height (use 0 if unknown)	Minimum Filling Height (use 0 if unknown)	Minimum Filling Height (use 0 if unknown)	
Liquid height (assume 1/2 H _L)		Liquid height (assume 1/2 H _L)	Liquid height (assume 1/2 H _L)	Liquid height (assume 1/2 H _L)	
Tank Insulation (pick from drop down list)		Tank Insulation (pick from drop down list)	Tank Insulation (pick from drop down list)	Tank Insulation (pick from drop down list)	
Tank Construction (pick from drop down list)		Tank Construction (pick from drop down list)	Tank Construction (pick from drop down list)	Tank Construction (pick from drop down list)	
Tank Shell Color (pick from drop down list)		Tank Shell Color (pick from drop down list)	Tank Shell Color (pick from drop down list)	Tank Shell Color (pick from drop down list)	
Tank Shell Condition (pick from drop down list)		Tank Shell Condition (pick from drop down list)	Tank Shell Condition (pick from drop down list)	Tank Shell Condition (pick from drop down list)	
Tank Interior Condition (pick from drop down list)		Tank Interior Condition (pick from drop down list)	Tank Interior Condition (pick from drop down list)	Tank Interior Condition (pick from drop down list)	
Tank paint color absence, dimensions, Table 7.1-6		Tank paint color absence, dimensions, Table 7.1-6	Tank paint color absence, dimensions, Table 7.1-6	Tank paint color absence, dimensions, Table 7.1-6	
Breather Vent Setting Range (Default Assumption: +/- 0.03)		Breather Vent Setting Range (Default Assumption: +/- 0.03)	Breather Vent Setting Range (Default Assumption: +/- 0.03)	Breather Vent Setting Range (Default Assumption: +/- 0.03)	
True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$		True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	True Vapor Pressure: Eq. 1-25, $PVA = \exp(A/(B+TL))$	
Not Insulated		Not Insulated	Not Insulated	Not Insulated	
Partially Insulated		Partially Insulated	Partially Insulated	Partially Insulated	
Fully Insulated		Fully Insulated	Fully Insulated	Fully Insulated	
Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$		Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	Average Daily Ambient Temperature (TAA): Eq. 1-30 $TAA = (TAX+TAN)/2$	
Average daily maximum ambient temperature, Table 7.1-7		Average daily maximum ambient temperature, Table 7.1-7	Average daily maximum ambient temperature, Table 7.1-7	Average daily maximum ambient temperature, Table 7.1-7	
Average daily minimum ambient temperature, Table 7.1-7		Average daily minimum ambient temperature, Table 7.1-7	Average daily minimum ambient temperature, Table 7.1-7	Average daily minimum ambient temperature, Table 7.1-7	
Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$		Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	Liquid Bulk Temperature: Eq. 1-31: $TB = TAA + 0.003 \text{ as l}$	
Average Daily Liquid Surface Temperature (TLA)		Average Daily Liquid Surface Temperature (TLA)	Average Daily Liquid Surface Temperature (TLA)	Average Daily Liquid Surface Temperature (TLA)	
Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$		Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	Not Insulated: Eq. 1-28, $TLA = 0.4TAA + 0.6TB + 0.005 \text{ o}^{\circ}\text{F}$	
Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + 0.005 \text{ o}^{\circ}\text{F}$		Partially Insulated: Eq. 1-29, $TLA = 0.3TAA + 0.7TB + $			

[illegible]

Monthly Calculations (continued)									
DECEMBER									
R-Fire Pump									
ROUTINE EMISSIONS CALCULATIONS					ROUTINE EMISSIONS CALCULATIONS				
Tank No.	Symbol	Units		Symbol	Units	HAPS Speciation			
					Product				
					Total HAP Emissions = Eq. 40-2 $L_v = \sum (L_{vi})$				
					Individual HAPS L_{vi} (lb/month)				
					Standing, lb/year				
					Working, lb/year				
					M _i				
					Z _{vi}				
					P _i = P _{va} (x _i)				
					y _i				
					Vapor Weight Concentrations Eq. 40-6 $Z_{vi} = y_{vi} M_i / M_v$				
					Vapor Mole Fraction Eq. 40-5 $y_i = P_i / P_{va}$				
Total Losses (Eq. 1-1; $L_T = LS + L_W$) LT 0.00 lb/month 7.08E-07 ton/month									
Standing Losses; Eq. 1-2; $L_S = 365 \sum (V_v \cdot W_v \cdot K_e \cdot K_a)$ Vapor Space Volume Vv 10.0 ft ³ Stock Vapor Density Wv 0.0001 lb/ft ³ Vapor Space Expansion Factor ($0 < K_e \leq 1$); Eq. 1-5 Ke 0.025 per day Vented Vapor Saturation Factor Ks 1.00 NA Daily total vapor emission on a horizontal surface; Table 7-1-7 365 31 days/month Constant; Number of Daily Events in a Year									
Working Losses; Eq. 1-38; $L_W = VQ \cdot \sum (K_N \cdot K_p \cdot W_v \cdot K_B)$ Net Working Loss Throughput (Eq. 1-39; $VQ = 6.14 \cdot Q$) WQ 17 ft ³ /month Working Loss Turnover Factor Eq. 1-35 $K_N = (180 + N)/6N$ for N=36, else $K_N = 1$ KN 1.0000 Working Loss Product Factor Kp 1.00 Stock Vapor Density Wv 0.0001 lb/ft ³ Vent Setting Correction Factor KB 1.00 Liquid Mole Fraction (Eq. 40-4 $x_i = (Z_i M_i) / M_v$) Component Vapor Pressure (PVA) = (0.01937) ^{0.7} (A + B(TLA + C)) Individual HAPS hexane 0.00000 188 86.18 0.00000 6.878 1171.5 224.37 0.8475 benzene 0.00001 188 78.11 0.00002 6.906 1211 220.79 0.4915 2,2,4 TMP 0.00000 188 114.23 0.00000 6.812 1257.8 220.74 0.2425 toluene 0.00032 188 92.14 0.00005 7.017 1377.6 222.64 0.1253 ethylbenzene 0.00013 188 106.17 0.00023 6.95 1419.3 212.61 0.0347 xylene 0.00290 188 106.17 0.00514 7.009 1462.3 215.11 0.0300 naphthalene 0.00078 188 128.17 0.00111 7.146 1831.6 211.82 0.0006 cumene 0.00000 188 120.19 0.00000 6.929 1455.8 207.2 0.0148									
Product Information Product Type Jetillate Fuel Oil No. 2 Vapor Molecular weight Mw 130 lb/lb-mole Average organic liquid density WL 7.10 lb/gal Average Reid Vapor Pressure RVP 0.020 Product factor; 0.4 for crude oils or 1 for other organic liquids Kc 1.00 Vapor Pressure Equation Constant A A 12.10 Vapor Pressure Equation Constant B (Table 7-1-2) B 8907.0 °R Vapor Space Volume Vv 10.0 ft ³ Vapor Space Density Wv 0.0001 lb/ft ³ Vapor Space Expansion Factor (Eq. 1.5; $(\Delta T_v) / (T_A - \Delta P_v - \Delta P_B) / (P_A - P_{va})$) KE 0.0252 per day Average Daily Vapor Temperature Range ΔT_v 14.35 °R Average Daily Vapor Pressure Range ΔP_v 0.0006 psia Breather Vent Pressure Setting Range (Equation 1-10; $\Delta P_B = PBP - PSV$) ΔP_B 0.0600 psia Vapor Pressure at Avg Daily Liq Surface Temp P _{va} 0.0023 psia Average Daily Liquid Surface Temperature TLA 486.31 °R Atmospheric Pressure P _a 14.55 psia Average Daily Vapor Temperature Range (ΔT_v) ΔT_v 13.5 °R Not Insulated - Equation 1-7 ($\Delta T_v = 0.7 \Delta T_A + 0.02 \text{ or } 1$) ΔT_v 14.35 °R Partially Insulated - Equation 1-8 ($\Delta T_v = 0.6 \Delta T_A + 0.02 \text{ or } 1$) ΔT_v 13.50 °R Fully Insulated, constant temperature ΔT_v 0.00 °R Average Daily Vapor Pressure Range (ΔP_v) ΔP_v 0.00062 psia Not Insulated - Equation 1-9; $\Delta P_v = P_{VX} - P_{VN}$ ΔP_v 0.00287 psia Vapor pressure at ave. daily max liquid surface temp. (Eq. 1-25 $P_{VX} = \exp(A/P_{VA})$) P _{VX} 0.00285 psia Vapor pressure at ave daily min liquid surface temp. (Eq. 1-25 $P_{VN} = \exp(A/P_{VA})$) P _{VN} 0.00205 psia Average daily max. liquid surface temp.; Fig. 7-1-17 $TLX = TLA + 0.25 \Delta T_v$ TLX 494.10 °R Average daily min. liquid surface temp.; Fig. 7-1-17 $TLN = TLA - 0.25 \Delta T_v$ TLN 486.93 °R Partially Insulated - Equation 1-9; $\Delta P_v = P_{VX} - P_{VN}$ ΔP_v 0.00057 psia Vapor pressure at the average daily max liquid surface temp. (Eq. 1-25 using P_{VX}) P _{VX} 0.00287 psia Vapor pressure at the average daily min liquid surface temp. (Eq. 1-25 using P_{VN}) P _{VN} 0.00207 psia Average daily maximum liquid surface temperature, deg R ($TLX = TLA + 0.2 \Delta T_v$) TLX 493.84 °R Average daily minimum liquid surface temperature, deg R ($TLN = TLA - 0.2 \Delta T_v$) TLN 487.34 °R Fully Insulated ($\Delta P_v = 0$) ΔP_v 0.00 psia Vapor Space Volume (Eq.1-3; $V_v = (PI/4) D^2 H_v$) Vv 10.02 ft ³ Effective Tank diameter Ds 3.61 ft Effective Tank Height H _e 1.96 ft Vapor Space Outline H_v = 1/2 H_e Hvo 0.98 ft Average Vapor Temperature (T_v) T _v 491.27 °R Not Insulated; Eq. 1-33; $T_v = 0.7 T_{LA} + 0.3 T_{VA} + 6.00 P_{va}$ T _v 491.27 °R Partially Insulated; Eq. 1-34; $T_v = 0.6 T_{LA} + 0.4 T_{VA} + 0.01 P_{va}$ T _v 491.59 °R Fully Insulated; $T_v = T_B$ T _v 489.58 °R Stock Vapor Density; Eq. 1-22; $W_v = (M_v P_{VA}) / (R T_v)$ Wv 5.771E-05 Not Insulated Wv 5.783E-05 Partially Insulated Wv 5.594E-05 Fully Insulated Wv 5.594E-05									

MONTH April				MONTH May				MONTH June							
		Symbol	Units			Symbol	Units			Symbol	Units				
Product Type			Crude RVP 12.5	Product Type			Crude RVP 12.5	Product Type			Crude RVP 12.5				
Vapor Molecular weight		M _v	50.00	Vapor Molecular weight		M _v	50.00	Vapor Molecular weight		M _v	50.00				
Vapor Pressure Equation Constant A		A	10.38	Vapor Pressure Equation Constant A		A	10.38	Vapor Pressure Equation Constant A		A	10.38				
Vapor Pressure Equation Constant B		B	4189.71 °R	Vapor Pressure Equation Constant B		B	4189.71 °R	Vapor Pressure Equation Constant B		B	4189.71 °R				
Daily total solar insolation on a horiz		I	1496.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1739.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1853.0 Btu/ft ² -day				
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30							
TAA = ((TAX+TAN)/2)		T _{AA}	507.45 °R	TAA = ((TAX+TAN)/2)		T _{AA}	517.90 °R	TAA = ((TAX+TAN)/2)		T _{AA}	527.45 °R				
Average daily maximum		T _{AX}	517.50 °R	Average daily maximum		T _{AX}	528.40 °R	Average daily maximum		T _{AX}	537.30 °R				
Average daily minimum		T _{AN}	497.40 °R	Average daily minimum		T _{AN}	507.40 °R	Average daily minimum		T _{AN}	517.60 °R				
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:							
TB = TAA + 0.003 as I		T _B	508.57	TB = TAA + 0.003 as I		T _B	519.20	TB = TAA + 0.003 as I		T _B	528.84				
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28							
TLA = 0.3*TAA + 0.7*TE		T _{LA}	509.73 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	520.55 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	530.28 °R				
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:							
PvA = exp(A-(B/TLA))		P _{VA}	8.651 psia	PvA = exp(A-(B/TLA))		P _{VA}	10.263 psia	PvA = exp(A-(B/TLA))		P _{VA}	11.895 psia				
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:							
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.222 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.296 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.401 NA				
HAPS Speciation				HAPS Speciation				HAPS Speciation							
Product - select from list			Crude Oil	Product - select from list			Crude Oil	Product - select from list			Crude Oil				
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v							
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}	
hexane	86.18	50	0.00281		hexane	86.18	50	0.00316		hexane	86.18	50	0.00349		
benzene	78.11	50	0.00254		benzene	78.11	50	0.00290		benzene	78.11	50	0.00326		
2,2,4 TMP	114.23	50	0.00021		2,2,4 TMP	114.23	50	0.00025		2,2,4 TMP	114.23	50	0.00028		
toluene	92.14	50	0.00116		toluene	92.14	50	0.00137		toluene	92.14	50	0.00159		
ethylbenzene	106.17	50	0.00014		ethylbenzene	106.17	50	0.00017		ethylbenzene	106.17	50	0.00021		
xylenes	106.17	50	0.00042		xylenes	106.17	50	0.00053		xylenes	106.17	50	0.00063		
naphthalene	128.17	50	2.65E-07		naphthalene	128.17	50	3.68E-07		naphthalene	128.17	50	4.88E-07		
cumene	120.19	50	0.00E+00		cumene	120.19	50	0.00E+00		cumene	120.19	50	0.00E+00		
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}							
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i				
hexane	0.014100	8.651	0.00163	hexane	0.018802	10.263	0.00183	hexane	0.024059	11.895	0.00202				
benzene	0.014041	8.651	0.00162	benzene	0.019079	10.263	0.00186	benzene	0.024807	11.895	0.00209				
2,2,4 TMP	0.000806	8.651	0.00009	2,2,4 TMP	0.001108	10.263	0.00011	2,2,4 TMP	0.001456	11.895	0.00012				
toluene	0.005422	8.651	0.00063	toluene	0.007644	10.263	0.00074	toluene	0.010257	11.895	0.00086				
ethylbenzene	0.000567	8.651	0.00007	ethylbenzene	0.000834	10.263	0.00008	ethylbenzene	0.001160	11.895	0.00010				
xylenes	0.001724	8.651	0.00020	xylenes	0.002544	10.263	0.00025	xylenes	0.003547	11.895	0.00030				
naphthalene	8.93E-07	8.651	0.00000	naphthalene	1.48E-06	10.263	0.00000	naphthalene	2.26E-06	11.895	0.00000				
cumene	0.00E+00	8.651	-	cumene	0.00E+00	10.263	-	cumene	0.00E+00	11.895	-				
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i							
		Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i	X _i
hexane	0.004	207	86.18	0.00961	hexane	0.004	207	86.18	0.00961	hexane	0.004	207	86.18	0.00961	
benzene	0.006	207	78.11	0.01590	benzene	0.006	207	78.11	0.01590	benzene	0.006	207	78.11	0.01590	
2,2,4 TMP	0.001	207	114.23	0.00181	2,2,4 TMP	0.001	207	114.23	0.00181	2,2,4 TMP	0.001	207	114.23	0.00181	
toluene	0.01	207	92.14	0.02247	toluene	0.01	207	92.14	0.02247	toluene	0.01	207	92.14	0.02247	
ethylbenzene	0.004	207	106.17	0.00780	ethylbenzene	0.004	207	106.17	0.00780	ethylbenzene	0.004	207	106.17	0.00780	
xylenes	0.014	207	106.17	0.02730	xylenes	0.014	207	106.17	0.02730	xylenes	0.014	207	106.17	0.02730	
naphthalene	0.0003684	207	128.17	0.00059	naphthalene	0.0003684	207	128.17	0.00059	naphthalene	0.0003684	207	128.17	0.00059	
cumene	0	207	120.19	0.00000	cumene	0	207	120.19	0.00000	cumene	0	207	120.19	0.00000	
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))							
		A	B	C			A	B	C			A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	1.47	hexane	6.878	1171.5	224.37	1.96	hexane	6.878	1171.5	224.37	2.50	
benzene	6.906	1211	220.79	0.88	benzene	6.906	1211	220.79	1.20	benzene	6.906	1211	220.79	1.56	
2,2,4 TMP	6.812	1257.8	220.74	0.44	2,2,4 TMP	6.812	1257.8	220.74	0.61	2,2,4 TMP	6.812	1257.8	220.74	0.80	
toluene	7.017	1377.6	222.64	0.24	toluene	7.017	1377.6	222.64	0.34	toluene	7.017	1377.6	222.64	0.46	
ethylbenzene	6.95	1419.3	212.61	0.07	ethylbenzene	6.95	1419.3	212.61	0.11	ethylbenzene	6.95	1419.3	212.61	0.15	
xylenes	7.009	1462.3	215.11	0.06	xylenes	7.009	1462.3	215.11	0.09	xylenes	7.009	1462.3	215.11	0.13	
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.05	cumene	6.929	1455.8	207.2	0.07	

MONTH July				MONTH August				MONTH September						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Crude RVP 12.5	Product Type			Crude RVP 12.5	Product Type			Crude RVP 12.5			
Vapor Molecular weight		M _v	50.00	Vapor Molecular weight		M _v	50.00	Vapor Molecular weight		M _v	50.00			
Vapor Pressure Equation Constant A		A	10.38	Vapor Pressure Equation Constant A		A	10.38	Vapor Pressure Equation Constant A		A	10.38			
Vapor Pressure Equation Constant B		B	4189.71 °R	Vapor Pressure Equation Constant B		B	4189.71 °R	Vapor Pressure Equation Constant B		B	4189.71 °R			
Daily total solar insolation on a horiz		I	1872.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1640.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1300.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	531.35 °R	TAA = ((TAX+TAN)/2)		T _{AA}	530.15 °R	TAA = ((TAX+TAN)/2)		T _{AA}	522.05 °R			
Average daily maximum		T _{AX}	541.00 °R	Average daily maximum		T _{AX}	539.70 °R	Average daily maximum		T _{AX}	531.70 °R			
Average daily minimum		T _{AN}	521.70 °R	Average daily minimum		T _{AN}	520.60 °R	Average daily minimum		T _{AN}	512.40 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	532.75	TB = TAA + 0.003 as I		T _B	531.38	TB = TAA + 0.003 as I		T _B	523.03			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TE		T _{LA}	534.20 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	532.65 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	524.03 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	12.607 psia	PvA = exp(A-(B/TLA))		P _{VA}	12.321 psia	PvA = exp(A-(B/TLA))		P _{VA}	10.826 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.465 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.437 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.328 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			Crude Oil	Product - select from list			Crude Oil	Product - select from list			Crude Oil			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
	M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}			
hexane	86.18	50	0.00362	hexane	86.18	50	0.00357	hexane	86.18	50	0.00327			
benzene	78.11	50	0.00341	benzene	78.11	50	0.00335	benzene	78.11	50	0.00303			
2,2,4 TMP	114.23	50	0.00029	2,2,4 TMP	114.23	50	0.00029	2,2,4 TMP	114.23	50	0.00026			
toluene	92.14	50	0.00168	toluene	92.14	50	0.00165	toluene	92.14	50	0.00145			
ethylbenzene	106.17	50	0.00022	ethylbenzene	106.17	50	0.00022	ethylbenzene	106.17	50	0.00018			
xylene	106.17	50	0.00068	xylene	106.17	50	0.00066	xylene	106.17	50	0.00056			
naphthalene	128.17	50	5.44E-07	naphthalene	128.17	50	5.22E-07	naphthalene	128.17	50	4.08E-07			
cumene	120.19	50	0.00E+00	cumene	120.19	50	0.00E+00	cumene	120.19	50	0.00E+00			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
	P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i			
hexane	0.026499	12.607	0.00210	hexane	0.025511	12.321	0.00207	hexane	0.020563	10.826	0.00190			
benzene	0.027493	12.607	0.00218	benzene	0.026404	12.321	0.00214	benzene	0.020987	10.826	0.00194			
2,2,4 TMP	0.001620	12.607	0.00013	2,2,4 TMP	0.001553	12.321	0.00013	2,2,4 TMP	0.001224	10.826	0.00011			
toluene	0.011510	12.607	0.00091	toluene	0.011000	12.321	0.00089	toluene	0.008505	10.826	0.00079			
ethylbenzene	0.001320	12.607	0.00010	ethylbenzene	0.001255	12.321	0.00010	ethylbenzene	0.000940	10.826	0.00009			
xylene	0.004040	12.607	0.00032	xylene	0.003839	12.321	0.00031	xylene	0.002870	10.826	0.00027			
naphthalene	2.68E-06	12.607	0.00000	naphthalene	2.51E-06	12.321	0.00000	naphthalene	1.72E-06	10.826	0.00000			
cumene	0.00E+00	12.607	-	cumene	0.00E+00	12.321	-	cumene	0.00E+00	10.826	-			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i						
	Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i
hexane	0.004	207	86.18	0.00961	hexane	0.004	207	86.18	0.00961	hexane	0.004	207	86.18	0.00961
benzene	0.006	207	78.11	0.01590	benzene	0.006	207	78.11	0.01590	benzene	0.006	207	78.11	0.01590
2,2,4 TMP	0.001	207	114.23	0.00181	2,2,4 TMP	0.001	207	114.23	0.00181	2,2,4 TMP	0.001	207	114.23	0.00181
toluene	0.01	207	92.14	0.02247	toluene	0.01	207	92.14	0.02247	toluene	0.01	207	92.14	0.02247
ethylbenzene	0.004	207	106.17	0.00780	ethylbenzene	0.004	207	106.17	0.00780	ethylbenzene	0.004	207	106.17	0.00780
xylene	0.014	207	106.17	0.02730	xylene	0.014	207	106.17	0.02730	xylene	0.014	207	106.17	0.02730
naphthalene	0.0003684	207	128.17	0.00059	naphthalene	0.0003684	207	128.17	0.00059	naphthalene	0.0003684	207	128.17	0.00059
cumene	0	207	120.19	0.00000	cumene	0	207	120.19	0.00000	cumene	0	207	120.19	0.00000
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))						
	A	B	C	P _{VAi}		A	B	C	P _{VAi}		A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	2.76	hexane	6.878	1171.5	224.37	2.66	hexane	6.878	1171.5	224.37	2.14
benzene	6.906	1211	220.79	1.73	benzene	6.906	1211	220.79	1.66	benzene	6.906	1211	220.79	1.32
2,2,4 TMP	6.812	1257.8	220.74	0.89	2,2,4 TMP	6.812	1257.8	220.74	0.86	2,2,4 TMP	6.812	1257.8	220.74	0.68
toluene	7.017	1377.6	222.64	0.51	toluene	7.017	1377.6	222.64	0.49	toluene	7.017	1377.6	222.64	0.38
ethylbenzene	6.95	1419.3	212.61	0.17	ethylbenzene	6.95	1419.3	212.61	0.16	ethylbenzene	6.95	1419.3	212.61	0.12
xylene	7.009	1462.3	215.11	0.15	xylene	7.009	1462.3	215.11	0.14	xylene	7.009	1462.3	215.11	0.11
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.06

MONTH October					MONTH November					MONTH December				
			Symbol	Units				Symbol	Units				Symbol	Units
Product Type				Crude RVP 12.5	Product Type				Crude RVP 12.5	Product Type				Crude RVP 12.5
Vapor Molecular weight			M _v	50.00	Vapor Molecular weight			M _v	50.00	Vapor Molecular weight			M _v	50.00
Vapor Pressure Equation Constant A			A	10.38	Vapor Pressure Equation Constant A			A	10.38	Vapor Pressure Equation Constant A			A	10.38
Vapor Pressure Equation Constant B			B	4189.71 °R	Vapor Pressure Equation Constant B			B	4189.71 °R	Vapor Pressure Equation Constant B			B	4189.71 °R
Daily total solar insolation on a horiz			I	882.0 Btu/ft ² -day	Daily total solar insolation on a horiz			I	534.0 Btu/ft ² -day	Daily total solar insolation on a horiz			I	422.0 Btu/ft ² -day
Average Daily Ambient Temperature Eq. 1-30					Average Daily Ambient Temperature Eq. 1-30					Average Daily Ambient Temperature Eq. 1-30				
TAA = ((TAX+TAN)/2)			T _{AA}	509.75 °R	TAA = ((TAX+TAN)/2)			T _{AA}	499.80 °R	TAA = ((TAX+TAN)/2)			T _{AA}	488.85 °R
Average daily maximum			T _{AX}	519.00 °R	Average daily maximum			T _{AX}	507.40 °R	Average daily maximum			T _{AX}	495.60 °R
Average daily minimum			T _{AN}	500.50 °R	Average daily minimum			T _{AN}	492.20 °R	Average daily minimum			T _{AN}	482.10 °R
Liquid Bulk Temperature Eq 1-31:					Liquid Bulk Temperature Eq 1-31:					Liquid Bulk Temperature Eq 1-31:				
TB = TAA + 0.003 as I			T _B	510.41	TB = TAA + 0.003 as I			T _B	500.20	TB = TAA + 0.003 as I			T _B	489.17
Average Daily Liquid Surface Temperature Eq. 1-28					Average Daily Liquid Surface Temperature Eq. 1-28					Average Daily Liquid Surface Temperature Eq. 1-28				
TLA = 0.3*TAA + 0.7*TE			T _{LA}	511.10 °R	TLA = 0.3*TAA + 0.7*TE			T _{LA}	500.61 °R	TLA = 0.3*TAA + 0.7*TE			T _{LA}	489.49 °R
True Vapor Pressure Eq. 1-25:					True Vapor Pressure Eq. 1-25:					True Vapor Pressure Eq. 1-25:				
PvA = exp(A-(B/TLA))			P _{VA}	8.843 psia	PvA = exp(A-(B/TLA))			P _{VA}	7.448 psia	PvA = exp(A-(B/TLA))			P _{VA}	6.158 psia
Vapor pressure function Eq. 2-4:					Vapor pressure function Eq. 2-4:					Vapor pressure function Eq. 2-4:				
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A			P*	0.230 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A			P*	0.177 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A			P*	0.137 NA
HAPS Speciation					HAPS Speciation					HAPS Speciation				
Product - select from list				Crude Oil	Product - select from list				Crude Oil	Product - select from list				Crude Oil
Vapor Weight Concent Z _{vi} = y _i M _i / M _v					Vapor Weight Concent Z _{vi} = y _i M _i / M _v					Vapor Weight Concent Z _{vi} = y _i M _i / M _v				
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}
hexane	86.18	50	0.00285		hexane	86.18	50	0.00253		hexane	86.18	50	0.00221	
benzene	78.11	50	0.00258		benzene	78.11	50	0.00225		benzene	78.11	50	0.00192	
2,2,4 TMP	114.23	50	0.00022		2,2,4 TMP	114.23	50	0.00019		2,2,4 TMP	114.23	50	0.00016	
toluene	92.14	50	0.00118		toluene	92.14	50	0.00099		toluene	92.14	50	0.00081	
ethylbenzene	106.17	50	0.00014		ethylbenzene	106.17	50	0.00011		ethylbenzene	106.17	50	0.00009	
xylene	106.17	50	0.00044		xylene	106.17	50	0.00035		xylene	106.17	50	0.00027	
naphthalene	128.17	50	2.76E-07		naphthalene	128.17	50	1.97E-07		naphthalene	128.17	50	1.35E-07	
cumene	120.19	50	0.00E+00		cumene	120.19	50	0.00E+00		cumene	120.19	50	0.00E+00	
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}					Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}					Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				
		P _i = P _{VA} (x _i)	P _{VA}	y _i			P _i = P _{VA} (x _i)	P _{VA}	y _i			P _i = P _{VA} (x _i)	P _{VA}	y _i
hexane	0.014633	8.843	0.00165		hexane	0.010936	7.448	0.00147		hexane	0.007897	6.158	0.00128	
benzene	0.014607	8.843	0.00165		benzene	0.010707	7.448	0.00144		benzene	0.007564	6.158	0.00123	
2,2,4 TMP	0.000840	8.843	0.00009		2,2,4 TMP	0.000608	7.448	0.00008		2,2,4 TMP	0.000424	6.158	0.00007	
toluene	0.005668	8.843	0.00064		toluene	0.004003	7.448	0.00054		toluene	0.002714	6.158	0.00044	
ethylbenzene	0.000596	8.843	0.00007		ethylbenzene	0.000403	7.448	0.00005		ethylbenzene	0.000260	6.158	0.00004	
xylene	0.001813	8.843	0.00020		xylene	0.001222	7.448	0.00016		xylene	0.000785	6.158	0.00013	
naphthalene	9.53E-07	8.843	0.00000		naphthalene	5.73E-07	7.448	0.00000		naphthalene	3.24E-07	6.158	0.00000	
cumene	0.00E+00	8.843	-		cumene	0.00E+00	7.448	-		cumene	0.00E+00	6.158	-	
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i					Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i					Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				
		Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i
hexane	0.004	207	86.18	0.00961	hexane	0.004	207	86.18	0.00961	hexane	0.004	207	86.18	0.00961
benzene	0.006	207	78.11	0.01590	benzene	0.006	207	78.11	0.01590	benzene	0.006	207	78.11	0.01590
2,2,4 TMP	0.001	207	114.23	0.00181	2,2,4 TMP	0.001	207	114.23	0.00181	2,2,4 TMP	0.001	207	114.23	0.00181
toluene	0.01	207	92.14	0.02247	toluene	0.01	207	92.14	0.02247	toluene	0.01	207	92.14	0.02247
ethylbenzene	0.004	207	106.17	0.00780	ethylbenzene	0.004	207	106.17	0.00780	ethylbenzene	0.004	207	106.17	0.00780
xylene	0.014	207	106.17	0.02730	xylene	0.014	207	106.17	0.02730	xylene	0.014	207	106.17	0.02730
naphthalene	0.0003684	207	128.17	0.00059	naphthalene	0.0003684	207	128.17	0.00059	naphthalene	0.0003684	207	128.17	0.00059
cumene	0	207	120.19	0.00000	cumene	0	207	120.19	0.00000	cumene	0	207	120.19	0.00000
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))					Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))					Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				
		A	B	C			A	B	C			A	B	C
hexane	6.878	1171.5	224.37	1.52	hexane	6.878	1171.5	224.37	1.14	hexane	6.878	1171.5	224.37	0.82
benzene	6.906	1211	220.79	0.92	benzene	6.906	1211	220.79	0.67	benzene	6.906	1211	220.79	0.48
2,2,4 TMP	6.812	1257.8	220.74	0.46	2,2,4 TMP	6.812	1257.8	220.74	0.34	2,2,4 TMP	6.812	1257.8	220.74	0.23
toluene	7.017	1377.6	222.64	0.25	toluene	7.017	1377.6	222.64	0.18	toluene	7.017	1377.6	222.64	0.12
ethylbenzene	6.95	1419.3	212.61	0.08	ethylbenzene	6.95	1419.3	212.61	0.05	ethylbenzene	6.95	1419.3	212.61	0.03
xylene	7.009	1462.3	215.11	0.07	xylene	7.009	1462.3	215.11	0.04	xylene	7.009	1462.3	215.11	0.03
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.02	cumene	6.929	1455.8	207.2	0.01

MONTH April				MONTH May				MONTH June							
		Symbol	Units			Symbol	Units			Symbol	Units				
Product Type			Distillate Fuel Oil No.2	Product Type			Distillate Fuel Oil No.2	Product Type			Distillate Fuel Oil No.2				
Vapor Molecular weight		M _v	130.00	Vapor Molecular weight		M _v	130.00	Vapor Molecular weight		M _v	130.00				
Vapor Pressure Equation Constant A		A	12.10	Vapor Pressure Equation Constant A		A	12.10	Vapor Pressure Equation Constant A		A	12.10				
Vapor Pressure Equation Constant B		B	8907.00 °R	Vapor Pressure Equation Constant B		B	8907.00 °R	Vapor Pressure Equation Constant B		B	8907.00 °R				
Daily total solar insolation on a horiz		I	1496.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1739.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1853.0 Btu/ft ² -day				
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30							
TAA = ((TAX+TAN)/2)		T _{AA}	507.45 °R	TAA = ((TAX+TAN)/2)		T _{AA}	517.90 °R	TAA = ((TAX+TAN)/2)		T _{AA}	527.45 °R				
Average daily maximum		T _{AX}	517.50 °R	Average daily maximum		T _{AX}	528.40 °R	Average daily maximum		T _{AX}	537.30 °R				
Average daily minimum		T _{AN}	497.40 °R	Average daily minimum		T _{AN}	507.40 °R	Average daily minimum		T _{AN}	517.60 °R				
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:							
TB = TAA + 0.003 as I		T _B	508.57	TB = TAA + 0.003 as I		T _B	519.20	TB = TAA + 0.003 as I		T _B	528.84				
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28							
TLA = 0.3*TAA + 0.7*TE		T _{LA}	509.73 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	520.55 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	530.28 °R				
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:							
PvA = exp(A-(B/TLA))		P _{VA}	0.005 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.007 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.009 psia				
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:							
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA				
HAPS Speciation				HAPS Speciation				HAPS Speciation							
Product - select from list			Diesel	Product - select from list			Diesel	Product - select from list			Diesel				
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v							
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}	
hexane	86.18	130	0.00046		hexane	86.18	130	0.00042		hexane	86.18	130	0.00040		
benzene	78.11	130	0.00220		benzene	78.11	130	0.00208		benzene	78.11	130	0.00198		
2,2,4 TMP	114.23	130	0.00000		2,2,4 TMP	114.23	130	0.00000		2,2,4 TMP	114.23	130	0.00000		
toluene	92.14	130	0.02407		toluene	92.14	130	0.02360		toluene	92.14	130	0.02314		
ethylbenzene	106.17	130	0.00295		ethylbenzene	106.17	130	0.00301		ethylbenzene	106.17	130	0.00306		
xylene	106.17	130	0.05708		xylene	106.17	130	0.05856		xylene	106.17	130	0.05968		
naphthalene	128.17	130	3.54E-04		naphthalene	128.17	130	4.06E-04		naphthalene	128.17	130	4.56E-04		
cumene	120.19	130	0.00E+00		cumene	120.19	130	0.00E+00		cumene	120.19	130	0.00E+00		
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}							
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i				
hexane	0.000003	0.005	0.00069	hexane	0.000004	0.007	0.00064	hexane	0.000005	0.009	0.00060				
benzene	0.000017	0.005	0.00366	benzene	0.000023	0.007	0.00346	benzene	0.000030	0.009	0.00329				
2,2,4 TMP	0.000000	0.005	-	2,2,4 TMP	0.000000	0.007	-	2,2,4 TMP	0.000000	0.009	-				
toluene	0.000158	0.005	0.03396	toluene	0.000222	0.007	0.03329	toluene	0.000298	0.009	0.03264				
ethylbenzene	0.000017	0.005	0.00361	ethylbenzene	0.000025	0.007	0.00369	ethylbenzene	0.000034	0.009	0.00375				
xylene	0.000324	0.005	0.06989	xylene	0.000479	0.007	0.07171	xylene	0.000667	0.009	0.07308				
naphthalene	1.67E-06	0.005	0.00036	naphthalene	2.75E-06	0.007	0.00041	naphthalene	4.22E-06	0.009	0.00046				
cumene	0.00E+00	0.005	-	cumene	0.00E+00	0.007	-	cumene	0.00E+00	0.009	-				
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i							
		Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i	X _i
hexane	0.000001	188	86.18	0.00000	hexane	0.000001	188	86.18	0.00000	hexane	0.000001	188	86.18	0.00000	
benzene	0.000008	188	78.11	0.00002	benzene	0.000008	188	78.11	0.00002	benzene	0.000008	188	78.11	0.00002	
2,2,4 TMP	0	188	114.23	0.00000	2,2,4 TMP	0	188	114.23	0.00000	2,2,4 TMP	0	188	114.23	0.00000	
toluene	0.00032	188	92.14	0.00065	toluene	0.00032	188	92.14	0.00065	toluene	0.00032	188	92.14	0.00065	
ethylbenzene	0.00013	188	106.17	0.00023	ethylbenzene	0.00013	188	106.17	0.00023	ethylbenzene	0.00013	188	106.17	0.00023	
xylene	0.0029	188	106.17	0.00514	xylene	0.0029	188	106.17	0.00514	xylene	0.0029	188	106.17	0.00514	
naphthalene	0.0007565	188	128.17	0.00111	naphthalene	0.0007565	188	128.17	0.00111	naphthalene	0.0007565	188	128.17	0.00111	
cumene	0	188	120.19	0.00000	cumene	0	188	120.19	0.00000	cumene	0	188	120.19	0.00000	
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))							
		A	B	C			A	B	C			A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	1.47	hexane	6.878	1171.5	224.37	1.96	hexane	6.878	1171.5	224.37	2.50	
benzene	6.906	1211	220.79	0.88	benzene	6.906	1211	220.79	1.20	benzene	6.906	1211	220.79	1.56	
2,2,4 TMP	6.812	1257.8	220.74	0.44	2,2,4 TMP	6.812	1257.8	220.74	0.61	2,2,4 TMP	6.812	1257.8	220.74	0.80	
toluene	7.017	1377.6	222.64	0.24	toluene	7.017	1377.6	222.64	0.34	toluene	7.017	1377.6	222.64	0.46	
ethylbenzene	6.95	1419.3	212.61	0.07	ethylbenzene	6.95	1419.3	212.61	0.11	ethylbenzene	6.95	1419.3	212.61	0.15	
xylene	7.009	1462.3	215.11	0.06	xylene	7.009	1462.3	215.11	0.09	xylene	7.009	1462.3	215.11	0.13	
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.05	cumene	6.929	1455.8	207.2	0.07	

MONTH July				MONTH August				MONTH September						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Distillate Fuel Oil No.2	Product Type			Distillate Fuel Oil No.2	Product Type			Distillate Fuel Oil No.2			
Vapor Molecular weight		M _v	130.00	Vapor Molecular weight		M _v	130.00	Vapor Molecular weight		M _v	130.00			
Vapor Pressure Equation Constant A		A	12.10	Vapor Pressure Equation Constant A		A	12.10	Vapor Pressure Equation Constant A		A	12.10			
Vapor Pressure Equation Constant B		B	8907.00 °R	Vapor Pressure Equation Constant B		B	8907.00 °R	Vapor Pressure Equation Constant B		B	8907.00 °R			
Daily total solar insolation on a horiz		I	1872.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1640.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1300.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	531.35 °R	TAA = ((TAX+TAN)/2)		T _{AA}	530.15 °R	TAA = ((TAX+TAN)/2)		T _{AA}	522.05 °R			
Average daily maximum		T _{AX}	541.00 °R	Average daily maximum		T _{AX}	539.70 °R	Average daily maximum		T _{AX}	531.70 °R			
Average daily minimum		T _{AN}	521.70 °R	Average daily minimum		T _{AN}	520.60 °R	Average daily minimum		T _{AN}	512.40 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	532.75	TB = TAA + 0.003 as I		T _B	531.38	TB = TAA + 0.003 as I		T _B	523.03			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TE		T _{LA}	534.20 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	532.65 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	524.03 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	0.010 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.010 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.007 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			Diesel	Product - select from list			Diesel	Product - select from list			Diesel			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}
hexane	86.18	130	0.00039	hexane	86.18	130	0.00039	hexane	86.18	130	0.00041			
benzene	78.11	130	0.00194	benzene	78.11	130	0.00195	benzene	78.11	130	0.00204			
2,2,4 TMP	114.23	130	0.00000	2,2,4 TMP	114.23	130	0.00000	2,2,4 TMP	114.23	130	0.00000			
toluene	92.14	130	0.02294	toluene	92.14	130	0.02302	toluene	92.14	130	0.02343			
ethylbenzene	106.17	130	0.00308	ethylbenzene	106.17	130	0.00307	ethylbenzene	106.17	130	0.00303			
xylene	106.17	130	0.06008	xylene	106.17	130	0.05992	xylene	106.17	130	0.05899			
naphthalene	128.17	130	4.76E-04	naphthalene	128.17	130	4.68E-04	naphthalene	128.17	130	4.24E-04			
cumene	120.19	130	0.00E+00	cumene	120.19	130	0.00E+00	cumene	120.19	130	0.00E+00			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i			
hexane	0.000006	0.010	0.00058	hexane	0.000006	0.010	0.00059	hexane	0.000005	0.007	0.00062			
benzene	0.000033	0.010	0.00322	benzene	0.000032	0.010	0.00325	benzene	0.000025	0.007	0.00340			
2,2,4 TMP	0.000000	0.010	-	2,2,4 TMP	0.000000	0.010	-	2,2,4 TMP	0.000000	0.007	-			
toluene	0.000335	0.010	0.03237	toluene	0.000320	0.010	0.03248	toluene	0.000247	0.007	0.03306			
ethylbenzene	0.000039	0.010	0.00377	ethylbenzene	0.000037	0.010	0.00376	ethylbenzene	0.000028	0.007	0.00371			
xylene	0.000760	0.010	0.07356	xylene	0.000722	0.010	0.07337	xylene	0.000540	0.007	0.07223			
naphthalene	4.99E-06	0.010	0.00048	naphthalene	4.68E-06	0.010	0.00048	naphthalene	3.21E-06	0.007	0.00043			
cumene	0.00E+00	0.010	-	cumene	0.00E+00	0.010	-	cumene	0.00E+00	0.007	-			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i						
		Z _{Li}	M _L	M _i	X _i			Z _{Li}	M _L	M _i	X _i			
hexane	0.000001	188	86.18	0.00000	hexane	0.000001	188	86.18	0.00000	hexane	0.000001	188	86.18	0.00000
benzene	0.000008	188	78.11	0.00002	benzene	0.000008	188	78.11	0.00002	benzene	0.000008	188	78.11	0.00002
2,2,4 TMP	0	188	114.23	0.00000	2,2,4 TMP	0	188	114.23	0.00000	2,2,4 TMP	0	188	114.23	0.00000
toluene	0.00032	188	92.14	0.00065	toluene	0.00032	188	92.14	0.00065	toluene	0.00032	188	92.14	0.00065
ethylbenzene	0.00013	188	106.17	0.00023	ethylbenzene	0.00013	188	106.17	0.00023	ethylbenzene	0.00013	188	106.17	0.00023
xylene	0.0029	188	106.17	0.00514	xylene	0.0029	188	106.17	0.00514	xylene	0.0029	188	106.17	0.00514
naphthalene	0.0007565	188	128.17	0.00111	naphthalene	0.0007565	188	128.17	0.00111	naphthalene	0.0007565	188	128.17	0.00111
cumene	0	188	120.19	0.00000	cumene	0	188	120.19	0.00000	cumene	0	188	120.19	0.00000
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))						
		A	B	C	P _{VAi}			A	B	C	P _{VAi}			
hexane	6.878	1171.5	224.37	2.76	hexane	6.878	1171.5	224.37	2.66	hexane	6.878	1171.5	224.37	2.14
benzene	6.906	1211	220.79	1.73	benzene	6.906	1211	220.79	1.66	benzene	6.906	1211	220.79	1.32
2,2,4 TMP	6.812	1257.8	220.74	0.89	2,2,4 TMP	6.812	1257.8	220.74	0.86	2,2,4 TMP	6.812	1257.8	220.74	0.68
toluene	7.017	1377.6	222.64	0.51	toluene	7.017	1377.6	222.64	0.49	toluene	7.017	1377.6	222.64	0.38
ethylbenzene	6.95	1419.3	212.61	0.17	ethylbenzene	6.95	1419.3	212.61	0.16	ethylbenzene	6.95	1419.3	212.61	0.12
xylene	7.009	1462.3	215.11	0.15	xylene	7.009	1462.3	215.11	0.14	xylene	7.009	1462.3	215.11	0.11
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.06

MONTH October				MONTH November				MONTH December			
		Symbol	Units			Symbol	Units			Symbol	Units
Product Type			Distillate Fuel Oil No.2	Product Type			Distillate Fuel Oil No.2	Product Type			Distillate Fuel Oil No.2
Vapor Molecular weight		M _v	130.00	Vapor Molecular weight		M _v	130.00	Vapor Molecular weight		M _v	130.00
Vapor Pressure Equation Constant A		A	12.10	Vapor Pressure Equation Constant A		A	12.10	Vapor Pressure Equation Constant A		A	12.10
Vapor Pressure Equation Constant B		B	8907.00 °R	Vapor Pressure Equation Constant B		B	8907.00 °R	Vapor Pressure Equation Constant B		B	8907.00 °R
Daily total solar insolation on a horiz		I	882.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	534.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	422.0 Btu/ft ² -day
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30			
TAA = ((TAX+TAN)/2)		T _{AA}	509.75 °R	TAA = ((TAX+TAN)/2)		T _{AA}	499.80 °R	TAA = ((TAX+TAN)/2)		T _{AA}	488.85 °R
Average daily maximum		T _{AX}	519.00 °R	Average daily maximum		T _{AX}	507.40 °R	Average daily maximum		T _{AX}	495.60 °R
Average daily minimum		T _{AN}	500.50 °R	Average daily minimum		T _{AN}	492.20 °R	Average daily minimum		T _{AN}	482.10 °R
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:			
TB = TAA + 0.003 as I		T _B	510.41	TB = TAA + 0.003 as I		T _B	500.20	TB = TAA + 0.003 as I		T _B	489.17
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28			
TLA = 0.3*TAA + 0.7*TE		T _{LA}	511.10 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	500.61 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	489.49 °R
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:			
PvA = exp(A-(B/TLA))		P _{VA}	0.005 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.003 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.002 psia
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:			
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.000 NA
HAPS Speciation				HAPS Speciation				HAPS Speciation			
Product - select from list			Diesel	Product - select from list			Diesel	Product - select from list			Diesel
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v			
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}		
hexane	86.18	130	0.00045	hexane	86.18	130	0.00049	hexane	86.18	130	0.00053
benzene	78.11	130	0.00219	benzene	78.11	130	0.00231	benzene	78.11	130	0.00244
2,2,4 TMP	114.23	130	0.00000	2,2,4 TMP	114.23	130	0.00000	2,2,4 TMP	114.23	130	0.00000
toluene	92.14	130	0.02401	toluene	92.14	130	0.02443	toluene	92.14	130	0.02481
ethylbenzene	106.17	130	0.00296	ethylbenzene	106.17	130	0.00288	ethylbenzene	106.17	130	0.00278
xylene	106.17	130	0.05728	xylene	106.17	130	0.05562	xylene	106.17	130	0.05356
naphthalene	128.17	130	3.60E-04	naphthalene	128.17	130	3.12E-04	naphthalene	128.17	130	2.64E-04
cumene	120.19	130	0.00E+00	cumene	120.19	130	0.00E+00	cumene	120.19	130	0.00E+00
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}			
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i
hexane	0.000003	0.005	0.00068	hexane	0.000002	0.003	0.00074	hexane	0.000002	0.002	0.00080
benzene	0.000018	0.005	0.00364	benzene	0.000013	0.003	0.00384	benzene	0.000009	0.002	0.00406
2,2,4 TMP	0.000000	0.005	-	2,2,4 TMP	0.000000	0.003	-	2,2,4 TMP	0.000000	0.002	-
toluene	0.000165	0.005	0.03388	toluene	0.000116	0.003	0.03447	toluene	0.000079	0.002	0.03500
ethylbenzene	0.000018	0.005	0.00362	ethylbenzene	0.000012	0.003	0.00352	ethylbenzene	0.000008	0.002	0.00340
xylene	0.000341	0.005	0.07014	xylene	0.000230	0.003	0.06810	xylene	0.000148	0.002	0.06558
naphthalene	1.78E-06	0.005	0.00037	naphthalene	1.07E-06	0.003	0.00032	naphthalene	6.04E-07	0.002	0.00027
cumene	0.00E+00	0.005	-	cumene	0.00E+00	0.003	-	cumene	0.00E+00	0.002	-
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i			
		Z _{Li}	M _L	M _i			Z _{Li}	M _L	M _i		
hexane	0.000001	188	86.18	0.00000	hexane	0.000001	188	86.18	0.00000	hexane	0.000001
benzene	0.000008	188	78.11	0.00002	benzene	0.000008	188	78.11	0.00002	benzene	0.000008
2,2,4 TMP	0	188	114.23	0.00000	2,2,4 TMP	0	188	114.23	0.00000	2,2,4 TMP	0
toluene	0.00032	188	92.14	0.00065	toluene	0.00032	188	92.14	0.00065	toluene	0.00032
ethylbenzene	0.00013	188	106.17	0.00023	ethylbenzene	0.00013	188	106.17	0.00023	ethylbenzene	0.00013
xylene	0.0029	188	106.17	0.00514	xylene	0.0029	188	106.17	0.00514	xylene	0.0029
naphthalene	0.0007565	188	128.17	0.00111	naphthalene	0.0007565	188	128.17	0.00111	naphthalene	0.0007565
cumene	0	188	120.19	0.00000	cumene	0	188	120.19	0.00000	cumene	0
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))			
		A	B	C			A	B	C		
hexane	6.878	1171.5	224.37	1.52	hexane	6.878	1171.5	224.37	1.14	hexane	6.878
benzene	6.906	1211	220.79	0.92	benzene	6.906	1211	220.79	0.67	benzene	6.906
2,2,4 TMP	6.812	1257.8	220.74	0.46	2,2,4 TMP	6.812	1257.8	220.74	0.34	2,2,4 TMP	6.812
toluene	7.017	1377.6	222.64	0.25	toluene	7.017	1377.6	222.64	0.18	toluene	7.017
ethylbenzene	6.95	1419.3	212.61	0.08	ethylbenzene	6.95	1419.3	212.61	0.05	ethylbenzene	6.95
xylene	7.009	1462.3	215.11	0.07	xylene	7.009	1462.3	215.11	0.04	xylene	7.009
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.02	cumene	6.929

NOTE - THIS SPREADSHEET IS USED TO ESTIMATE AVERAGE SPECIATION FOR LOADING CALCULATIONS

Nearest US Location

Albany, NY

Tank Color (pick from drop down list)		White
Tank Shell Condition (pick from drop down list)		Average
Tank Interior Condition (pick from drop down list)		Light Rust
Tank paint solar absorptance, dimensionless, Table 7.1-6	α	0.25

Absolute Pressure P_A 14.55 psi

MONTH January				MONTH February				MONTH March			
		Symbol	Units			Symbol	Units			Symbol	Units
Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15
Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15
Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60
Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R
Daily total solar insolation on a horizontal surface		I	532.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	789.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1096.0 Btu/ft ² -day
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30			
TAA = ((TAX+TAN)/2)		T _{AA}	483.25 °R	TAA = ((TAX+TAN)/2)		T _{AA}	485.80 °R	TAA = ((TAX+TAN)/2)		T _{AA}	494.80 °R
Average daily maximum ambient		T _{AX}	490.70 °R	Average daily maximum		T _{AX}	493.80 °R	Average daily maximum		T _{AX}	503.50 °R
Average daily minimum ambient		T _{AN}	475.80 °R	Average daily minimum		T _{AN}	477.80 °R	Average daily minimum		T _{AN}	486.10 °R
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:			
TB = TAA + 0.003 as I		T _B	483.65	TB = TAA + 0.003 as I		T _B	486.39	TB = TAA + 0.003 as I		T _B	495.62
Average Daily Liquid Surface Temperature Eq. 2-6				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28			
TLA = 0.3*TAA + 0.7*TB + 0.004		T _{LA}	484.06 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	487.00 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	496.47 °R
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:			
PvA = exp(A-(B/TLA))		P _{VA}	4.050 psia	PvA = exp(A-(B/TLA))		P _{VA}	4.308 psia	PvA = exp(A-(B/TLA))		P _{VA}	5.227 psia
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:			
P*=P _{VA} /P _A /((1+(1-(P _{VA} /P _A)) ^{0.5}) ²		P*	0.081 NA	P*=P _{VA} /P _A /((1+(1-(P _{VA} /P _A)) ^{0.5}) ²		P*	0.088 NA	P*=P _{VA} /P _A /((1+(1-(P _{VA} /P _A)) ^{0.5}) ²		P*	0.111 NA
HAPS Speciation				HAPS Speciation				HAPS Speciation			
Product - select from list			blendstock	Product - select from list			blendstock	Product - select from list			blendstock
Vapor Weight Concentrations Eq. 40-6		Z _{vi} = y _i M _i / M _v		Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v			
	M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}
hexane	86.18	60	0.03732	hexane	86.18	60	0.03840	hexane	86.18	60	0.04195
benzene	78.11	60	0.00314	benzene	78.11	60	0.00325	benzene	78.11	60	0.00362
2,2,4 TMP	114.23	60	0.00307	2,2,4 TMP	114.23	60	0.00319	2,2,4 TMP	114.23	60	0.00359
toluene	92.14	60	0.00293	toluene	92.14	60	0.00307	toluene	92.14	60	0.00354
ethylbenzene	106.17	60	0.00021	ethylbenzene	106.17	60	0.00022	ethylbenzene	106.17	60	0.00027
xylene	106.17	60	0.00063	xylene	106.17	60	0.00067	xylene	106.17	60	0.00081
naphthalene	128.17	60	6.65E-07	naphthalene	128.17	60	7.33E-07	naphthalene	128.17	60	9.90E-07
cumene	120.19	60	2.18E-05	cumene	120.19	60	2.33E-05	cumene	120.19	60	2.90E-05
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}			
	P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i
hexane	0.105500	4.050	0.0260462	hexane	0.115470	4.308	0.02680	hexane	0.153056	5.227	0.02928
benzene	0.009797	4.050	0.00242	benzene	0.010789	4.308	0.00250	benzene	0.014575	5.227	0.00279
2,2,4 TMP	0.006540	4.050	0.00161	2,2,4 TMP	0.007230	4.308	0.00168	2,2,4 TMP	0.009883	5.227	0.00189
toluene	0.007744	4.050	0.00191	toluene	0.008626	4.308	0.00200	toluene	0.012077	5.227	0.00231
ethylbenzene	0.000482	4.050	0.00012	ethylbenzene	0.000544	4.308	0.00013	ethylbenzene	0.000796	5.227	0.00015
xylene	0.001454	4.050	0.00036	xylene	0.001644	4.308	0.00038	xylene	0.002410	5.227	0.00046
naphthalene	1.26E-06	4.050	0.00000	naphthalene	1.48E-06	4.308	0.00000	naphthalene	2.43E-06	5.227	0.00000
cumene	4.41E-05	4.050	0.00001	cumene	5.03E-05	4.308	0.00001	cumene	7.59E-05	5.227	0.00001
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i			
	Z _{Li}	M _L	M _i		Z _{Li}	M _L	M _i		Z _{Li}	M _L	M _i
hexane	0.136	96	86.18	hexane	0.136	96	86.18	hexane	0.136	96	86.18
benzene	0.02	96	78.11	benzene	0.02	96	78.11	benzene	0.02	96	78.11
2,2,4 TMP	0.04	96	114.23	2,2,4 TMP	0.04	96	114.23	2,2,4 TMP	0.04	96	114.23
toluene	0.075	96	92.14	toluene	0.075	96	92.14	toluene	0.075	96	92.14
ethylbenzene	0.02	96	106.17	ethylbenzene	0.02	96	106.17	ethylbenzene	0.02	96	106.17
xylene	0.07	96	106.17	xylene	0.07	96	106.17	xylene	0.07	96	106.17
naphthalene	0.00415	96	128.17	naphthalene	0.00415	96	128.17	naphthalene	0.00415	96	128.17
cumene	0.005	96	120.19	cumene	0.005	96	120.19	cumene	0.005	96	120.19
Component Vapor pressure P _{VAi} =(0.019337)10 ⁴ *(A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 ⁴ *(A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 ⁴ *(A-(B/(TLA+C)))			
	A	B	C		A	B	C		A	B	C
hexane	6.878	1171.5	224.37	hexane	6.878	1171.5	224.37	hexane	6.878	1171.5	224.37
benzene	6.906	1211	220.79	benzene	6.906	1211	220.79	benzene	6.906	1211	220.79
2,2,4 TMP	6.812	1257.8	220.74	2,2,4 TMP	6.812	1257.8	220.74	2,2,4 TMP	6.812	1257.8	220.74
toluene	7.017	1377.6	222.64	toluene	7.017	1377.6	222.64	toluene	7.017	1377.6	222.64
ethylbenzene	6.95	1419.3	212.61	ethylbenzene	6.95	1419.3	212.61	ethylbenzene	6.95	1419.3	212.61
xylene	7.009	1462.3	215.11	xylene	7.009	1462.3	215.11	xylene	7.009	1462.3	215.11
naphthalene	7.146	1831.6	211.82	naphthalene	7.146	1831.6	211.82	naphthalene	7.146	1831.6	211.82
cumene	6.929	1455.8	207.2	cumene	6.929	1455.8	207.2	cumene	6.929	1455.8	207.2
	P _{VAi}				P _{VAi}				P _{VAi}		
hexane				hexane				hexane			
benzene				benzene				benzene			
2,2,4 TMP				2,2,4 TMP				2,2,4 TMP			
toluene				toluene				toluene			
ethylbenzene				ethylbenzene				ethylbenzene			
xylene				xylene				xylene			
naphthalene				naphthalene				naphthalene			
cumene				cumene				cumene			

MONTH April				MONTH May				MONTH June						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15			
Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15			
Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60			
Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R			
Daily total solar insolation on a horiz		I	1496.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1739.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1853.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	507.45 °R	TAA = ((TAX+TAN)/2)		T _{AA}	517.90 °R	TAA = ((TAX+TAN)/2)		T _{AA}	527.45 °R			
Average daily maximum		T _{AX}	517.50 °R	Average daily maximum		T _{AX}	528.40 °R	Average daily maximum		T _{AX}	537.30 °R			
Average daily minimum		T _{AN}	497.40 °R	Average daily minimum		T _{AN}	507.40 °R	Average daily minimum		T _{AN}	517.60 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	508.57	TB = TAA + 0.003 as I		T _B	519.20	TB = TAA + 0.003 as I		T _B	528.84			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TE		T _{LA}	509.73 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	520.55 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	530.28 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	6.770 psia	PvA = exp(A-(B/TLA))		P _{VA}	8.281 psia	PvA = exp(A-(B/TLA))		P _{VA}	9.854 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.155 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.207 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.275 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			blendstock	Product - select from list			blendstock	Product - select from list			blendstock			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}					
hexane	86.18	60	0.04705	hexane	86.18	60	0.05130	hexane	86.18	60	0.05516			
benzene	78.11	60	0.00416	benzene	78.11	60	0.00463	benzene	78.11	60	0.00505			
2,2,4 TMP	114.23	60	0.00419	2,2,4 TMP	114.23	60	0.00471	2,2,4 TMP	114.23	60	0.00520			
toluene	92.14	60	0.00427	toluene	92.14	60	0.00492	toluene	92.14	60	0.00555			
ethylbenzene	106.17	60	0.00034	ethylbenzene	106.17	60	0.00041	ethylbenzene	106.17	60	0.00048			
xylene	106.17	60	0.00104	xylene	106.17	60	0.00126	xylene	106.17	60	0.00147			
naphthalene	128.17	60	1.47E-06	naphthalene	128.17	60	1.98E-06	naphthalene	128.17	60	2.56E-06			
cumene	120.19	60	3.85E-05	cumene	120.19	60	4.77E-05	cumene	120.19	60	5.71E-05			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i			
hexane	0.222338	6.770	0.03284	hexane	0.296469	8.281	0.03580	hexane	0.379372	9.854	0.03850			
benzene	0.021705	6.770	0.00321	benzene	0.029494	8.281	0.00356	benzene	0.038350	9.854	0.00389			
2,2,4 TMP	0.014948	6.770	0.00221	2,2,4 TMP	0.020557	8.281	0.00248	2,2,4 TMP	0.027005	9.854	0.00274			
toluene	0.018860	6.770	0.00279	toluene	0.026587	8.281	0.00321	toluene	0.035678	9.854	0.00362			
ethylbenzene	0.001315	6.770	0.00019	ethylbenzene	0.001934	8.281	0.00023	ethylbenzene	0.002690	9.854	0.00027			
xylene	0.003998	6.770	0.00059	xylene	0.005898	8.281	0.00071	xylene	0.008226	9.854	0.00083			
naphthalene	4.67E-06	6.770	0.00000	naphthalene	7.71E-06	8.281	0.00000	naphthalene	1.18E-05	9.854	0.00000			
cumene	1.30E-04	6.770	0.00002	cumene	1.98E-04	8.281	0.00002	cumene	2.82E-04	9.854	0.00003			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i						
		Z _{Li}	M _L	M _i	X _i			Z _{Li}	M _L	M _i	X _i			
hexane	0.136	96	86.18	0.15150	hexane	0.136	96	86.18	0.15150	hexane	0.136	96	86.18	0.15150
benzene	0.02	96	78.11	0.02458	benzene	0.02	96	78.11	0.02458	benzene	0.02	96	78.11	0.02458
2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362
toluene	0.075	96	92.14	0.07814	toluene	0.075	96	92.14	0.07814	toluene	0.075	96	92.14	0.07814
ethylbenzene	0.02	96	106.17	0.01808	ethylbenzene	0.02	96	106.17	0.01808	ethylbenzene	0.02	96	106.17	0.01808
xylene	0.07	96	106.17	0.06329	xylene	0.07	96	106.17	0.06329	xylene	0.07	96	106.17	0.06329
naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311
cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))						
		A	B	C	P _{VAi}			A	B	C	P _{VAi}			
hexane	6.878	1171.5	224.37	1.47	hexane	6.878	1171.5	224.37	1.96	hexane	6.878	1171.5	224.37	2.50
benzene	6.906	1211	220.79	0.88	benzene	6.906	1211	220.79	1.20	benzene	6.906	1211	220.79	1.56
2,2,4 TMP	6.812	1257.8	220.74	0.44	2,2,4 TMP	6.812	1257.8	220.74	0.61	2,2,4 TMP	6.812	1257.8	220.74	0.80
toluene	7.017	1377.6	222.64	0.24	toluene	7.017	1377.6	222.64	0.34	toluene	7.017	1377.6	222.64	0.46
ethylbenzene	6.95	1419.3	212.61	0.07	ethylbenzene	6.95	1419.3	212.61	0.11	ethylbenzene	6.95	1419.3	212.61	0.15
xylene	7.009	1462.3	215.11	0.06	xylene	7.009	1462.3	215.11	0.09	xylene	7.009	1462.3	215.11	0.13
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.05	cumene	6.929	1455.8	207.2	0.07

MONTH July				MONTH August				MONTH September						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15			
Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15			
Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60			
Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R			
Daily total solar insolation on a horiz		I	1872.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1640.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1300.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	531.35 °R	TAA = ((TAX+TAN)/2)		T _{AA}	530.15 °R	TAA = ((TAX+TAN)/2)		T _{AA}	522.05 °R			
Average daily maximum		T _{AX}	541.00 °R	Average daily maximum		T _{AX}	539.70 °R	Average daily maximum		T _{AX}	531.70 °R			
Average daily minimum		T _{AN}	521.70 °R	Average daily minimum		T _{AN}	520.60 °R	Average daily minimum		T _{AN}	512.40 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	532.75	TB = TAA + 0.003 as I		T _B	531.38	TB = TAA + 0.003 as I		T _B	523.03			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TE		T _{LA}	534.20 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	532.65 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	524.03 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	10.552 psia	PvA = exp(A-(B/TLA))		P _{VA}	10.272 psia	PvA = exp(A-(B/TLA))		P _{VA}	8.819 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.312 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.297 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.229 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			blendstock	Product - select from list			blendstock	Product - select from list			blendstock			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
	M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}			
hexane	86.18	60	0.05673	hexane	86.18	60	0.05611	hexane	86.18	60	0.05267			
benzene	78.11	60	0.00523	benzene	78.11	60	0.00516	benzene	78.11	60	0.00478			
2,2,4 TMP	114.23	60	0.00541	2,2,4 TMP	114.23	60	0.00533	2,2,4 TMP	114.23	60	0.00489			
toluene	92.14	60	0.00581	toluene	92.14	60	0.00571	toluene	92.14	60	0.00514			
ethylbenzene	106.17	60	0.00051	ethylbenzene	106.17	60	0.00050	ethylbenzene	106.17	60	0.00044			
xylene	106.17	60	0.00157	xylene	106.17	60	0.00153	xylene	106.17	60	0.00133			
naphthalene	128.17	60	2.82E-06	naphthalene	128.17	60	2.72E-06	naphthalene	128.17	60	2.18E-06			
cumene	120.19	60	6.13E-05	cumene	120.19	60	5.96E-05	cumene	120.19	60	5.09E-05			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
	P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i			
hexane	0.417841	10.552	0.03960	hexane	0.402264	10.272	0.03916	hexane	0.324234	8.819	0.03676			
benzene	0.042502	10.552	0.00403	benzene	0.040817	10.272	0.00397	benzene	0.032444	8.819	0.00368			
2,2,4 TMP	0.030049	10.552	0.00285	2,2,4 TMP	0.028813	10.272	0.00281	2,2,4 TMP	0.022698	8.819	0.00257			
toluene	0.040033	10.552	0.00379	toluene	0.038260	10.272	0.00372	toluene	0.029583	8.819	0.00335			
ethylbenzene	0.003061	10.552	0.00029	ethylbenzene	0.002909	10.272	0.00028	ethylbenzene	0.002181	8.819	0.00025			
xylene	0.009369	10.552	0.00089	xylene	0.008902	10.272	0.00087	xylene	0.006656	8.819	0.00075			
naphthalene	1.40E-05	10.552	0.00000	naphthalene	1.31E-05	10.272	0.00000	naphthalene	9.01E-06	8.819	0.00000			
cumene	3.24E-04	10.552	0.00003	cumene	3.06E-04	10.272	0.00003	cumene	2.25E-04	8.819	0.00003			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i						
	Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i
hexane	0.136	96	86.18	0.15150	hexane	0.136	96	86.18	0.15150	hexane	0.136	96	86.18	0.15150
benzene	0.02	96	78.11	0.02458	benzene	0.02	96	78.11	0.02458	benzene	0.02	96	78.11	0.02458
2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362
toluene	0.075	96	92.14	0.07814	toluene	0.075	96	92.14	0.07814	toluene	0.075	96	92.14	0.07814
ethylbenzene	0.02	96	106.17	0.01808	ethylbenzene	0.02	96	106.17	0.01808	ethylbenzene	0.02	96	106.17	0.01808
xylene	0.07	96	106.17	0.06329	xylene	0.07	96	106.17	0.06329	xylene	0.07	96	106.17	0.06329
naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311
cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))						
	A	B	C	P _{VAi}		A	B	C	P _{VAi}		A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	2.76	hexane	6.878	1171.5	224.37	2.66	hexane	6.878	1171.5	224.37	2.14
benzene	6.906	1211	220.79	1.73	benzene	6.906	1211	220.79	1.66	benzene	6.906	1211	220.79	1.32
2,2,4 TMP	6.812	1257.8	220.74	0.89	2,2,4 TMP	6.812	1257.8	220.74	0.86	2,2,4 TMP	6.812	1257.8	220.74	0.68
toluene	7.017	1377.6	222.64	0.51	toluene	7.017	1377.6	222.64	0.49	toluene	7.017	1377.6	222.64	0.38
ethylbenzene	6.95	1419.3	212.61	0.17	ethylbenzene	6.95	1419.3	212.61	0.16	ethylbenzene	6.95	1419.3	212.61	0.12
xylene	7.009	1462.3	215.11	0.15	xylene	7.009	1462.3	215.11	0.14	xylene	7.009	1462.3	215.11	0.11
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.06

MONTH October				MONTH November				MONTH December											
		Symbol	Units			Symbol	Units			Symbol	Units								
Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15								
Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15								
Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60								
Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R								
Daily total solar insolation on a horiz		I	882.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	534.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	422.0 Btu/ft ² -day								
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30											
TAA = ((TAX+TAN)/2)		T _{AA}	509.75 °R	TAA = ((TAX+TAN)/2)		T _{AA}	499.80 °R	TAA = ((TAX+TAN)/2)		T _{AA}	488.85 °R								
Average daily maximum		T _{AX}	519.00 °R	Average daily maximum		T _{AX}	507.40 °R	Average daily maximum		T _{AX}	495.60 °R								
Average daily minimum		T _{AN}	500.50 °R	Average daily minimum		T _{AN}	492.20 °R	Average daily minimum		T _{AN}	482.10 °R								
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:											
TB = TAA + 0.003 as I		T _B	510.41	TB = TAA + 0.003 as I		T _B	500.20	TB = TAA + 0.003 as I		T _B	489.17								
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28											
TLA = 0.3*TAA + 0.7*TE		T _{LA}	511.10 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	500.61 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	489.49 °R								
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:											
PvA = exp(A-(B/TLA))		P _{VA}	6.948 psia	PvA = exp(A-(B/TLA))		P _{VA}	5.675 psia	PvA = exp(A-(B/TLA))		P _{VA}	4.536 psia								
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:											
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.161 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.123 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.093 NA								
HAPS Speciation				HAPS Speciation				HAPS Speciation											
Product - select from list			blendstock	Product - select from list			blendstock	Product - select from list			blendstock								
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v											
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}										
hexane	86.18	60	0.04758	hexane	86.18	60	0.04353	hexane	86.18	60	0.03933								
benzene	78.11	60	0.00422	benzene	78.11	60	0.00379	benzene	78.11	60	0.00335								
2,2,4 TMP	114.23	60	0.00426	2,2,4 TMP	114.23	60	0.00377	2,2,4 TMP	114.23	60	0.00329								
toluene	92.14	60	0.00435	toluene	92.14	60	0.00376	toluene	92.14	60	0.00319								
ethylbenzene	106.17	60	0.00035	ethylbenzene	106.17	60	0.00029	ethylbenzene	106.17	60	0.00023								
xylenes	106.17	60	0.00107	xylenes	106.17	60	0.00088	xylenes	106.17	60	0.00071								
naphthalene	128.17	60	1.53E-06	naphthalene	128.17	60	1.12E-06	naphthalene	128.17	60	7.95E-07								
cumene	120.19	60	3.96E-05	cumene	120.19	60	3.18E-05	cumene	120.19	60	2.47E-05								
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}											
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i								
hexane	0.230735	6.948	0.03321	hexane	0.172439	5.675	0.03038	hexane	0.124513	4.536	0.02745								
benzene	0.022580	6.948	0.00325	benzene	0.016552	5.675	0.00292	benzene	0.011693	4.536	0.00258								
2,2,4 TMP	0.015575	6.948	0.00224	2,2,4 TMP	0.011279	5.675	0.00199	2,2,4 TMP	0.007860	4.536	0.00173								
toluene	0.019713	6.948	0.00284	toluene	0.013925	5.675	0.00245	toluene	0.009439	4.536	0.00208								
ethylbenzene	0.001382	6.948	0.00020	ethylbenzene	0.000934	5.675	0.00016	ethylbenzene	0.000602	4.536	0.00013								
xylenes	0.004203	6.948	0.00060	xylenes	0.002834	5.675	0.00050	xylenes	0.001821	4.536	0.00040								
naphthalene	4.98E-06	6.948	0.00000	naphthalene	2.99E-06	5.675	0.00000	naphthalene	1.69E-06	4.536	0.00000								
cumene	1.38E-04	6.948	0.00002	cumene	9.02E-05	5.675	0.00002	cumene	5.62E-05	4.536	0.00001								
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i											
		Z _{Li}	M _L	M _i	X _i			Z _{Li}	M _L	M _i	X _i								
hexane	0.136	96	86.18	0.15150	hexane	0.136	96	86.18	0.15150	hexane	0.136	96	86.18	0.15150					
benzene	0.02	96	78.11	0.02458	benzene	0.02	96	78.11	0.02458	benzene	0.02	96	78.11	0.02458					
2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362					
toluene	0.075	96	92.14	0.07814	toluene	0.075	96	92.14	0.07814	toluene	0.075	96	92.14	0.07814					
ethylbenzene	0.02	96	106.17	0.01808	ethylbenzene	0.02	96	106.17	0.01808	ethylbenzene	0.02	96	106.17	0.01808					
xylenes	0.07	96	106.17	0.06329	xylenes	0.07	96	106.17	0.06329	xylenes	0.07	96	106.17	0.06329					
naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311					
cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399					
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))											
		A	B	C	P _{VAi}			A	B	C	P _{VAi}			A	B	C	P _{VAi}		
hexane	6.878	1171.5	224.37	1.52	hexane	6.878	1171.5	224.37	1.14	hexane	6.878	1171.5	224.37	0.82	hexane	6.878	1171.5	224.37	0.82
benzene	6.906	1211	220.79	0.92	benzene	6.906	1211	220.79	0.67	benzene	6.906	1211	220.79	0.48	benzene	6.906	1211	220.79	0.48
2,2,4 TMP	6.812	1257.8	220.74	0.46	2,2,4 TMP	6.812	1257.8	220.74	0.34	2,2,4 TMP	6.812	1257.8	220.74	0.23	2,2,4 TMP	6.812	1257.8	220.74	0.23
toluene	7.017	1377.6	222.64	0.25	toluene	7.017	1377.6	222.64	0.18	toluene	7.017	1377.6	222.64	0.12	toluene	7.017	1377.6	222.64	0.12
ethylbenzene	6.95	1419.3	212.61	0.08	ethylbenzene	6.95	1419.3	212.61	0.05	ethylbenzene	6.95	1419.3	212.61	0.03	ethylbenzene	6.95	1419.3	212.61	0.03
xylenes	7.009	1462.3	215.11	0.07	xylenes	7.009	1462.3	215.11	0.04	xylenes	7.009	1462.3	215.11	0.03	xylenes	7.009	1462.3	215.11	0.03
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.02	cumene	6.929	1455.8	207.2	0.01	cumene	6.929	1455.8	207.2	0.01

NOTE - THIS SPREADSHEET IS USED TO ESTIMATE AVERAGE SPECIATION FOR LOADING CALCULATIONS

Nearest US Location

Albany, NY

Tank Color (pick from drop down list)		White
Tank Shell Condition (pick from drop down list)		Average
Tank Interior Condition (pick from drop down list)		Light Rust
Tank paint solar absorptance, dimensionless, Table 7.1-6	α	0.25

Absolute Pressure P_A 14.55 psi

MONTH January				MONTH February				MONTH March						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 13.5			
Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	62.00			
Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.63			
Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	5015.72 °R			
Daily total solar insolation on a horizontal surface		I	532.0 Btu/ft ² -day	Daily total solar insolation on a horizontal surface		I	789.0 Btu/ft ² -day	Daily total solar insolation on a horizontal surface		I	1096.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	483.25 °R	TAA = ((TAX+TAN)/2)		T _{AA}	485.80 °R	TAA = ((TAX+TAN)/2)		T _{AA}	494.80 °R			
Average daily maximum ambient		T _{AX}	490.70 °R	Average daily maximum ambient		T _{AX}	493.80 °R	Average daily maximum ambient		T _{AX}	503.50 °R			
Average daily minimum ambient		T _{AN}	475.80 °R	Average daily minimum ambient		T _{AN}	477.80 °R	Average daily minimum ambient		T _{AN}	486.10 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	483.65	TB = TAA + 0.003 as I		T _B	486.39	TB = TAA + 0.003 as I		T _B	495.62			
Average Daily Liquid Surface Temperature Eq. 2-6				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TB + 0.004		T _{LA}	484.06 °R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	487.00 °R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	496.47 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	4.050 psia	PvA = exp(A-(B/TLA))		P _{VA}	4.308 psia	PvA = exp(A-(B/TLA))		P _{VA}	4.615 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /((1+(1-(P _{VA} /P _A)) ^{0.5}) ²		P*	0.081 NA	P*=P _{VA} /P _A /((1+(1-(P _{VA} /P _A)) ^{0.5}) ²		P*	0.088 NA	P*=P _{VA} /P _A /((1+(1-(P _{VA} /P _A)) ^{0.5}) ²		P*	0.095 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			Gasoline	Product - select from list			Gasoline	Product - select from list			Gasoline			
Vapor Weight Concentrations Eq. 40-6		Z _{vi} = y _i M _i / M _v		Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
	M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}			
hexane	86.18	60	0.00274	hexane	86.18	60	0.00282	hexane	86.18	62	0.00325			
benzene	78.11	60	0.00283	benzene	78.11	60	0.00293	benzene	78.11	62	0.00343			
2,2,4 TMP	114.23	60	0.00307	2,2,4 TMP	114.23	60	0.00319	2,2,4 TMP	114.23	62	0.00378			
toluene	92.14	60	0.00273	toluene	92.14	60	0.00286	toluene	92.14	62	0.00348			
ethylbenzene	106.17	60	0.00015	ethylbenzene	106.17	60	0.00016	ethylbenzene	106.17	62	0.00020			
xylenes	106.17	60	0.00063	xylenes	106.17	60	0.00067	xylenes	106.17	62	0.00086			
naphthalene	128.17	60	6.65E-07	naphthalene	128.17	60	7.33E-07	naphthalene	128.17	62	1.04E-06			
cumene	120.19	60	2.18E-05	cumene	120.19	60	2.33E-05	cumene	120.19	62	3.05E-05			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
	P _i = P _{VAI} (x _i)	P _{VA}	y _i		P _i = P _{VAI} (x _i)	P _{VA}	y _i		P _i = P _{VAI} (x _i)	P _{VA}	y _i			
hexane	0.007757	4.050	0.0019152	hexane	0.008490	4.308	0.00197	hexane	0.010785	4.615	0.00234			
benzene	0.008817	4.050	0.00218	benzene	0.009710	4.308	0.00225	benzene	0.012571	4.615	0.00272			
2,2,4 TMP	0.006540	4.050	0.00161	2,2,4 TMP	0.007230	4.308	0.00168	2,2,4 TMP	0.009471	4.615	0.00205			
toluene	0.007228	4.050	0.00178	toluene	0.008051	4.308	0.00187	toluene	0.010802	4.615	0.00234			
ethylbenzene	0.000337	4.050	0.00008	ethylbenzene	0.000381	4.308	0.00009	ethylbenzene	0.000534	4.615	0.00012			
xylenes	0.001454	4.050	0.00036	xylenes	0.001644	4.308	0.00038	xylenes	0.002310	4.615	0.00050			
naphthalene	1.26E-06	4.050	0.00000	naphthalene	1.48E-06	4.308	0.00000	naphthalene	2.33E-06	4.615	0.00000			
cumene	4.41E-05	4.050	0.00001	cumene	5.03E-05	4.308	0.00001	cumene	7.27E-05	4.615	0.00002			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i						
	Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i
hexane	0.01	96	86.18	0.01114	hexane	0.01	96	86.18	0.01114	hexane	0.01	92	86.18	0.01068
benzene	0.018	96	78.11	0.02212	benzene	0.018	96	78.11	0.02212	benzene	0.018	92	78.11	0.02120
2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	92	114.23	0.03222
toluene	0.07	96	92.14	0.07293	toluene	0.07	96	92.14	0.07293	toluene	0.07	92	92.14	0.06989
ethylbenzene	0.014	96	106.17	0.01266	ethylbenzene	0.014	96	106.17	0.01266	ethylbenzene	0.014	92	106.17	0.01213
xylenes	0.07	96	106.17	0.06329	xylenes	0.07	96	106.17	0.06329	xylenes	0.07	92	106.17	0.06066
naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	92	128.17	0.00298
cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399	cumene	0.005	92	120.19	0.00383
Component Vapor pressure P _{VAI} =(0.019337)10^(A-(B/(TLA+C)))				Component Vapor pressure P _{VAI} =(0.019337)10^(A-(B/(TLA+C)))				Component Vapor pressure P _{VAI} =(0.019337)10^(A-(B/(TLA+C)))						
	A	B	C	P _{VAI}		A	B	C	P _{VAI}		A	B	C	P _{VAI}
hexane	6.878	1171.5	224.37	0.70	hexane	6.878	1171.5	224.37	0.76	hexane	6.878	1171.5	224.37	1.01
benzene	6.906	1211	220.79	0.40	benzene	6.906	1211	220.79	0.44	benzene	6.906	1211	220.79	0.59
2,2,4 TMP	6.812	1257.8	220.74	0.19	2,2,4 TMP	6.812	1257.8	220.74	0.22	2,2,4 TMP	6.812	1257.8	220.74	0.29
toluene	7.017	1377.6	222.64	0.10	toluene	7.017	1377.6	222.64	0.11	toluene	7.017	1377.6	222.64	0.15
ethylbenzene	6.95	1419.3	212.61	0.03	ethylbenzene	6.95	1419.3	212.61	0.03	ethylbenzene	6.95	1419.3	212.61	0.04
xylenes	7.009	1462.3	215.11	0.02	xylenes	7.009	1462.3	215.11	0.03	xylenes	7.009	1462.3	215.11	0.04
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.01	cumene	6.929	1455.8	207.2	0.01	cumene	6.929	1455.8	207.2	0.02

MONTH April				MONTH May				MONTH June						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Gasoline - RVP 13	Product Type			Gasoline - RVP 9	Product Type			Gasoline - RVP 9			
Vapor Molecular weight		M _v	62.00	Vapor Molecular weight		M _v	68.00	Vapor Molecular weight		M _v	68.00			
Vapor Pressure Equation Constant A		A	11.64	Vapor Pressure Equation Constant A		A	11.76	Vapor Pressure Equation Constant A		A	11.76			
Vapor Pressure Equation Constant B		B	5043.58 °R	Vapor Pressure Equation Constant B		B	5315.06 °R	Vapor Pressure Equation Constant B		B	5315.06 °R			
Daily total solar insolation on a horizontal surface		I	1496.0 Btu/ft ² -day	Daily total solar insolation on a horizontal surface		I	1739.0 Btu/ft ² -day	Daily total solar insolation on a horizontal surface		I	1853.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	507.45 °R	TAA = ((TAX+TAN)/2)		T _{AA}	517.90 °R	TAA = ((TAX+TAN)/2)		T _{AA}	527.45 °R			
Average daily maximum		T _{AX}	517.50 °R	Average daily maximum		T _{AX}	528.40 °R	Average daily maximum		T _{AX}	537.30 °R			
Average daily minimum		T _{AN}	497.40 °R	Average daily minimum		T _{AN}	507.40 °R	Average daily minimum		T _{AN}	517.60 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	508.57	TB = TAA + 0.003 as I		T _B	519.20	TB = TAA + 0.003 as I		T _B	528.84			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TE		T _{LA}	509.73 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	520.55 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	530.28 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	5.749 psia	PvA = exp(A-(B/TLA))		P _{VA}	4.692 psia	PvA = exp(A-(B/TLA))		P _{VA}	5.658 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.125 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.097 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.122 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			Gasoline	Product - select from list			Gasoline	Product - select from list			Gasoline			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}
hexane	86.18	62	0.00379		hexane	86.18	68	0.00564		hexane	86.18	68	0.00599	
benzene	78.11	62	0.00410		benzene	78.11	68	0.00623		benzene	78.11	68	0.00672	
2,2,4 TMP	114.23	62	0.00459		2,2,4 TMP	114.23	68	0.00705		2,2,4 TMP	114.23	68	0.00768	
toluene	92.14	62	0.00436		toluene	92.14	68	0.00687		toluene	92.14	68	0.00764	
ethylbenzene	106.17	62	0.00026		ethylbenzene	106.17	68	0.00043		ethylbenzene	106.17	68	0.00050	
xylene	106.17	62	0.00114		xylene	106.17	68	0.00188		xylene	106.17	68	0.00218	
naphthalene	128.17	62	1.61E-06		naphthalene	128.17	68	2.97E-06		naphthalene	128.17	68	3.78E-06	
cumene	120.19	62	4.21E-05		cumene	120.19	68	7.13E-05		cumene	120.19	68	8.43E-05	
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i			
hexane	0.015667	5.749	0.00273	hexane	0.020891	4.692	0.00445	hexane	0.026733	5.658	0.00472			
benzene	0.018721	5.749	0.00326	benzene	0.025438	4.692	0.00542	benzene	0.033077	5.658	0.00585			
2,2,4 TMP	0.014325	5.749	0.00249	2,2,4 TMP	0.019700	4.692	0.00420	2,2,4 TMP	0.025880	5.658	0.00457			
toluene	0.016869	5.749	0.00293	toluene	0.023780	4.692	0.00507	toluene	0.031912	5.658	0.00564			
ethylbenzene	0.000882	5.749	0.00015	ethylbenzene	0.001298	4.692	0.00028	ethylbenzene	0.001805	5.658	0.00032			
xylene	0.003831	5.749	0.00067	xylene	0.005652	4.692	0.00120	xylene	0.007883	5.658	0.00139			
naphthalene	4.47E-06	5.749	0.00000	naphthalene	7.39E-06	4.692	0.00000	naphthalene	1.13E-05	5.658	0.00000			
cumene	1.25E-04	5.749	0.00002	cumene	1.89E-04	4.692	0.00004	cumene	2.70E-04	5.658	0.00005			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i						
		Z _{Li}	M _L	M _i	X _i			Z _{Li}	M _L	M _i	X _i			
hexane	0.01	92	86.18	0.01068	hexane	0.01	92	86.18	0.01068	hexane	0.01	92	86.18	0.01068
benzene	0.018	92	78.11	0.02120	benzene	0.018	92	78.11	0.02120	benzene	0.018	92	78.11	0.02120
2,2,4 TMP	0.04	92	114.23	0.03222	2,2,4 TMP	0.04	92	114.23	0.03222	2,2,4 TMP	0.04	92	114.23	0.03222
toluene	0.07	92	92.14	0.06989	toluene	0.07	92	92.14	0.06989	toluene	0.07	92	92.14	0.06989
ethylbenzene	0.014	92	106.17	0.01213	ethylbenzene	0.014	92	106.17	0.01213	ethylbenzene	0.014	92	106.17	0.01213
xylene	0.07	92	106.17	0.06066	xylene	0.07	92	106.17	0.06066	xylene	0.07	92	106.17	0.06066
naphthalene	0.00415	92	128.17	0.00298	naphthalene	0.00415	92	128.17	0.00298	naphthalene	0.00415	92	128.17	0.00298
cumene	0.005	92	120.19	0.00383	cumene	0.005	92	120.19	0.00383	cumene	0.005	92	120.19	0.00383
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))						
		A	B	C	P _{VAi}			A	B	C	P _{VAi}			
hexane	6.878	1171.5	224.37	1.47	hexane	6.878	1171.5	224.37	1.96	hexane	6.878	1171.5	224.37	2.50
benzene	6.906	1211	220.79	0.88	benzene	6.906	1211	220.79	1.20	benzene	6.906	1211	220.79	1.56
2,2,4 TMP	6.812	1257.8	220.74	0.44	2,2,4 TMP	6.812	1257.8	220.74	0.61	2,2,4 TMP	6.812	1257.8	220.74	0.80
toluene	7.017	1377.6	222.64	0.24	toluene	7.017	1377.6	222.64	0.34	toluene	7.017	1377.6	222.64	0.46
ethylbenzene	6.95	1419.3	212.61	0.07	ethylbenzene	6.95	1419.3	212.61	0.11	ethylbenzene	6.95	1419.3	212.61	0.15
xylene	7.009	1462.3	215.11	0.06	xylene	7.009	1462.3	215.11	0.09	xylene	7.009	1462.3	215.11	0.13
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.05	cumene	6.929	1455.8	207.2	0.07

MONTH July				MONTH August				MONTH September									
		Symbol	Units			Symbol	Units			Symbol	Units						
Product Type			Gasoline - RVP 9	Product Type			Gasoline - RVP 9	Product Type			Gasoline - RVP 13						
Vapor Molecular weight		M _v	68.00	Vapor Molecular weight		M _v	68.00	Vapor Molecular weight		M _v	62.00						
Vapor Pressure Equation Constant A		A	11.76	Vapor Pressure Equation Constant A		A	11.76	Vapor Pressure Equation Constant A		A	11.64						
Vapor Pressure Equation Constant B		B	5315.06 °R	Vapor Pressure Equation Constant B		B	5315.06 °R	Vapor Pressure Equation Constant B		B	5043.58 °R						
Daily total solar insolation on a horiz		I	1872.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1640.0 Btu/ft ² -day	Daily total solar insolation on a horiz		I	1300.0 Btu/ft ² -day						
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30									
TAA = ((TAX+TAN)/2)		T _{AA}	531.35 °R	TAA = ((TAX+TAN)/2)		T _{AA}	530.15 °R	TAA = ((TAX+TAN)/2)		T _{AA}	522.05 °R						
Average daily maximum		T _{AX}	541.00 °R	Average daily maximum		T _{AX}	539.70 °R	Average daily maximum		T _{AX}	531.70 °R						
Average daily minimum		T _{AN}	521.70 °R	Average daily minimum		T _{AN}	520.60 °R	Average daily minimum		T _{AN}	512.40 °R						
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:									
TB = TAA + 0.003 as I		T _B	532.75	TB = TAA + 0.003 as I		T _B	531.38	TB = TAA + 0.003 as I		T _B	523.03						
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28									
TLA = 0.3*TAA + 0.7*TE		T _{LA}	534.20 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	532.65 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	524.03 °R						
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:									
PvA = exp(A-(B/TLA))		P _{VA}	6.091 psia	PvA = exp(A-(B/TLA))		P _{VA}	5.916 psia	PvA = exp(A-(B/TLA))		P _{VA}	7.532 psia						
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:									
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.135 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.130 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.180 NA						
HAPS Speciation				HAPS Speciation				HAPS Speciation									
Product - select from list			Gasoline	Product - select from list			Gasoline	Product - select from list			Gasoline						
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v									
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			
hexane	86.18	68	0.00613	hexane	86.18	68	0.00607	hexane	86.18	62	0.00422						
benzene	78.11	68	0.00691	benzene	78.11	68	0.00684	benzene	78.11	62	0.00468						
2,2,4 TMP	114.23	68	0.00794	2,2,4 TMP	114.23	68	0.00784	2,2,4 TMP	114.23	62	0.00532						
toluene	92.14	68	0.00797	toluene	92.14	68	0.00784	toluene	92.14	62	0.00522						
ethylbenzene	106.17	68	0.00053	ethylbenzene	106.17	68	0.00052	ethylbenzene	106.17	62	0.00033						
xylene	106.17	68	0.00230	xylene	106.17	68	0.00225	xylene	106.17	62	0.00145						
naphthalene	128.17	68	4.15E-06	naphthalene	128.17	68	4.00E-06	naphthalene	128.17	62	2.37E-06						
cumene	120.19	68	9.00E-05	cumene	120.19	68	8.77E-05	cumene	120.19	62	5.54E-05						
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}									
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i						
hexane	0.029443	6.091	0.00483	hexane	0.028346	5.916	0.00479	hexane	0.022847	7.532	0.00303						
benzene	0.036658	6.091	0.00602	benzene	0.035205	5.916	0.00595	benzene	0.027983	7.532	0.00372						
2,2,4 TMP	0.028797	6.091	0.00473	2,2,4 TMP	0.027613	5.916	0.00467	2,2,4 TMP	0.021752	7.532	0.00289						
toluene	0.035808	6.091	0.00588	toluene	0.034222	5.916	0.00578	toluene	0.026460	7.532	0.00351						
ethylbenzene	0.002053	6.091	0.00034	ethylbenzene	0.001952	5.916	0.00033	ethylbenzene	0.001463	7.532	0.00019						
xylene	0.008979	6.091	0.00147	xylene	0.008531	5.916	0.00144	xylene	0.006378	7.532	0.00085						
naphthalene	1.34E-05	6.091	0.00000	naphthalene	1.26E-05	5.916	0.00000	naphthalene	8.63E-06	7.532	0.00000						
cumene	3.10E-04	6.091	0.00005	cumene	2.94E-04	5.916	0.00005	cumene	2.15E-04	7.532	0.00003						
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i									
		Z _{Li}	M _L	M _i	X _i			Z _{Li}	M _L	M _i	X _i						
hexane	0.01	92	86.18	0.01068	hexane	0.01	92	86.18	0.01068	hexane	0.01	92	86.18	0.01068			
benzene	0.018	92	78.11	0.02120	benzene	0.018	92	78.11	0.02120	benzene	0.018	92	78.11	0.02120			
2,2,4 TMP	0.04	92	114.23	0.03222	2,2,4 TMP	0.04	92	114.23	0.03222	2,2,4 TMP	0.04	92	114.23	0.03222			
toluene	0.07	92	92.14	0.06989	toluene	0.07	92	92.14	0.06989	toluene	0.07	92	92.14	0.06989			
ethylbenzene	0.014	92	106.17	0.01213	ethylbenzene	0.014	92	106.17	0.01213	ethylbenzene	0.014	92	106.17	0.01213			
xylene	0.07	92	106.17	0.06066	xylene	0.07	92	106.17	0.06066	xylene	0.07	92	106.17	0.06066			
naphthalene	0.00415	92	128.17	0.00298	naphthalene	0.00415	92	128.17	0.00298	naphthalene	0.00415	92	128.17	0.00298			
cumene	0.005	92	120.19	0.00383	cumene	0.005	92	120.19	0.00383	cumene	0.005	92	120.19	0.00383			
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))									
		A	B	C	P _{VAi}			A	B	C	P _{VAi}			A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	2.76	hexane	6.878	1171.5	224.37	2.66	hexane	6.878	1171.5	224.37	2.14			
benzene	6.906	1211	220.79	1.73	benzene	6.906	1211	220.79	1.66	benzene	6.906	1211	220.79	1.32			
2,2,4 TMP	6.812	1257.8	220.74	0.89	2,2,4 TMP	6.812	1257.8	220.74	0.86	2,2,4 TMP	6.812	1257.8	220.74	0.68			
toluene	7.017	1377.6	222.64	0.51	toluene	7.017	1377.6	222.64	0.49	toluene	7.017	1377.6	222.64	0.38			
ethylbenzene	6.95	1419.3	212.61	0.17	ethylbenzene	6.95	1419.3	212.61	0.16	ethylbenzene	6.95	1419.3	212.61	0.12			
xylene	7.009	1462.3	215.11	0.15	xylene	7.009	1462.3	215.11	0.14	xylene	7.009	1462.3	215.11	0.11			
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00			
cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.06			

MONTH October				MONTH November				MONTH December									
		Symbol	Units			Symbol	Units			Symbol	Units						
Product Type			Gasoline - RVP 13.5	Product Type			Gasoline - RVP 15	Product Type			Gasoline - RVP 15						
Vapor Molecular weight		M _v	62.00	Vapor Molecular weight		M _v	60.15	Vapor Molecular weight		M _v	60.15						
Vapor Pressure Equation Constant A		A	11.63	Vapor Pressure Equation Constant A		A	11.60	Vapor Pressure Equation Constant A		A	11.60						
Vapor Pressure Equation Constant B		B	5015.72 °R	Vapor Pressure Equation Constant B		B	4937.93 °R	Vapor Pressure Equation Constant B		B	4937.93 °R						
Daily total solar insolation on a horizon		I	882.0 Btu/ft ² -day	Daily total solar insolation on a horizon		I	534.0 Btu/ft ² -day	Daily total solar insolation on a horizon		I	422.0 Btu/ft ² -day						
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30									
TAA = ((TAX+TAN)/2)		T _{AA}	509.75 °R	TAA = ((TAX+TAN)/2)		T _{AA}	499.80 °R	TAA = ((TAX+TAN)/2)		T _{AA}	488.85 °R						
Average daily maximum		T _{AX}	519.00 °R	Average daily maximum		T _{AX}	507.40 °R	Average daily maximum		T _{AX}	495.60 °R						
Average daily minimum		T _{AN}	500.50 °R	Average daily minimum		T _{AN}	492.20 °R	Average daily minimum		T _{AN}	482.10 °R						
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:									
TB = TAA + 0.003 as I		T _B	510.41	TB = TAA + 0.003 as I		T _B	500.20	TB = TAA + 0.003 as I		T _B	489.17						
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28									
TLA = 0.3*TAA + 0.7*TE		T _{LA}	511.10 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	500.61 °R	TLA = 0.3*TAA + 0.7*TE		T _{LA}	489.49 °R						
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:									
PvA = exp(A-(B/TLA))		P _{VA}	6.162 psia	PvA = exp(A-(B/TLA))		P _{VA}	5.675 psia	PvA = exp(A-(B/TLA))		P _{VA}	4.536 psia						
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:									
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.137 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.123 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.093 NA						
HAPS Speciation				HAPS Speciation				HAPS Speciation									
Product - select from list			Gasoline	Product - select from list			Gasoline	Product - select from list			Gasoline						
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v									
		M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}								
hexane	86.18	62	0.00367	hexane	86.18	60	0.00320	hexane	86.18	60	0.00289						
benzene	78.11	62	0.00398	benzene	78.11	60	0.00341	benzene	78.11	60	0.00301						
2,2,4 TMP	114.23	62	0.00446	2,2,4 TMP	114.23	60	0.00377	2,2,4 TMP	114.23	60	0.00329						
toluene	92.14	62	0.00425	toluene	92.14	60	0.00351	toluene	92.14	60	0.00298						
ethylbenzene	106.17	62	0.00026	ethylbenzene	106.17	60	0.00020	ethylbenzene	106.17	60	0.00016						
xylene	106.17	62	0.00112	xylene	106.17	60	0.00088	xylene	106.17	60	0.00071						
naphthalene	128.17	62	1.60E-06	naphthalene	128.17	60	1.12E-06	naphthalene	128.17	60	7.95E-07						
cumene	120.19	62	4.15E-05	cumene	120.19	60	3.18E-05	cumene	120.19	60	2.47E-05						
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}									
P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i	P _i = P _{VA} (x _i)		P _{VA}	y _i						
hexane	0.016259	6.162	0.00264	hexane	0.012679	5.675	0.00223	hexane	0.009155	4.536	0.00202						
benzene	0.019475	6.162	0.00316	benzene	0.014897	5.675	0.00262	benzene	0.010524	4.536	0.00232						
2,2,4 TMP	0.014926	6.162	0.00242	2,2,4 TMP	0.011279	5.675	0.00199	2,2,4 TMP	0.007860	4.536	0.00173						
toluene	0.017633	6.162	0.00286	toluene	0.012997	5.675	0.00229	toluene	0.008810	4.536	0.00194						
ethylbenzene	0.000927	6.162	0.00015	ethylbenzene	0.000654	5.675	0.00012	ethylbenzene	0.000422	4.536	0.00009						
xylene	0.004028	6.162	0.00065	xylene	0.002834	5.675	0.00050	xylene	0.001821	4.536	0.00040						
naphthalene	4.77E-06	6.162	0.00000	naphthalene	2.99E-06	5.675	0.00000	naphthalene	1.69E-06	4.536	0.00000						
cumene	1.32E-04	6.162	0.00002	cumene	9.02E-05	5.675	0.00002	cumene	5.62E-05	4.536	0.00001						
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _L)/M _i									
		Z _{Li}	M _L	M _i	X _i			Z _{Li}	M _L	M _i	X _i						
hexane	0.01	92	86.18	0.01068	hexane	0.01	96	86.18	0.01114	hexane	0.01	96	86.18	0.01114			
benzene	0.018	92	78.11	0.02120	benzene	0.018	96	78.11	0.02212	benzene	0.018	96	78.11	0.02212			
2,2,4 TMP	0.04	92	114.23	0.03222	2,2,4 TMP	0.04	96	114.23	0.03362	2,2,4 TMP	0.04	96	114.23	0.03362			
toluene	0.07	92	92.14	0.06989	toluene	0.07	96	92.14	0.07293	toluene	0.07	96	92.14	0.07293			
ethylbenzene	0.014	92	106.17	0.01213	ethylbenzene	0.014	96	106.17	0.01266	ethylbenzene	0.014	96	106.17	0.01266			
xylene	0.07	92	106.17	0.06066	xylene	0.07	96	106.17	0.06329	xylene	0.07	96	106.17	0.06329			
naphthalene	0.00415	92	128.17	0.00298	naphthalene	0.00415	96	128.17	0.00311	naphthalene	0.00415	96	128.17	0.00311			
cumene	0.005	92	120.19	0.00383	cumene	0.005	96	120.19	0.00399	cumene	0.005	96	120.19	0.00399			
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))									
		A	B	C	P _{VAi}			A	B	C	P _{VAi}			A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	1.52	hexane	6.878	1171.5	224.37	1.14	hexane	6.878	1171.5	224.37	0.82			
benzene	6.906	1211	220.79	0.92	benzene	6.906	1211	220.79	0.67	benzene	6.906	1211	220.79	0.48			
2,2,4 TMP	6.812	1257.8	220.74	0.46	2,2,4 TMP	6.812	1257.8	220.74	0.34	2,2,4 TMP	6.812	1257.8	220.74	0.23			
toluene	7.017	1377.6	222.64	0.25	toluene	7.017	1377.6	222.64	0.18	toluene	7.017	1377.6	222.64	0.12			
ethylbenzene	6.95	1419.3	212.61	0.08	ethylbenzene	6.95	1419.3	212.61	0.05	ethylbenzene	6.95	1419.3	212.61	0.03			
xylene	7.009	1462.3	215.11	0.07	xylene	7.009	1462.3	215.11	0.04	xylene	7.009	1462.3	215.11	0.03			
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00			
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.02	cumene	6.929	1455.8	207.2	0.01			

NOTE - THIS SPREADSHEET IS USED TO ESTIMATE AVERAGE SPECIATION FOR LOADING CALCULATIONS

Nearest US Location	Albany, NY
Tank Color (pick from drop down list)	White
Tank Shell Condition (pick from drop down list)	Average
Tank Interior Condition (pick from drop down list)	Light Rust
Tank paint solar absorptance, dimensionless, Table 7.1-6	α 0.25

Absolute Pressure P_A 14.55 psi

MONTH January					MONTH February					MONTH March				
	Symbol			Units		Symbol			Units		Symbol			Units
Product Type		Denatured Ethanol (3% G			Product Type		Denatured Ethanol (3% Gas)			Product Type		Denatured Ethanol (3% Gas)		
Vapor Molecular weight	M_v	48.86			Vapor Molecular weight	M_v	48.86			Vapor Molecular weight	M_v	48.86		
Vapor Pressure Equation Constant A	A	15.90			Vapor Pressure Equation Constant A	A	15.90			Vapor Pressure Equation Constant A	A	15.90		
Vapor Pressure Equation Constant B	B	8257.84	$^{\circ}R$		Vapor Pressure Equation Constant B	B	8257.84	$^{\circ}R$		Vapor Pressure Equation Constant B	B	8257.84	$^{\circ}R$	
Daily total solar insolation on a horizontal surface	I	532.0		Btu/ft ² -day	Daily total solar insolation on a horiza	I	789.0		Btu/ft ² -day	Daily total solar insolation on a horiza	I	1096.0		Btu/ft ² -day
Average Daily Ambient Temperature Eq. 1-30					Average Daily Ambient Temperature Eq. 1-30					Average Daily Ambient Temperature Eq. 1-30				
TAA = ((TAX+TAN)/2)	T_{AA}	483.25	$^{\circ}R$		TAA = ((TAX+TAN)/2)	T_{AA}	485.80	$^{\circ}R$		TAA = ((TAX+TAN)/2)	T_{AA}	494.80	$^{\circ}R$	
Average daily maximum ambient	T_{AX}	490.70	$^{\circ}R$		Average daily maximum	T_{AX}	493.80	$^{\circ}R$		Average daily maximum	T_{AX}	503.50	$^{\circ}R$	
Average daily minimum ambient t	T_{AN}	475.80	$^{\circ}R$		Average daily minimum	T_{AN}	477.80	$^{\circ}R$		Average daily minimum	T_{AN}	486.10	$^{\circ}R$	
Liquid Bulk Temperature Eq 1-31:					Liquid Bulk Temperature Eq 1-31:					Liquid Bulk Temperature Eq 1-31:				
TB = TAA + 0.003 as I	T_B	483.65			TB = TAA + 0.003 as I	T_B	486.39			TB = TAA + 0.003 as I	T_B	495.62		
Average Daily Liquid Surface Temperature Eq. 2-6					Average Daily Liquid Surface Temperature Eq. 1-28					Average Daily Liquid Surface Temperature Eq. 1-28				
TLA = 0.3*TAA + 0.7*TB + 0.004*	T_{LA}	484.06	$^{\circ}R$		TLA = 0.3*TAA + 0.7*TE	T_{LA}	487.00	$^{\circ}R$		TLA = 0.3*TAA + 0.7*TE	T_{LA}	496.47	$^{\circ}R$	
True Vapor Pressure Eq. 1-25:					True Vapor Pressure Eq. 1-25:					True Vapor Pressure Eq. 1-25:				
PvA = exp(A-(B/TLA))	P_{vA}	0.313	psia		PvA = exp(A-(B/TLA))	P_{vA}	0.347	psia		PvA = exp(A-(B/TLA))	P_{vA}	0.479	psia	
Vapor pressure function Eq. 2-4:					Vapor pressure function Eq. 2-4:					Vapor pressure function Eq. 2-4:				
$P^*=P_{vA}/P_A/(1+(1-(P_{vA}/P_A))^{0.5})^2$	P^*	0.005	NA		$P^*=P_{vA}/P_A/(1+(1-(P_{vA}/P_A))^{0.5})^2$	P^*	0.006	NA		$P^*=P_{vA}/P_A/(1+(1-(P_{vA}/P_A))^{0.5})^2$	P^*	0.008	NA	
HAPS Speciation					HAPS Speciation					HAPS Speciation				
Product - select from list		Ethanol			Product - select from list		Ethanol			Product - select from list		Ethanol		
Vapor Weight Concentrations Eq. 40-6	$Z_{vi} = y_i M_i / M_v$				Vapor Weight Concent $Z_{vi} = y_i M_i / M_v$					Vapor Weight Concent $Z_{vi} = y_i M_i / M_v$				
	M_i	M_v	Z_{vi}			M_i	M_v	Z_{vi}			M_i	M_v	Z_{vi}	
hexane	86.18	49	0.00067		hexane	86.18	49	0.00066		hexane	86.18	49	0.00063	
benzene	78.11	49	0.00069		benzene	78.11	49	0.00068		benzene	78.11	49	0.00067	
2,2,4 TMP	114.23	49	0.00075		2,2,4 TMP	114.23	49	0.00074		2,2,4 TMP	114.23	49	0.00074	
toluene	92.14	49	0.00067		toluene	92.14	49	0.00067		toluene	92.14	49	0.00068	
ethylbenzene	106.17	49	0.00004		ethylbenzene	106.17	49	0.00004		ethylbenzene	106.17	49	0.00004	
xylenes	106.17	49	0.00015		xylenes	106.17	49	0.00016		xylenes	106.17	49	0.00017	
naphthalene	128.17	49	1.62E-07		naphthalene	128.17	49	1.71E-07		naphthalene	128.17	49	2.03E-07	
cumene	120.19	49	5.30E-06		cumene	120.19	49	5.45E-06		cumene	120.19	49	5.95E-06	
ethyl alcohol {ethanol}	46.07	49	5.28E-01		ethyl alcohol {ethanol}	46.07	49	5.36E-01		ethyl alcohol {ethanol}	46.07	49	5.63E-01	
Vapor Mole Fraction Eq. 40-5 $y_i = P_i / P_{vA}$					Vapor Mole Fraction Eq. 40-5 $y_i = P_i / P_{vA}$					Vapor Mole Fraction Eq. 40-5 $y_i = P_i / P_{vA}$				
	$P_i = P_{vA}(x_i)$	P_{vA}	y_i			$P_i = P_{vA}(x_i)$	P_{vA}	y_i			$P_i = P_{vA}(x_i)$	P_{vA}	y_i	
hexane	0.000118	0.313	0.0003788		hexane	0.000130	0.347	0.00037		hexane	0.000172	0.479	0.00036	
benzene	0.000135	0.313	0.00043		benzene	0.000148	0.347	0.00043		benzene	0.000200	0.479	0.00042	
2,2,4 TMP	0.000100	0.313	0.00032		2,2,4 TMP	0.000110	0.347	0.00032		2,2,4 TMP	0.000151	0.479	0.00032	
toluene	0.000110	0.313	0.00035		toluene	0.000123	0.347	0.00035		toluene	0.000172	0.479	0.00036	
ethylbenzene	0.000005	0.313	0.00002		ethylbenzene	0.000006	0.347	0.00002		ethylbenzene	0.000009	0.479	0.00002	
xylenes	0.000022	0.313	0.00007		xylenes	0.000025	0.347	0.00007		xylenes	0.000037	0.479	0.00008	
naphthalene	1.93E-08	0.313	0.00000		naphthalene	2.26E-08	0.347	0.00000		naphthalene	3.71E-08	0.479	0.00000	
cumene	6.73E-07	0.313	0.00000		cumene	7.68E-07	0.347	0.00000		cumene	1.16E-06	0.479	0.00000	
ethyl alcohol {ethanol}	1.75E-01	0.313	0.55950		ethyl alcohol {ethanol}	1.97E-01	0.347	0.56867		ethyl alcohol {ethanol}	2.86E-01	0.479	0.59743	
Liquid Mole Fraction Eq. 40-4 $x_i = (Z_{Li} M_L)/M_i$					Liquid Mole Fraction Eq. 40-4 $x_i = (Z_{Li} M_L)/M_i$					Liquid Mole Fraction Eq. 40-4 $x_i = (Z_{Li} M_L)/M_i$				
	Z_{Li}	M_L	M_i	X_i		Z_{Li}	M_L	M_i	X_i		Z_{Li}	M_L	M_i	X_i
hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017
benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034
2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051
toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111
ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019
xylenes	0.0021	48.86	106.17	0.00097	xylenes	0.0021	48.86	106.17	0.00097	xylenes	0.0021	48.86	106.17	0.00097
naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005
cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006
ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874
Component Vapor pressure $P_{vAi}=(0.019337)10^A(A-(B/(TLA+C)))$					Component Vapor pressure $P_{vAi}=(0.019337)10^A(A-(B/(TLA+C)))$					Component Vapor pressure $P_{vAi}=(0.019337)10^A(A-(B/(TLA+C)))$				
	A	B	C	P_{vAi}		A	B	C	P_{vAi}		A	B	C	P_{vAi}
hexane	6.878	1171.5	224.37	0.70	hexane	6.878	1171.5	224.37	0.76	hexane	6.878	1171.5	224.37	1.01
benzene	6.906	1211	220.79	0.40	benzene	6.906	1211	220.79	0.44	benzene	6.906	1211	220.79	0.59
2,2,4 TMP	6.812	1257.8	220.74	0.19	2,2,4 TMP	6.812	1257.8	220.74	0.22	2,2,4 TMP	6.812	1257.8	220.74	0.29
toluene	7.017	1377.6	222.64	0.10	toluene	7.017	1377.6	222.64	0.11	toluene	7.017	1377.6	222.64	0.15
ethylbenzene	6.95	1419.3	212.61	0.03	ethylbenzene	6.95	1419.3	212.61	0.03	ethylbenzene	6.95	1419.3	212.61	0.04
xylenes	7.009	1462.3	215.11	0.02	xylenes	7.009	1462.3	215.11	0.03	xylenes	7.009	1462.3	215.11	0.04
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.01	cumene	6.929	1455.8	207.2	0.01	cumene	6.929	1455.8	207.2	0.02
ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.17	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.19	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.28

MONTH April				MONTH May				MONTH June						
		Symbol	Units				Symbol	Units				Symbol	Units	
Product Type			Denatured	Ethanol (3% Gas)	Product Type			Denatured	Ethanol (3% Gas)	Product Type			Denatured	Ethanol (3% Gas)
Vapor Molecular weight		M _v	48.86		Vapor Molecular weight		M _v	48.86		Vapor Molecular weight		M _v	48.86	
Vapor Pressure Equation Constant A		A	15.90		Vapor Pressure Equation Constant A		A	15.90		Vapor Pressure Equation Constant A		A	15.90	
Vapor Pressure Equation Constant B		B	8257.84	°R	Vapor Pressure Equation Constant B		B	8257.84	°R	Vapor Pressure Equation Constant B		B	8257.84	°R
Daily total solar insolation on a horizon		I	1496.0	Btu/ft ² -day	Daily total solar insolation on a horizon		I	1739.0	Btu/ft ² -day	Daily total solar insolation on a horizon		I	1853.0	Btu/ft ² -day
Average Daily Ambient Temperature Eq. 1-30					Average Daily Ambient Temperature Eq. 1-30					Average Daily Ambient Temperature Eq. 1-30				
TAA = ((TAX+TAN)/2)		T _{AA}	507.45	°R	TAA = ((TAX+TAN)/2)		T _{AA}	517.90	°R	TAA = ((TAX+TAN)/2)		T _{AA}	527.45	°R
Average daily maximum		T _{AX}	517.50	°R	Average daily maximum		T _{AX}	528.40	°R	Average daily maximum		T _{AX}	537.30	°R
Average daily minimum		T _{AN}	497.40	°R	Average daily minimum		T _{AN}	507.40	°R	Average daily minimum		T _{AN}	517.60	°R
Liquid Bulk Temperature Eq 1-31:					Liquid Bulk Temperature Eq 1-31:					Liquid Bulk Temperature Eq 1-31:				
TB = TAA + 0.003 as I		T _B	508.57		TB = TAA + 0.003 as I		T _B	519.20		TB = TAA + 0.003 as I		T _B	528.84	
Average Daily Liquid Surface Temperature Eq. 1-28					Average Daily Liquid Surface Temperature Eq. 1-28					Average Daily Liquid Surface Temperature Eq. 1-28				
TLA = 0.3*TAA + 0.7*TB		T _{LA}	509.73	°R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	520.55	°R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	530.28	°R
True Vapor Pressure Eq. 1-25:					True Vapor Pressure Eq. 1-25:					True Vapor Pressure Eq. 1-25:				
PvA = exp(A-(B/TLA))		P _{VA}	0.738	psia	PvA = exp(A-(B/TLA))		P _{VA}	1.034	psia	PvA = exp(A-(B/TLA))		P _{VA}	1.383	psia
Vapor pressure function Eq. 2-4:					Vapor pressure function Eq. 2-4:					Vapor pressure function Eq. 2-4:				
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.013	NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.018	NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.025	NA
HAPS Speciation					HAPS Speciation					HAPS Speciation				
Product - select from list			Ethanol		Product - select from list			Ethanol		Product - select from list			Ethanol	
Vapor Weight Concent Z _{vi} = y _i M _i / M _v					Vapor Weight Concent Z _{vi} = y _i M _i / M _v					Vapor Weight Concent Z _{vi} = y _i M _i / M _v				
	M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}			M _i	M _v	Z _{vi}	
hexane	86.18	49	0.00060		hexane	86.18	49	0.00057		hexane	86.18	49	0.00054	
benzene	78.11	49	0.00065		benzene	78.11	49	0.00063		benzene	78.11	49	0.00061	
2,2,4 TMP	114.23	49	0.00072		2,2,4 TMP	114.23	49	0.00071		2,2,4 TMP	114.23	49	0.00070	
toluene	92.14	49	0.00069		toluene	92.14	49	0.00069		toluene	92.14	49	0.00069	
ethylbenzene	106.17	49	0.00004		ethylbenzene	106.17	49	0.00004		ethylbenzene	106.17	49	0.00005	
xylenes	106.17	49	0.00018		xylenes	106.17	49	0.00019		xylenes	106.17	49	0.00020	
naphthalene	128.17	49	2.53E-07		naphthalene	128.17	49	2.99E-07		naphthalene	128.17	49	3.43E-07	
cumene	120.19	49	6.63E-06		cumene	120.19	49	7.18E-06		cumene	120.19	49	7.65E-06	
ethyl alcohol {ethanol}	46.07	49	5.99E-01		ethyl alcohol {ethanol}	46.07	49	6.27E-01		ethyl alcohol {ethanol}	46.07	49	6.51E-01	
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}					Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}					Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				
	P _i = P _{VA} (X _i)	P _{VA}	y _i			P _i = P _{VA} (X _i)	P _{VA}	y _i			P _i = P _{VA} (X _i)	P _{VA}	y _i	
hexane	0.000250	0.738	0.00034		hexane	0.000333	1.034	0.00032		hexane	0.000426	1.383	0.00031	
benzene	0.000298	0.738	0.00040		benzene	0.000405	1.034	0.00039		benzene	0.000527	1.383	0.00038	
2,2,4 TMP	0.000228	0.738	0.00031		2,2,4 TMP	0.000314	1.034	0.00030		2,2,4 TMP	0.000412	1.383	0.00030	
toluene	0.000269	0.738	0.00036		toluene	0.000379	1.034	0.00037		toluene	0.000508	1.383	0.00037	
ethylbenzene	0.000014	0.738	0.00002		ethylbenzene	0.000021	1.034	0.00002		ethylbenzene	0.000029	1.383	0.00002	
xylenes	0.000061	0.738	0.00008		xylenes	0.000090	1.034	0.00009		xylenes	0.000126	1.383	0.00009	
naphthalene	7.13E-08	0.738	0.00000		naphthalene	1.18E-07	1.034	0.00000		naphthalene	1.81E-07	1.383	0.00000	
cumene	1.99E-06	0.738	0.00000		cumene	3.02E-06	1.034	0.00000		cumene	4.30E-06	1.383	0.00000	
ethyl alcohol {ethanol}	4.69E-01	0.738	0.63576		ethyl alcohol {ethanol}	6.88E-01	1.034	0.66527		ethyl alcohol {ethanol}	9.55E-01	1.383	0.69041	
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _i)/M _i					Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _i)/M _i					Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _i)/M _i				
	Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i
hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017
benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034
2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051
toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111
ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019
xylenes	0.00021	48.86	106.17	0.00097	xylenes	0.00021	48.86	106.17	0.00097	xylenes	0.00021	48.86	106.17	0.00097
naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005
cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006
ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874
Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))					Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))					Component Vapor pressure P _{VAi} =(0.019337)10 [^] (A-(B/(TLA+C)))				
	A	B	C	P _{VAi}		A	B	C	P _{VAi}		A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	1.47	hexane	6.878	1171.5	224.37	1.96	hexane	6.878	1171.5	224.37	2.50
benzene	6.906	1211	220.79	0.88	benzene	6.906	1211	220.79	1.20	benzene	6.906	1211	220.79	1.56
2,2,4 TMP	6.812	1257.8	220.74	0.44	2,2,4 TMP	6.812	1257.8	220.74	0.61	2,2,4 TMP	6.812	1257.8	220.74	0.80
toluene	7.017	1377.6	222.64	0.24	toluene	7.017	1377.6	222.64	0.34	toluene	7.017	1377.6	222.64	0.46
ethylbenzene	6.95	1419.3	212.61	0.07	ethylbenzene	6.95	1419.3	212.61	0.11	ethylbenzene	6.95	1419.3	212.61	0.15
xylenes	7.009	1462.3	215.11	0.06	xylenes	7.009	1462.3	215.11	0.09	xylenes	7.009	1462.3	215.11	0.13
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.05	cumene	6.929	1455.8	207.2	0.07
ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.46	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.67	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.93

MONTH July				MONTH August				MONTH September						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Denatured Ethanol (3% Gas)	Product Type			Denatured Ethanol (3% Gas)	Product Type			Denatured Ethanol (3% Gas)			
Vapor Molecular weight		M _v	48.86	Vapor Molecular weight		M _v	48.86	Vapor Molecular weight		M _v	48.86			
Vapor Pressure Equation Constant A		A	15.90	Vapor Pressure Equation Constant A		A	15.90	Vapor Pressure Equation Constant A		A	15.90			
Vapor Pressure Equation Constant B		B	8257.84 °R	Vapor Pressure Equation Constant B		B	8257.84 °R	Vapor Pressure Equation Constant B		B	8257.84 °R			
Daily total solar insolation on a horizontal surface		I	1872.0 Btu/ft²-day	Daily total solar insolation on a horizontal surface		I	1640.0 Btu/ft²-day	Daily total solar insolation on a horizontal surface		I	1300.0 Btu/ft²-day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	531.35 °R	TAA = ((TAX+TAN)/2)		T _{AA}	530.15 °R	TAA = ((TAX+TAN)/2)		T _{AA}	522.05 °R			
Average daily maximum		T _{AX}	541.00 °R	Average daily maximum		T _{AX}	539.70 °R	Average daily maximum		T _{AX}	531.70 °R			
Average daily minimum		T _{AN}	521.70 °R	Average daily minimum		T _{AN}	520.60 °R	Average daily minimum		T _{AN}	512.40 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 αs I		T _B	532.75	TB = TAA + 0.003 αs I		T _B	531.38	TB = TAA + 0.003 αs I		T _B	523.03			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TB		T _{LA}	534.20 °R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	532.65 °R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	524.03 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	1.551 psia	PvA = exp(A-(B/TLA))		P _{VA}	1.482 psia	PvA = exp(A-(B/TLA))		P _{VA}	1.149 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.028 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.027 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.021 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			Ethanol	Product - select from list			Ethanol	Product - select from list			Ethanol			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
	M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}			
hexane	86.18	49	0.00053	hexane	86.18	49	0.00054	hexane	86.18	49	0.00056			
benzene	78.11	49	0.00060	benzene	78.11	49	0.00060	benzene	78.11	49	0.00062			
2,2,4 TMP	114.23	49	0.00069	2,2,4 TMP	114.23	49	0.00069	2,2,4 TMP	114.23	49	0.00071			
toluene	92.14	49	0.00069	toluene	92.14	49	0.00069	toluene	92.14	49	0.00069			
ethylbenzene	106.17	49	0.00005	ethylbenzene	106.17	49	0.00005	ethylbenzene	106.17	49	0.00004			
xylenes	106.17	49	0.00020	xylenes	106.17	49	0.00020	xylenes	106.17	49	0.00019			
naphthalene	128.17	49	3.61E-07	naphthalene	128.17	49	3.54E-07	naphthalene	128.17	49	3.14E-07			
cumene	120.19	49	7.84E-06	cumene	120.19	49	7.76E-06	cumene	120.19	49	7.35E-06			
ethyl alcohol {ethanol}	46.07	49	6.60E-01	ethyl alcohol {ethanol}	46.07	49	6.57E-01	ethyl alcohol {ethanol}	46.07	49	6.36E-01			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
	P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i		P _i = P _{VA} (x _i)	P _{VA}	y _i			
hexane	0.000469	1.551	0.00030	hexane	0.000452	1.482	0.00030	hexane	0.000364	1.149	0.00032			
benzene	0.000584	1.551	0.00038	benzene	0.000561	1.482	0.00038	benzene	0.000446	1.149	0.00039			
2,2,4 TMP	0.000459	1.551	0.00030	2,2,4 TMP	0.000440	1.482	0.00030	2,2,4 TMP	0.000347	1.149	0.00030			
toluene	0.000571	1.551	0.00037	toluene	0.000545	1.482	0.00037	toluene	0.000422	1.149	0.00037			
ethylbenzene	0.000033	1.551	0.00002	ethylbenzene	0.000031	1.482	0.00002	ethylbenzene	0.000023	1.149	0.00002			
xylenes	0.000143	1.551	0.00009	xylenes	0.000136	1.482	0.00009	xylenes	0.000102	1.149	0.00009			
naphthalene	2.14E-07	1.551	0.00000	naphthalene	2.00E-07	1.482	0.00000	naphthalene	1.37E-07	1.149	0.00000			
cumene	4.94E-06	1.551	0.00000	cumene	4.68E-06	1.482	0.00000	cumene	3.43E-06	1.149	0.00000			
ethyl alcohol {ethanol}	1.09E+00	1.551	0.70020	ethyl alcohol {ethanol}	1.03E+00	1.482	0.69635	ethyl alcohol {ethanol}	7.75E-01	1.149	0.67442			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _{Li})/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _{Li})/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _{Li})/M _i						
	Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i
hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017
benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034
2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051
toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111
ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019
xylenes	0.0021	48.86	106.17	0.00097	xylenes	0.0021	48.86	106.17	0.00097	xylenes	0.0021	48.86	106.17	0.00097
naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005
cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006
ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874
Component Vapor pressure P _{VAi} =(0.019337)10 ^{A-(B/(TLA+C)))}				Component Vapor pressure P _{VAi} =(0.019337)10 ^{A-(B/(TLA+C)))}				Component Vapor pressure P _{VAi} =(0.019337)10 ^{A-(B/(TLA+C)))}						
	A	B	C	P _{VAi}		A	B	C	P _{VAi}		A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	2.76	hexane	6.878	1171.5	224.37	2.66	hexane	6.878	1171.5	224.37	2.14
benzene	6.906	1211	220.79	1.73	benzene	6.906	1211	220.79	1.66	benzene	6.906	1211	220.79	1.32
2,2,4 TMP	6.812	1257.8	220.74	0.89	2,2,4 TMP	6.812	1257.8	220.74	0.86	2,2,4 TMP	6.812	1257.8	220.74	0.68
toluene	7.017	1377.6	222.64	0.51	toluene	7.017	1377.6	222.64	0.49	toluene	7.017	1377.6	222.64	0.38
ethylbenzene	6.95	1419.3	212.61	0.17	ethylbenzene	6.95	1419.3	212.61	0.16	ethylbenzene	6.95	1419.3	212.61	0.12
xylenes	7.009	1462.3	215.11	0.15	xylenes	7.009	1462.3	215.11	0.14	xylenes	7.009	1462.3	215.11	0.11
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.08	cumene	6.929	1455.8	207.2	0.06
ethyl alcohol {ethanol}	8.247	1670.4	232.96	1.06	ethyl alcohol {ethanol}	8.247	1670.4	232.96	1.00	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.75

MONTH October				MONTH November				MONTH December						
		Symbol	Units			Symbol	Units			Symbol	Units			
Product Type			Denatured Ethanol (3% Gas)	Product Type			Denatured Ethanol (3% Gas)	Product Type			Denatured Ethanol (3% Gas)			
Vapor Molecular weight		M _v	48.86	Vapor Molecular weight		M _v	48.86	Vapor Molecular weight		M _v	48.86			
Vapor Pressure Equation Constant A		A	15.90	Vapor Pressure Equation Constant A		A	15.90	Vapor Pressure Equation Constant A		A	15.90			
Vapor Pressure Equation Constant B		B	8257.84 °R	Vapor Pressure Equation Constant B		B	8257.84 °R	Vapor Pressure Equation Constant B		B	8257.84 °R			
Daily total solar insolation on a horizon		I	882.0 Btu/ft ² -day	Daily total solar insolation on a horizon		I	534.0 Btu/ft ² -day	Daily total solar insolation on a horizon		I	422.0 Btu/ft ² -day			
Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30				Average Daily Ambient Temperature Eq. 1-30						
TAA = ((TAX+TAN)/2)		T _{AA}	509.75 °R	TAA = ((TAX+TAN)/2)		T _{AA}	499.80 °R	TAA = ((TAX+TAN)/2)		T _{AA}	488.85 °R			
Average daily maximum		T _{AX}	519.00 °R	Average daily maximum		T _{AX}	507.40 °R	Average daily maximum		T _{AX}	495.60 °R			
Average daily minimum		T _{AN}	500.50 °R	Average daily minimum		T _{AN}	492.20 °R	Average daily minimum		T _{AN}	482.10 °R			
Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:				Liquid Bulk Temperature Eq 1-31:						
TB = TAA + 0.003 as I		T _B	510.41	TB = TAA + 0.003 as I		T _B	500.20	TB = TAA + 0.003 as I		T _B	489.17			
Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28				Average Daily Liquid Surface Temperature Eq. 1-28						
TLA = 0.3*TAA + 0.7*TB		T _{LA}	511.10 °R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	500.61 °R	TLA = 0.3*TAA + 0.7*TB		T _{LA}	489.49 °R			
True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:				True Vapor Pressure Eq. 1-25:						
PvA = exp(A-(B/TLA))		P _{VA}	0.771 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.550 psia	PvA = exp(A-(B/TLA))		P _{VA}	0.378 psia			
Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:				Vapor pressure function Eq. 2-4:						
P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.014 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.010 NA	P*=P _{VA} /P _A /(1+(1-(P _{VA} /P _A		P*	0.007 NA			
HAPS Speciation				HAPS Speciation				HAPS Speciation						
Product - select from list			Ethanol	Product - select from list			Ethanol	Product - select from list			Ethanol			
Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v				Vapor Weight Concent Z _{vi} = y _i M _i / M _v						
	M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}		M _i	M _v	Z _{vi}			
hexane	86.18	49	0.00059	hexane	86.18	49	0.00062	hexane	86.18	49	0.00065			
benzene	78.11	49	0.00064	benzene	78.11	49	0.00066	benzene	78.11	49	0.00068			
2,2,4 TMP	114.23	49	0.00072	2,2,4 TMP	114.23	49	0.00073	2,2,4 TMP	114.23	49	0.00074			
toluene	92.14	49	0.00069	toluene	92.14	49	0.00068	toluene	92.14	49	0.00067			
ethylbenzene	106.17	49	0.00004	ethylbenzene	106.17	49	0.00004	ethylbenzene	106.17	49	0.00004			
xylenes	106.17	49	0.00018	xylenes	106.17	49	0.00017	xylenes	106.17	49	0.00016			
naphthalene	128.17	49	2.59E-07	naphthalene	128.17	49	2.18E-07	naphthalene	128.17	49	1.79E-07			
cumene	120.19	49	6.70E-06	cumene	120.19	49	6.17E-06	cumene	120.19	49	5.58E-06			
ethyl alcohol {ethanol}	46.07	49	6.03E-01	ethyl alcohol {ethanol}	46.07	49	5.75E-01	ethyl alcohol {ethanol}	46.07	49	5.43E-01			
Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}				Vapor Mole Fraction Eq. 40-5 y _i = P _i / P _{VA}						
	P _i = P _{VA} (X _i)	P _{VA}	y _i		P _i = P _{VA} (X _i)	P _{VA}	y _i		P _i = P _{VA} (X _i)	P _{VA}	y _i			
hexane	0.000259	0.771	0.00034	hexane	0.000194	0.550	0.00035	hexane	0.000140	0.378	0.00037			
benzene	0.000310	0.771	0.00040	benzene	0.000227	0.550	0.00041	benzene	0.000161	0.378	0.00043			
2,2,4 TMP	0.000238	0.771	0.00031	2,2,4 TMP	0.000172	0.550	0.00031	2,2,4 TMP	0.000120	0.378	0.00032			
toluene	0.000281	0.771	0.00036	toluene	0.000198	0.550	0.00036	toluene	0.000135	0.378	0.00036			
ethylbenzene	0.000015	0.771	0.00002	ethylbenzene	0.000010	0.550	0.00002	ethylbenzene	0.000006	0.378	0.00002			
xylenes	0.000064	0.771	0.00008	xylenes	0.000043	0.550	0.00008	xylenes	0.000028	0.378	0.00007			
naphthalene	7.60E-08	0.771	0.00000	naphthalene	4.57E-08	0.550	0.00000	naphthalene	2.58E-08	0.378	0.00000			
cumene	2.10E-06	0.771	0.00000	cumene	1.38E-06	0.550	0.00000	cumene	8.58E-07	0.378	0.00000			
ethyl alcohol {ethanol}	4.93E-01	0.771	0.63957	ethyl alcohol {ethanol}	3.35E-01	0.550	0.60966	ethyl alcohol {ethanol}	2.18E-01	0.378	0.57634			
Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _i)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _i)/M _i				Liquid Mole Fraction Eq. 40-4 x _i = (Z _{Li} M _i)/M _i						
	Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i		Z _{Li}	M _L	M _i	X _i
hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017	hexane	0.0003	48.86	86.18	0.00017
benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034	benzene	0.00054	48.86	78.11	0.00034
2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051	2,2,4 TMP	0.0012	48.86	114.23	0.00051
toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111	toluene	0.0021	48.86	92.14	0.00111
ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019	ethylbenzene	0.00042	48.86	106.17	0.00019
xylenes	0.00021	48.86	106.17	0.00097	xylenes	0.00021	48.86	106.17	0.00097	xylenes	0.00021	48.86	106.17	0.00097
naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005	naphthalene	0.0001245	48.86	128.17	0.00005
cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006	cumene	0.00015	48.86	120.19	0.00006
ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874	ethyl alcohol {ethanol}	0.97	48.86	46.07	1.02874
Component Vapor pressure P _{VAi} =(0.019337)10^(A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10^(A-(B/(TLA+C)))				Component Vapor pressure P _{VAi} =(0.019337)10^(A-(B/(TLA+C)))						
	A	B	C	P _{VAi}		A	B	C	P _{VAi}		A	B	C	P _{VAi}
hexane	6.878	1171.5	224.37	1.52	hexane	6.878	1171.5	224.37	1.14	hexane	6.878	1171.5	224.37	0.82
benzene	6.906	1211	220.79	0.92	benzene	6.906	1211	220.79	0.67	benzene	6.906	1211	220.79	0.48
2,2,4 TMP	6.812	1257.8	220.74	0.46	2,2,4 TMP	6.812	1257.8	220.74	0.34	2,2,4 TMP	6.812	1257.8	220.74	0.23
toluene	7.017	1377.6	222.64	0.25	toluene	7.017	1377.6	222.64	0.18	toluene	7.017	1377.6	222.64	0.12
ethylbenzene	6.95	1419.3	212.61	0.08	ethylbenzene	6.95	1419.3	212.61	0.05	ethylbenzene	6.95	1419.3	212.61	0.03
xylenes	7.009	1462.3	215.11	0.07	xylenes	7.009	1462.3	215.11	0.04	xylenes	7.009	1462.3	215.11	0.03
naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00	naphthalene	7.146	1831.6	211.82	0.00
cumene	6.929	1455.8	207.2	0.03	cumene	6.929	1455.8	207.2	0.02	cumene	6.929	1455.8	207.2	0.01
ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.48	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.33	ethyl alcohol {ethanol}	8.247	1670.4	232.96	0.21

Attachment IX

CLCPA

Global Companies LLC – Albany Terminal
50 Church Street
Albany, NY 12202

Climate Leadership and Community Protection Act Report

June 2023

Prepared for:



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Envirospec Engineering Project E21-2818

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Attachment 1: Pre-Project GHG Emissions Calculations

Attachment 2: Post-Project GHG Emissions Calculations

Attachment 3: Projected Actual GHG Emissions Calculations

Appendix A: Previous CLCPA Submissions



1. Introduction

Global Companies LLC (“Global” or “Applicant”) is submitting this report in response to the New York State Department of Environmental Conservation’s (NYSDEC) March 28, 2023 Request for Additional Information. In the request, NYSDEC asked Global to provide an analysis of greenhouse gas (GHG) emissions associated with Global’s pending Title V permit renewal and modification application following the procedures outlined in the DAR-21 guidance document entitled, “The Climate Leadership and Community Protection Act (CLCPA) and Air Permit Applications,” which was issued on December 14, 2022. Global previously submitted several analyses addressing consistency with the CLCPA, dated July 7, 2020, December 3, 2020, and March 2, 2021, respectively. This report incorporates the previous submittals and expands upon the information provided in accordance with the current guidance per DAR-21. The NYSDEC also requested a Disadvantaged Communities analysis under CLCPA Section 7(3) because the Terminal (defined below) is located in a Disadvantaged Community.

2. Proposed Changes to the Facility

The following modifications are being proposed as set forth in Global’s Title V permit renewal/modification application. These changes to the Global facility located at 50 Church Street, Albany, New York 12202 (the “Terminal” or “Facility”) collectively constitute the “Project”.

- Reduce allowable crude oil throughput from 1,850 to 450 million gallons (a 1,400 million gallon reduction, or about 75%) while reducing overall product throughput at the Terminal by 950 million gallons (a 27% reduction);
- Install exempt natural gas-fired boilers/heaters to enable the Terminal to manage biodiesel;
- Revise the Terminal’s existing throughput caps to give Global greater flexibility to respond to market changes;
- Accept stricter emissions limits on the Terminal’s existing air pollution controls;
- Install a new vacuum assist system (“vac assist”) to reduce, if not eliminate, fugitive emissions at the railcar loading rack; and
- Add loading positions at the truck and railcar loading racks to reduce unnecessary truck idling and locomotive use, respectively.

In addition, during discussions with NYSDEC staff, Global committed to various measures designed to limit emissions of volatile organic compounds (VOCs) and hazardous air pollutants (HAPs) during tank landing and cleaning events.

Additional details concerning the Project are set forth below.

Throughput Reductions

As part of the renewal, Global is proposing to reduce its throughput cap of crude oil from 1,850 million gallons to 450 million gallons and increase its throughput cap of refined products (gasoline, ethanol, blendstocks, distillates, and biodiesel) from 1,479 million gallons to 1,929 million gallons. This would lead to a net decrease of 950 million gallons of overall throughput at the Terminal.



New Exempt Heaters and Boilers

Global is proposing to install new exempt natural gas-fired boilers/heaters to allow the facility to handle biodiesel. As set forth in greater detail below, although the boilers will increase direct GHG emissions at the Terminal, the Project will support the New York mandate for inclusion of biodiesel in heating oil and result in a significant reduction in overall GHG emissions based on the lifecycle GHG emission reductions associated with the substitution of biomass-based diesel for petroleum diesel. This measure is discussed further in Section 4.

Operational Flexibility

Currently, loading of gasoline and ethanol at the Terminal is capped at each of three loading areas: the truck loading rack, the rail loading rack, and the marine dock. Loading of distillate products (including diesel fuel, heating oil and kerosene) is capped on a facility-wide basis. The Project includes the addition of a facility-wide cap that incorporates all refined products (including gasoline, ethanol, distillates, blendstocks, and biodiesel) as well as a reconfiguration of the existing sub-caps at each of the loading areas. This reconfiguration of the caps will allow flexibility in the type and volume of products distributed at the individual loading areas to adjust to changing market conditions, while ensuring against major changes in truck or rail traffic.

Enhanced Air Emission Controls

Global is proposing to reduce the allowable emission rate at the rail loading rack from 18 mg/L to 2 mg/L to reduce emissions from rail loading. A vac assist will be installed at the rail loading rack to ensure negative pressure loading, which will significantly reduce, if not eliminate, fugitive emissions of VOCs and HAPs from rail loading. Also, as part of this change, the rail rack will be equipped with a continuous parameter monitoring system (CPMS) to monitor the temperature of the vapor combustion unit (VCU) while loading. The Project will also reduce the emissions limit applicable to most loading that occurs at the marine dock from 3 mg/l to 2 mg/l.

Loading Rack Modifications

Global is proposing to add loading positions to its truck loading rack to reduce truck wait times and the related emissions associated with truck idling (in particular, HAPs and particulate matter [PM]). Currently, the truck loading rack is equipped with eight loading positions. Operation of the truck loading rack can become congested and constrained during daily busy periods. The Project includes the addition of two loading positions at the truck loading rack to improve efficiency and reduce customer wait time and truck idling time.

Global also is proposing to add seven loading positions at the rail loading rack. The loading rack area can currently store up to 15 rail cars but can only load into eight railcars at one time. Because of the current configuration, an initial locomotive movement is required to place half of the cars at the rack and the other half in Canadian Pacific's Kenwood Yard. Once the initial group of cars are loaded, a second locomotive movement is required to move the loaded cars into Kenwood Yard and place the empty cars at the rail loading rack. When the second group of cars is loaded, yet another locomotive movement is required to move the loaded cars to Kenwood Yard and connect them to the previously loaded cars for shipment to the final destination. The seven additional loading positions will reduce transportation-related emissions by reducing the number of



locomotive movements and associated locomotive emissions required to fill each delivery of railcars. The seven additional loading positions also will reduce the need to store cars in Kenwood Yard, which has been a subject of concern in the community in the past.

3. Greenhouse Gas Emissions

DAR-21 requires Title V permit applicants to quantify potential and actual GHG emissions from the project under review. This analysis must include both direct emissions (i.e., emissions from the facility) and “upstream” emissions (i.e., emissions attributable to the production, transmission, and use of fossil fuels or imported electricity). DAR-21 also requires applicants to address indirect and downstream emissions from the project as defined in the guidance.

As set forth below, the increase in GHG emissions from the Project results from the use of the exempt heaters and boilers necessary to allow the Facility to handle biodiesel. GHG emissions associated with the Project are summarized below. The potential emissions as well as projected actual emissions are presented and discussed in accordance with DAR-21.

3.1 Potential GHG Emissions

Current GHG emissions at the Terminal can be attributed to combustion in a few small heaters for the offices, natural gas used as assist gas for the VCUs, and the petroleum vapors combusted by the VCUs. Calculations for current GHG emissions at the Facility are included in Attachment 1 and calculations for future GHG emissions associated with the Project are included in Attachment 2. Potential emissions for the new boilers and heaters assume 24 hours a day, 7 days a week of operation, which far exceeds the projected actual usage of 25 percent. Calculations for CO_{2e} were performed using the 20-year global warming potentials from 6 NYCRR 496.5. Only methane, nitrous oxide, and carbon dioxide were included in the analysis because they are the only GHGs expected to be emitted from the Facility.

Table 1: Potential Direct Emissions

GHG	Current (TPY)	Future (excluding Boilers/Heaters) (TPY)	Future (Boilers/Heaters) (TPY)	Total Future (TPY)	Total Increase (TPY)
CO ₂	18,815.92	17,132.60	27,619.76	44,752.36	25,936.44
CH ₄	0.55	0.53	0.53	1.06	0.51
N ₂ O	0.55	0.51	0.51	1.02	0.47
CO _{2e}	19,008.51	17,312.56	27,797.91	45,110.48	26,101.97

Note that the estimate of future potential GHG emissions from the Facility excluding the boilers and heaters shows a decrease. This decrease is because the previous Potential to Emit (PTE) was overly-conservative in its estimate of assist gas usage. Since the overall Terminal throughput is being reduced, overall potential assist gas usage will decrease at the Terminal, decreasing GHG emissions associated with the VCUs.

The upstream emissions included with this submission have been updated using the emission factors from the 2022 NYS Statewide GHG Emissions Report Appendix: Emission Factors for use

by State Agencies and Applicants. The upstream emissions include the emissions associated with the extraction, transmission, and use of fossil fuels that are combusted at the Terminal. Global does not know whether the Project will use power imported into the State. As a result, the analysis does not include upstream emissions associated with the use of imported electricity.

Table 2: Potential Upstream GHG Emissions

GHG	Current (TPY)	Future (excluding Boilers/Heaters) (TPY)	Future (Boilers/Heaters) (TPY)	Total Future (TPY)	Total Increase (TPY)
CO ₂	2,804.24	2,131.49	6,317.52	8,449.01	5,644.78
CH ₄	78.30	59.01	181.15	240.16	161.86
N ₂ O	0.03	0.02	0.07	0.10	0.06
CO ₂ e	9,390.08	7,094.90	21,553.35	28,648.25	19,258.17

The potential increase from both direct and upstream emissions from the Project are as follows:

Table 3: Total Potential Increase in Direct and Upstream Emissions

GHG	Total Increase (TPY)
CO ₂	31,581.22
CH ₄	162.37
N ₂ O	0.53
CO ₂ e	45,360.14

3.2 Projected Actual GHG Emissions

Actual GHG emissions at the Facility are expected to increase due to the use of the exempt natural gas-fired boilers and heaters needed to allow the Facility to handle biodiesel. Global anticipates that emissions from the heaters and boilers will be less than 25% of potential emissions (typically usage is higher when the weather is cold, causing the viscosity of the biodiesel to increase). The projected actual emissions for direct and upstream GHG emissions from the heaters and boilers were calculated using this assumption and are shown below.

Calculations for the projected actual GHG emissions for the heaters and boilers are included in Attachment 3.

Table 4: Projected Actual Direct GHG Emissions

GHG	Current (TPY)	Future (excluding Boilers/Heaters) (TPY)	Future (Boilers/Heaters) (TPY)	Total Future (TPY)	Total Increase (TPY)
CO ₂	18,815.92	17,132.60	6,904.94	24,037.54	5,221.62
CH ₄	0.55	0.53	0.13	0.66	0.11
N ₂ O	0.55	0.51	0.13	0.64	0.09
CO ₂ e	19,008.51	17,312.56	6,949.48	24,262.04	5,253.53



The upstream emissions below were also adjusted to account for the fact that the heaters will only be used for one quarter of their potential capacity.

Table 5: Projected Actual Upstream GHG Emissions

GHG	Current (TPY)	Future (excluding Boilers/Heaters) (TPY)	Future (Boilers/Heaters) (TPY)	Total Future (TPY)	Total Increase (TPY)
CO ₂	2,804.24	2,131.49	1,579.38	3,710.87	906.64
CH ₄	78.30	59.01	45.29	104.30	26.00
N ₂ O	0.03	0.02	0.02	0.04	0.01
CO ₂ e	9,390.08	7,094.90	5,388.34	12,483.24	3,093.16

The projected actual increase from both direct and upstream emissions from the Project are as follows:

Table 6: Total Projected Actual Increase in Direct and Upstream Emissions

GHG	Total Increase (TPY)
CO ₂	6,128.26
CH ₄	26.11
N ₂ O	0.10
CO ₂ e	8,346.69

3.3 Downstream and Indirect GHG Emissions

According to DAR-21, downstream emissions are emissions resulting from the transmission and use of natural gas or fossil fuels while indirect emissions are emissions that are a consequence of activities at the reporting facility that may occur at sources owned or controlled by another entity (such as truck traffic).

The Project is not expected to increase downstream GHG emissions because the overall throughputs at the Facility will decrease as a result of the Project.

With respect to indirect emissions, the throughput cap at the truck loading rack is unchanged as a result of this Project. Accordingly, indirect emissions associated with truck traffic are not expected to increase as a result of the Project. The change in the throughput cap at the rail loading rack to include both distillate product and gasoline is also not anticipated to increase rail traffic associated at the rack. In fact, the Project may reduce indirect GHG emissions associated with vehicle operations at the Terminal. As set forth above, the addition of loading positions at the truck rack should reduce customer wait times and the related emissions associated with truck idling. Similarly, the addition of loading positions at the rail rack will reduce the amount of train movements required when loading tanker cars, reducing locomotive emissions associated with the Facility's rail loading activities.

3.4 Projected Future GHG Emissions for 2030 and 2050

Assuming no further changes to the Terminal, potential GHG emissions will remain the same throughout the relevant period. Actual GHG emissions will likely decrease over time as technology improves and the use of fossil fuels in the state decreases. For biodiesel, although there is an increase in the percentage of biodiesel required in diesel fuel per New York State law, the allowable throughput through the Terminal will not change, and therefore potential emissions will not increase. In addition, it is expected that future mandates can be met assuming the 25% usage rate of the heaters and boilers, and therefore no increase in projected actual emissions is anticipated.

4.0 Consistency with CLCPA

As set forth below and in the previous submissions, the GHG emission reduction benefits associated with facilitating the transition from petroleum to biomass-based diesel are consistent with the GHG emission reduction goals of the CLCPA. Although the boilers will increase direct GHG emissions at the Terminal, the Project will result in a significant reduction in overall GHG emissions based on the lifecycle GHG emission reductions associated with the substitution of biomass-based diesel for petroleum diesel and will help support the 2021 New York law mandating an increasing percentage of biodiesel in fuel oil. This benefit was discussed in detail in the previous CLCPA submissions, which are included as Appendix A and summarized in the following section. Note that some of the calculations provided in previous submittals have been updated and included in this submittal based on additional guidance provided in DAR-21.

4.1 CLCPA Implications of Biodiesel Component of Project

The majority of the increase in GHG emissions associated with this Project is related to the management of biodiesel at the Terminal. Biodiesel production and use of biofuel are encouraged by both federal and state programs, in large part because of its climate change benefits. Of particular note, on December 23, 2021, New York Governor Kathy Hochul signed into law legislation (S.3321-A/A.7290) that requires all heating oil sold for use in any building in New York State to contain at least 5% biodiesel by July 1, 2022. The requirement increases to 10% starting in July 2025 and 20% in 2030. This legislation is a step toward meeting the State's CLCPA goal of reducing GHG emissions.

As discussed in Global's earlier submissions, analyses of fuels regulated under EPA's Renewable Fuel Standards (RFS) program show that biomass-based diesel and renewable fuels as defined under the RFS program emit significantly less GHGs than the petroleum-based diesel they replace when measured on a lifecycle basis. To qualify as "biomass-based diesel" under the RFS program, the producer/importer must show that the particular type of diesel fuel has lifecycle GHG emissions that are at least 50% lower than comparable petroleum diesel. To qualify generally as "renewable fuel," the fuel must have lifecycle GHG emissions that are at least 20% less than the baseline fuel it replaces. See 40 CFR § 80.1401 for the relevant definitions. The lifecycle analysis includes all GHG emissions associated with the production of each type of fuel, including those associated with fuel production and transmission. In other words, the GHG emissions DEC has asked Global to quantify as part of its CLCPA analysis are already part of the assessment performed by EPA under the RFS program. EPA thus has already accounted for these emissions



in deciding whether fuels achieve the GHG reductions necessary to qualify as renewable under the RFS program.

The GHG emissions associated with the boilers and heaters needed to manage biodiesel at the Terminal are more than offset by the broader climate change benefits of biodiesel versus petroleum diesel. The GHG lifecycle emission data presented previously demonstrates that on a per gallon basis, each gallon of biodiesel loaded emits approximately 6 lbs of lifecycle carbon dioxide equivalent (CO₂e) emissions less than comparable petroleum-based diesel. The analysis shows that Global needs to only replace approximately 19 million gallons of petroleum-based diesel throughput per year with biodiesel to offset the maximum added boiler/heater GHG emissions and achieve emission reductions of CO₂e equivalent to a 40% reduction from pre-Project baseline emissions at the Terminal. If 50 million gallons of biodiesel throughput replaced petroleum-based diesel, the GHG lifecycle emissions would be reduced by 149,380 tons per year (tpy) of CO₂e. The more biodiesel the Terminal handles, the greater the benefits of the Project from a climate change perspective. For this reason, the Project is consistent with the CLCPA goal of reducing GHG emissions 40% from 1990 levels by 2030.

4.2 Discussion of Alternatives

As set forth below, there are no alternatives to the Project that will reduce GHG emissions.

4.2.1 No Action Alternative

This Project is required to help New York State meet the legislative mandate for increased biodiesel. In addition, there are significant components of the Project that will benefit the nearby community, including the installation of additional emission controls, the reduction in allowable crude oil and total throughput, and the changes in loading operations targeted at reducing indirect emissions from truck and rail traffic at the Terminal.

4.2.2 Electric Heaters/Boilers

The boilers are proposed to be fired using natural gas. Global has investigated the option of installing electric heating in place of the planned natural gas-fired boilers. However, due to the riveted construction of the storage tanks, substantial tank modifications would be required to use electric heat. Global's assessment of the modifications required suggested that the modifications could threaten the structure integrity of the tanks. As a result, the use of electric instead of natural gas-fired boilers and heaters is not a technically feasible alternative.

4.2.3 VCUs for Marine and Rail Loading

The vast majority of the existing GHG emissions relating to current Terminal operations are linked to operation of the VCUs. The VCUs reduce emissions of VOCs and HAPs, from the Terminal and ensure that the marine loading operations comply with Coast Guard requirements relating to explosion prevention. Vapor recover units (VRUs) are not typically used for marine or rail loading due to the technology limitations of high vapor loads from barges and rail cars. This Project will install vacuum assisted loading at the rail rack, which will significantly reduce fugitive VOC and HAP emissions from this operation. Also, as part of the Project, Global will reduce the permitted emissions limit applicable to most loading that occurs at the marine dock from 3 mg/l to 2 mg/l.



4.2.4 Operational Flexibility Improvements

The Facility changes targeted at improving operational flexibility (in particular, the revision of throughput caps) do not require Global to purchase new equipment, modify existing equipment, or alter operations in ways that would impact GHG emissions. Accordingly, this aspect of the Project provides limited opportunities for Global to implement alternatives to reduce GHG emissions.

4.3 Climate Change and Environmental Benefits of the Project

As outlined above, the GHG emissions associated with the Project are comparatively minor. The Project will benefit the climate by reducing overall GHG emissions associated with the management and use of biodiesel. The reductions in GHG emissions associated with facilitating the switch from petroleum diesel to biodiesel more than offset the increases in GHG emissions associated with the boilers/heaters included in the Project. Viewing these considerations together, the Project is clearly justified from a climate change perspective. However, the Project has additional environmental and other benefits that justify approval. The climate change and environmental benefits of the Project are summarized below:

- Installing the proposed boilers/heaters associated with the Project will generate an immediate climate change benefit by facilitating management of biodiesel, a more climate-friendly fuel, as the State transitions to a reduced carbon future under the CLCPA. NYSDEC, in approving the proposed boilers/heaters, will further the goals of the CLCPA and allow the expanded use of biodiesel as a transitional substitute fuel for petroleum-based diesel. The portion of the Project targeted at facilitating the management of biodiesel will likewise help the State to reduce reliance on fossil fuels by encouraging a switch to biodiesel. Although operation of the boilers/heaters needed to manage biodiesel will result in increased direct emissions and upstream GHG emissions, the climate benefits associated with managing biodiesel in light of the significant lifecycle benefits of biodiesel relative to petroleum diesel more than outweigh these costs.
- As noted above, the Project will reduce allowable crude oil throughput at the Terminal by 1,400 million (1.4 billion) gallons (75%) and overall allowable Terminal throughput by 950 million gallons (27%). These changes are consistent with the CLCPA goal of reducing reliance on fossil fuel.
- The change in the Terminal's throughput caps will improve operational flexibility as well as Global's ability to respond quickly to changes in the fuel market, many of which will be driven by efforts to implement the CLCPA and handle low-carbon fuels.
- As noted above, the Project calls for stricter emission limits on the Terminal's existing air pollution controls as well as installation of vac assist at the rail rack to reduce, if not eliminate, fugitive emissions from rail loading. Approval of the Project means the Terminal will have a 2 mg/L limit set for each primary control device along with vacuum enhanced loading at each loading rack (with a limited exception for some loading circumstances at the marine dock to comply with USCG requirements). The installation of vac assist and the acceptance of lower emission rates for various control devices will reduce emissions of VOCs and HAPs, such as benzene, to the benefit of the environment and the Disadvantaged Community.



- As discussed above, the addition of loading positions at the truck and railcar loading racks will reduce unnecessary truck idling and railcar movement, respectively, thus decreasing vehicle emissions, including, PM, nitrogen oxides, HAPs, and other pollutants. The changes thus will benefit both the environment and the Disadvantaged Community.
- The Terminal uses a continuous emissions monitoring system at the truck loading rack with a shut-down value set as a one-hour average and not the allowable six-hour average. This is a more stringent requirement to ensure the emission limit is never exceeded.
- In conjunction with the Project, extensive air dispersion modeling has been completed to understand the impacts of benzene and other HAP emissions from Terminal activities. The modeling results will be used by Global to minimize emissions from tank maintenance activities. Tank cleanings will be controlled, and tank landings will be minimized to reduce VOC and HAP emissions and minimize impacts to the community.

These measures will benefit air quality generally and reduce potential impacts to those living near the Terminal, including the Disadvantaged Community.

5.0 Section 7(3) Disadvantaged Community Analysis

The Project will not disproportionately burden the Disadvantaged Community. In fact, benefits of the Project and proposed community benefit measures far outweigh “costs” associated with the modest increases in GHG emissions associated with the Project.

The Terminal is located in a Disadvantaged Community as defined pursuant to the CLCPA by the Climate Justice Working Group. CLCPA Section 7(3) provides that NYSDEC—when considering permits and other approvals under the statute— “shall not disproportionately burden disadvantaged communities” as identified under the statute. Section 7(3) also requires NYSDEC to prioritize reductions of greenhouse gas emissions and co-pollutants in disadvantaged communities, with co-pollutant defined in the statute as “hazardous air pollutants produced by the greenhouse gas emission sources” (ECL 75-0101.3). Consistent with that mandate, Global has: (1) evaluated whether the Project will impose a disproportionate burden on the Disadvantaged Community; (2) assessed the impact of the Project on co-pollutant emissions; (3) provided an overview of Global’s current community involvement efforts; and (4) identified additional measures proposed to address the climate change and co-pollutant impacts of the Project.

5.1 Project Benefits

The Project proposes several benefits as outlined in the sections below.

5.1.1 Reduction in Potential Crude Oil and Total Throughput

In the past, members of the South End community have expressed concerns about the management of crude oil at the Terminal. The Project will reduce potential crude oil throughput at the Terminal by approximately 75%, from 1,850 million gallons to 450 million gallons, a 1,400 million gallon decrease. Total potential throughput for all products at the Terminal will decrease by 950 million gallons.



5.1.2 Improved Emission Controls and Associated Reductions in VOC and HAP Emissions

As previously discussed, the Project includes installation of additional controls at the rail loading rack to eliminate fugitive emissions from loading. Also, Global has committed to accepting stricter emission limits on the Terminal's existing air pollution controls. These changes will decrease VOC and HAP emissions from the Terminal to the benefit of the Disadvantaged Community.

5.1.3 Transportation-related Benefits

The addition of two loading positions at the truck loading rack will make loading more efficient and reduce truck wait times. Currently, the truck loading rack is equipped with eight loading positions. Operation of the truck loading rack can become congested and constrained during daily busy periods. The Project includes the addition of two loading positions at the truck loading rack to improve efficiency and reduce customer wait time and truck idling time and the associated PM, HAP and other emissions.

The addition of seven loading positions at the rail loading rack will improve efficiencies at the rack resulting in reductions in locomotive use and reducing or eliminating the need to temporarily store railcars at CP's Kenwood Yard during the loading process. While 15 cars can fit at the loading rack, only eight cars can be loaded at one time. By providing loading positions for all 15 cars, a locomotive will not be required to switch cars to complete the loading process. This will reduce locomotive use and associated PM, HAP, and other emissions. Since all 15 cars will be able to be placed at the loading rack, the car storage in Kenwood Yard will be reduced, addressing community concerns regarding railcar storage.

5.1.4 Other Facility Changes

Global has committed to controlling emissions from tank cleaning operations, which will significantly reduce short-term VOC and HAP emissions. Also, extensive air dispersion modeling has been completed as part of Global's Title V air permit application addressing both day-to-day operations and tank landings and cleanings. To minimize VOC and HAP emissions associated with tank landings, Global has committed to evaluating each internal floating roof landing in advance to minimize the potential for short-term emissions.

Collectively, these changes will reduce the potential impacts of the Terminal on the Disadvantaged Community and ensure that the Terminal does not impose a disproportionate burden on that community.

5.2 Evaluation of Co-Pollutants

Section 7(3) requires an evaluation of co-pollutant emissions (defined as HAPs produced by GHG emission sources).

According to ASTM standard D6751, biodiesel may contain up to 0.2% methanol; by comparison, methanol is not a significant component of the products currently managed at the Terminal. Global estimates that potential emissions of methanol may increase approximately 5 tpy following implementation of the Project. Note, however, that the assumptions underlying the potential to



emit methanol are highly unrealistic. The PTE was calculated assuming a throughput of 1,548 million gallons of biodiesel because of the flexible throughput cap structure of the permit. Realistically, the Terminal's ability to manage biodiesel is constrained by transportation limits, offloading capacity, tank capacity, and other factors to a maximum of approximately 300 million gallons annually, meaning maximum emissions associated with the planned biodiesel operation are far below the potential estimates.

Global estimates non-methanol HAP emissions from the Facility before and after the Project as follows:

Table 7: Potential Maximum Co-Pollutant Emissions Excluding Methanol

Pollutant	Pre-Project PTE (TPY)	Post Project PTE (TPY)
Total Non-Methanol HAPs	7.05	9.31
hexane	1.81	3.01
benzene	0.95	0.54
2,2,4-TMP	1.07	0.61
toluene	1.56	1.65
ethylbenzene	0.25	0.26
xylene	1.40	3.19

However, calculations for the PTE are completed using overly conservative assumptions. As a result, actual co-pollutant emissions are expected to be lower than what is shown in the table above.

As part of its Title V permit application, Global conducted an Air Guide-1 analysis of HAPs emitted in quantities above the mass emission limit in 6 NYCRR 212-2.2. This analysis shows that emissions of co-pollutants required to be modeled (benzene, toluene, ethylbenzene, xylene 2,2,4-TMP and hexane) are all well below the applicable annual and short-term guideline concentrations with the exception of benzene. As discussed in this submittal, additional operational requirements will be implemented to mitigate benzene emissions and the Project as a whole will reduce benzene emissions from approximately 0.95 tpy to 0.54 tpy. Accordingly, emissions of these pollutants will not impose a disproportionate burden on the Disadvantaged Community.

5.3 Current Community Involvement

Global has a long track record of community involvement in and around Albany. This work is led by Mark Bobb-Semple, Global's full-time community liaison based out of Albany. Mark has been with Global since 2019 and has decades of experience in community engagement and nonprofit work in Albany.

Mr. Bobb-Semple meets regularly with community leaders, elected officials, and residents, including residents of the Ezra Prentice housing complex located near the Terminal. He also convenes meetings between community members and Global leadership.

To improve the public's understanding of Global's operations in Albany, Global conducts periodic tours of the Terminal, meets with community members, and maintains a public website with current information about the Terminal and the pending permit renewal/modification at www.globalalbany.com. The goal of Global's community outreach efforts is to listen to potential concerns from community members, address and mitigate issues whenever possible, and share current information about Global's operations.

To ensure the communities adjoining the Terminal are provided with opportunities to learn about and comment on the Project, Global has prepared a comprehensive public participation plan (PPP) to facilitate community outreach. The PPP is part of a larger Global initiative to reach out to and engage with the community.

Global also provides direct support to benefit the local community, particularly residents in the South End of Albany and Disadvantaged Community. These efforts focus on a range of sectors including education, youth services, public safety, economic development, and more.

Since January 2020, Global has donated over \$86,00 to local organizations. Global has had the opportunity to support the following non-profit organizations:

Albany Community Outreach
Albany High School
Albany Lady Falcons Basketball Club
Albany Police & Fire Foundation
Albany Police Athletic League, Inc
Albany Pop Warner
AVillage Inc.
Boys & Girls Clubs of Albany
Christ's Church Albany
Homeward Bound Dog Rescue of New York Ltd.
Just Be Ready
Lark Street BID
Noteworthy Resources of Albany
NYS Odyssey of the Mind
The College of Saint Rose
Trooper Foundation-State of New York Inc
Ujamaa Market

Below is a partial list of the programs Global has supported since 2020:

Boys & Girls Club of Albany

- Global helped start a Boys & Girls Club of Albany program at Ezra Prentice Programs. This program provides after school support, teen-focused courses, and virtual-learning support at Ezra Prentice.



- Global supports other Boys & Girls Club programs like Friday Teen Night, summer and fall scholastic basketball programs, and the Club STEAM initiatives.
- Global provides ongoing support for food programs overseen by the Boys & Girls Club. Global knows there is an ongoing need for fresh and healthy food in Albany and supports the Club's work providing meals to the community through donations from Global's Alltown Fresh® convenience market in Schenectady.
- Global provides fuel for Boys & Girls Club vans.
- Global Community Liaison Mark Bobb-Semple serves on the board of the Boys & Girls Club.

Other Community Support

- Global co-hosted an Earth Day community cleanup and cookout with music and conversation at Ezra Prentice Homes. Global sponsored this event with their partner, the Boys & Girls Club of Albany, as well as Albany Housing Authority.
- Global partners with Giffen Memorial Elementary School in the South End supporting their community school advisory board.
- Global supports the street outreach organization, Just Be Ready with their "Grab and Go" meal delivery program to neighbors in Albany's South and North End.
- Global employees volunteer with the Lark Street Business Improvement District to help with the beautification of Lark Street.
- Global sponsors the Ujamaa Market, a market where predominantly Black-owned small businesses sell artisan goods.

\$2 Million to Provide Heating Oil to Families in Need

In addition to ongoing targeted local support, in December 2022, recognizing the unprecedented uncertainty and challenges in the energy market, Global donated \$2 million in heating oil for those in need. The donation was directed to seven states in the Northeast and distributed to local nonprofit entities serving low-income households.

- \$1.3 million was evenly split between Massachusetts and New York.
- An additional \$700,000 was split between Connecticut, Maine, New Hampshire, Rhode Island, and Vermont.
- This \$2 million donation provided heating fuel to warm an estimated 4,000 households in the Northeast during the winter of 2022-23.

5.4 Proposed Community Benefit Measures in Association with the Project

As the discussion above shows, Global is already implementing a rigorous community outreach and benefits program, much of which is targeted at the South End neighborhood and Disadvantaged Community adjoining the Terminal. In conjunction with the Project, Global is proposing to pursue the following additional measures:

- **Electric Van and Charging Station** – Global has committed to providing an electric van and charging station to a local non-profit. The van would be used to support activities in the local community and to reduce transportation-related emissions (GHGs, PM and



VOCs) that have been identified as a concern.¹

- **West Tank Farm Solar Project** – Global has entered into an agreement with a partner to repurpose 6.3 acres of the West Tank Farm for a solar project. The solar project is designed to dedicate a significant portion of the West Tank Farm to renewable energy and will benefit the local community in the following ways:
 - Financial - This solar project will provide approximately \$70,000 per year for 20 years (\$1,400,000 total) in electric bill savings to targeted participants.
 - Environmental - This solar project will offset the need for electricity generation from fossil fuel plants and produce no emissions. The environmental benefits associated with this project are equivalent to the elimination of 2,200 metric tons of CO₂, which is akin to removing 500 cars from the road or eliminating the combustion of 250,000 gallons of gasoline EACH year. The emission-free electricity from the solar project is enough to power 430 homes annually.
 - Low Income Focus - This project will focus on providing benefits to low income households. This is a group that typically can't participate in the benefits of solar energy and spends a disproportionate amount of their monthly budget on energy bills.
- **South End STEM Programs** - Global has a deep commitment to supporting K-12 STEM education. In Albany, that priority is expressed through the company's financial and volunteer support of the local Giffen Memorial Elementary School and the local Boys and Girls Club.
 - Giffen Elementary School - In addition to general support for the school, Global will continue to support a summer intensive STEM program for K-5 that is offered to students who meet specific academic growth criteria.
 - Boys and Girls Club - In addition to general and program-specific assistance for the Club, Global will continue to support the Ultimate Journey program (outdoor and nature learning) as well as the club's STEM afterschool programming.

Support of STEM education aligns with the recommendations from the 2019 Albany South End Community Air Quality Study. Global recognizes the important impact of STEM education on childhood learning and development. Global is in ongoing dialogue with Giffen School and Boys and Girls Club to look for ways to engage more deeply in supporting STEM learning throughout the year.

- **Albany Internship Program** - Global has launched an internship program at the Albany

¹ Over the years, residents of Ezra Prentice have expressed concerns about the impact of truck traffic on South Pearl Street on local air quality. However, as summarized in the Environmental Assessment Form (EAF) Supplement accompanying the original Title V air permit application several traffic studies, including one conducted by Global, show that the Terminal does not contribute significantly to traffic on this section of South Pearl Street and so is not a major contributor to the traffic-related air emissions concerns identified by South End residents. Moreover, Global lacks authority to dictate travel patterns outside the confines of the Terminal. As set forth above, Global is addressing vehicle emissions within the Facility by increasing the number of loading positions at the truck and rail racks.

Terminal. Two interns were recently hired. They will work full-time (40 hours per week) for six months and will be compensated \$18/hour for their work.

Global is actively working to diversify those working in energy and terminal operations, with a specific focus on recruiting women and people of color, and has partnered with community groups to create a diverse candidate pool. The current interns are from Albany, and one is from the South End.

The interns will rotate through different departments at the Global Albany Terminal, learning all facets of terminal operations. The goal is to have them be qualified and competitive for future employment in the field.

Global intends to continue this internship program in Albany, hiring 1-2 interns per year.

6.0 Conclusion

Although there is a small increase in GHG emissions associated with the proposed Project, the benefits of the Project far outweigh this cost. The Project will reduce allowable crude oil throughput at the Terminal by 1,400 million (1.4 billion) gallons (75%) and overall allowable Terminal throughput by 950 million gallons (27%). These changes are consistent with the CLCPA goal of reducing reliance on fossil fuel. The portion of the Project targeted at facilitating the management of biodiesel will help the State to reduce reliance on fossil fuels by encouraging a switch to biodiesel. Moreover, the climate benefits associated with managing biodiesel given the lower lifecycle GHG emissions of biodiesel relative to petroleum diesel more than outweigh the direct and upstream emissions resulting from the Project. Finally, as set forth above, the Project calls for numerous measures, including installation of emission controls and acceptance of lower VOC emission limits, that will reduce emissions of VOCs and HAPs to the benefit of the environment and Disadvantaged Community. Global also has committed to expanding its roster of community benefit projects to include donation of an electric van and charging station to a local not-for-profit group, dedicating a significant portion of the West Tank Farm to a solar project, continued support of STEM programs, and implementation of an internship program at the Albany Terminal.



Attachment 1

Pre-Project GHG Emissions Calculations

Combustion

Fuel Combustion Emissions

Exempt Combustion Sources:

Unit ID	Product	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
NA	Distillate	Furnace	590			–
NA	Natural Gas	Boiler (water bldg)	–			54
NA	Natural Gas	Boiler (garage)	–			22
NA	Natural Gas	Boiler (office)	–			163
NA	Natural Gas	Furnace	–			120

Non-Exempt Combustion Sources:

Unit ID	Product	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
VCUML/VCUM2/VCURR*	Natural Gas	VDU	–			200,000

*Includes natural gas used as assist gas for both marine VCUs (VCUML and VCUM2) and the rail VCU (VCURR)

Distillate Combustion Emissions:

Pollutant	Combustion Emissions							
	PM	SOx	NOx	VOC	CO	CO2	N2O	CH4
Emission Factor - lb/1000 gal*	2.00	0.21	20.00	0.20	5.00	2.2E+04	0.26	0.22
lb/yr	1.18	0.13	11.80	0.12	2.95	13157.00	0.15	0.13
tons/yr	0.00	0.00	0.01	0.00	0.00	6.58	0.00	0.00

* Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I. SOx, NOx, CO, and PM

Emission Factors are from Table 1.3-1. VOC Emission Factor is from Table 1.3-3. CO2 Emission Factor is from Table 1.3-12.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (25), and N2O (298)

Example calculation (using SOx):

= gal/yr / 1000 gal * Emission Factor

= 590 gal/yr / 1000 gal * 52.54 lb/1000 gal (SOx)

= 31.00 lb/yr

Natural Gas Combustion Emissions*:

Pollutant	Combustion Emissions							
	PM	SOx	NOx	VOC	CO	CO2	N2O	CH4
Emission Factor - lb / MM BTU**	0.0075	0.00059	0.098	0.0054	0.082	117.647	0.002254902	0.002156863
lb/yr	1,492.87	117.86	19,643.04	1,080.37	16,500.15	23,571,647.06	451.79	432.15
tons/yr	0.75	0.06	9.82	0.54	8.25	11,785.82	0.23	0.22

*Total emissions from natural gas combustion include emissions from the combustion of natural gas in furnaces and boilers and emissions from the combustion of natural gas used as assist gas in the VCUs.

** Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, Tables 1.4-1, 1.4-2, and 1.4-3, except for GHG.

*** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (25), and N2O (298).

Total Natural Gas Used 200,359 MMBTU/yr

Example Calculation (using SOx):

= Total Natural Gas Used * Emission Factor

= Total Natural Gas Used (200,359) MMBTU/yr * 0.00059 lb / MM BTU

= 458 lb/yr

Combustion

VCU Vapor Combustion Emissions

(Emissions from Combustion of Petroleum Product Loaded)

Petroleum Vapor Combusted (lbs):

5,217,583	Total
1,755,000	at VCUM1 (gasoline and ethanol loading) (See Marine Loading - Gas & Eth Calculations.)
2,514,075	at VCUM2 (crude loading) (See Marine Loading - Crude Oil Calculations.)
948,508	at VCURR (gasoline loading) (See Rail Loading - Gas & Eth Calculations.)

Conversion from Petroleum Vapor Combusted in lbs to MMSCF (as Natural Gas Equivalent):

MMSCF (as Natural Gas) = Petroleum Vapor Combusted (lbs) * (21,000 BTUs / lb gasoline (high avg. for C4-C8 gases)) / (1000 BTU/SCF) / (1,000,000)
MMSCF (as Natural Gas) combusted at VCUM1 = 37
MMSCF (as Natural Gas) combusted at VCUM2 = 53
MMSCF (as Natural Gas) combusted at VCURR = 20

Marine VCU Emissions from Gasoline & Ethanol Loading (Emission Unit VCUM1):

Pollutant	Combustion Emissions									
	PM	PM10	SOx	NOx	VOC*	CO	CO2	N2O	CH4	GHG
Emission Factor - lbs / MM SCF**	7.60	7.60	197.47	150.00	NA	84.00	120,000.00	2.2	2.3	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	280.10	280.10	7,277.83	5,528.25	NA	3,095.82	4,422,600.00	81.08	84.77	4,451,125.77
tons/yr	0.14	0.14	3.64	2.76	NA	1.55	2,211.30	0.04	0.04	2,225.56

Marine VCU Emissions from Crude Oil Loading (Emission Unit VCUM2):

Pollutant	Combustion Emissions									
	PM	PM10	SOx	NOx	VOC*	CO	CO2	N2O	CH4	GHG
Emission Factor - lbs / MM SCF**	7.60	7.60	197.47	150.00	NA	84.00	120,000.00	2.2	2.3	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	401.25	401.25	10,425.65	7,919.34	NA	4,434.83	6,335,468.88	116.15	121.43	6,376,332.65
tons/yr	0.20	0.20	5.21	3.96	NA	2.22	3,167.73	0.06	0.06	3,188.17

Rail VCU Emissions from Gasoline & Ethanol Loading (Emission Unit VCURR):

Pollutant	Combustion Emissions									
	PM	PM10	SOx	NOx	VOC*	CO	CO2	N2O	CH4	GHG
Emission Factor - lbs / MM SCF**	7.60	7.60	197.47	150.00	NA	84.00	120,000.00	2.2	2.3	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	151.38	151.38	3,933.38	2,987.80	NA	1,673.17	2,390,241.24	43.82	45.81	2,405,658.29
tons/yr	0.08	0.08	1.97	1.49	NA	0.84	1,195.12	0.02	0.02	1,202.83

* These emissions are from gasoline and crude oil vapor combustion and pilot light gas. Gasoline and crude oil VOCs are already accounted for in the VCU emissions (i.e. 2 mg/l loaded or 98% efficiency).

** PM Emission Factor is from AP-42 (Table 1.4-2), as it is higher than the Emission Factor from the VCU manufacturer of zero (0). SOx Emission Factor is calculated as described below. NOx Emission Factor is from VCU manufacturer, as it is higher than the AP-42 Emission factor of 140 lbs/MMSCF (Table 1.4-1). CO Emission Factors is identical from VCU manufacturer and AP-42 (Table 1.4-1). GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (25), and N2O (298)

Example calculation of SOx Emission Factor:

SOx Emission Factor = $y_{H2S} * (1/C) * M_{SO2} * MW_{SO2}$	(Equation from EPA Emission Inventory Improvement Program (EIIP) Document Volume 3, Ch.10: Preferred & Alternative Methods for Estimating Air Emissions from Oil and Gas Field Production & Processing Operations, Sept. 1999, Pg 10.2-16.)
$y_{H2S, \text{ crude oil}} = 0.001$	(mole fraction of H2S in inlet gas (lb mole H2S/ lb mole) based on 10 ppm H2S liquid concentration)
$C = 379.00$	(molar volume of ideal gas at 60F and 1atm (scf/lb-mole))
$M = 0.99$	(molar conversion ratio from H2S to SO2 (lb-mole SO2/lb-mole H2S) (From VCU Manufacturer))
$MW = 64.066$	(molecular weight of SO2 (lb SO2/lb-mole SO2))
$EF_{SOx, \text{ crude oil}} = 197.47$	lb/ MMSCF

Total of Combustion Sources

Pollutant	PM	SOx	NOx	VOC	CO	CO2	N2O	CH4	GHG
lb/yr	2,326.78	21,754.85	36,090.23	1,080.49	25,706.92	36,733,114.17	693.00	684.29	36,973,545.05
tons/yr	1.16	10.88	18.05	0.54	12.85	18,366.56	0.35	0.34	18,486.77

Emergency Generators (Exempt)

Updated with Part 496 emission factors

Emergency Generator Sources:

Fuel Type	Source	Gal/hr (Liquid)	SCF/hr (Gas)	Gal/hr (Gas)	MMBTU/hr*
Propane	QT100 Generator	13.9			1.26
Propane	QT100 Generator	13.9			1.26
Natural Gas	20kw NG Generator		1,020		1.02
Diesel	500kw	26.1			
Diesel	350kw	18.5			
Diesel	350kw	18.5			

*Generac Spec Sheet states, "For BTU content multiply gal/hr x 90950 (LP) or ft3/hr x 1000 (NG)."

Distillate Fired Engine Emissions:

Pollutant	Pollutant									
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Factor - lb/1000 gal*	2.00	2.00	0.21	20.00	0.20	5.00	0.22	0.26	2.2E+04	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	63.10	63.10	6.72	631.00	6.31	157.75	6.81	8.20	703,565.00	706,303.04
tons/yr	0.03	0.03	0.00	0.32	0.00	0.08	0.00	0.00	351.78	353.15

* Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I. SOx, Nox, CO, and

PM Emission Factors are from Table 1.3-1. VOC Emission Factor is from Table 1.3-3. CO2 Emission Factor is from Table 1.3-12.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example calculation:

= gal/yr / 1000 gal * emission factor

Natural Gas & Propane Fired Engine Emissions:

Pollutant	lbs Pollutant / MM BTU									
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Factor* - lb/MMBtu	0.0099	0.0099	0.0006	2.270	0.0296	3.720	0.230	0.2	110.0	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	17.58	17.58	1.04	4,027.45	52.52	6,600.04	408.07	408.07	195,162.55	337,169.92
tons/yr	0.01	0.01	0.00	2.01	0.03	3.30	0.20	0.20	97.58	168.58

* Emission factors used to estimate emissions are from AP-42 Table 3.2-3. No emission factor was available for N2O so the CH4 emission factor was used.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example Calculation of Natural Gas Usage

= Natural Gas Used

1,774 MMBTU/yr

Assumes 500 hours/yr

= Natural Gas Used * Emission factor

Total of Generator Sources

Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG
lb/yr	80.68	80.68	7.76	4,658.45	58.83	6,757.79	414.88	416.27	898,727.55	1,043,472.95
tons/yr	0.04	0.04	0.00	2.33	0.03	3.38	0.21	0.21	449.36	521.74

Upstream GHG Calculations - Current Sources

Emergency Generator Sources:

Fuel Type	Source	Gal/hr (Liquid)	SCF/hr (Gas)	MMBTU/hr*	MMBTU/yr**
Propane	QT100 Generator	13.9		1.67	834
Propane	QT100 Generator	13.9		1.67	834
Natural Gas	20kw NG Generator		1,020	1.05	527
Diesel	500kw	26.1		3.58	1,788
Diesel	350kw	18.5		2.53	1,267
Diesel	350kw	18.5		2.53	1,267

*High Heating Value from Table A4 from Emission Factors for Use by State Agencies and Applicants of 2022 NYS Statewide GHG Emissions Report

**Assumes 500 hours of operation

Existing Exempt Combustion Sources:

Fuel Type	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
Distillate	Furnace	590			81
Natural Gas	Boiler (water bldg)	–			54
Natural Gas	Boiler (garage)	–			22
Natural Gas	Boiler (office)	–			163
Natural Gas	Furnace	–			120

Existing Non-Exempt Combustion Sources:

Fuel Type	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
Natural Gas	VCUs (VCUML/VCUM2/VCURR)*	–			200,000

*Includes natural gas used as assist gas for both marine VCUs (VCUML and VCUM2) and the rail VCU (VCURR)

Propane

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.26	0.0006	36.56	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	437.600	0.956	60,977.163	97,987.97
tons/yr	0.219	0.0005	30.489	48.994

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Natural Gas

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.77	0.0003	26.91	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	155,007.499	62.003	5,405,775.820	18,442,774.56
tons/yr	77.504	0.0310	2,702.888	9,221.387

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Distillate

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.26	0.0006	32.19	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	1,155.175	2.427	141,717.606	239,392.96
tons/yr	0.578	0.0012	70.859	119.696

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Total

Pollutant	CH4	N2O	CO2	GHG
lb/yr	156,600.274	65.386	5,608,470.590	18,780,155.49
tons/yr	78.300	0.0327	2,804.235	9,390.078

Attachment 2

Post-Project GHG Emissions Calculations

Fuel Combustion Emissions**Existing Exempt Combustion Sources:**

Unit ID	Product	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
NA	Distillate	Furnace	590			–
NA	Natural Gas	Boiler (water bldg)	–			54
NA	Natural Gas	Boiler (garage)	–			22
NA	Natural Gas	Boiler (office)	–			163
NA	Natural Gas	Furnace	–			120

Proposed Exempt Combustion Sources:

Unit ID	Product	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
NA	Natural Gas	Heater (line trace)	–			35,040
NA	Natural Gas	Boiler (line trace)	–			35,040
NA	Natural Gas	Boiler (tanks)	–			52,560
NA	Natural Gas	Boiler (lube bldg)	–			86,724
NA	Natural Gas	Boiler (lube bldg)	–			86,724
NA	Natural Gas	Boiler (lube bldg)	–			86,724
NA	Natural Gas	Boiler (lube bldg)	–			86,724

Existing Non-Exempt Combustion Sources:

Unit ID	Product	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
VCUML/VCUM2/VCURR*	Natural Gas	VCU	–			150,000

*Includes natural gas used as assist gas for both marine VCU's (VCUML and VCUM2) and the rail VCU (VCURR)

Distillate Combustion Emissions:

Combustion Emissions										
Pollutant	PM 2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Emission Factor - lb/1000 gal*	2.00	2.00	0.21	20.00	0.20	5.00	0.22	0.26	2.2E+04	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	1.18	1.18	0.13	11.80	0.12	2.95	0.13	0.15	13157.00	13,208.20
tons/yr	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	6.58	6.60

* Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I. SOx, NOx, CO, and PM

Emission Factors are from Table 1.3-1. VOC and CH4 Emission Factors are from Table 1.3-3. CO2 Emission Factor is from Table 1.3-12. N2O Emission Factor is from Table 1.3-8.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example calculation (using SOx):

= gal/yr / 1000 gal * Emission Factor

= 590 gal/yr / 1000 gal * 52.54 lb/1000 gal (SOx)

= 31.00 lb/yr

Natural Gas Combustion Emissions (from existing sources)*:

Combustion Emissions										
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG***
Emission Factor - lb / MM BTU	0.0075	0.0075	0.00059	0.098	0.0054	0.082	0.002	0.002	117.647	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	1,120.32	1,120.32	88.45	14,741.08	810.76	12,382.51	339.04	324.30	17,689,294.12	17,803,390.06
tons/yr	0.56	0.56	0.04	7.37	0.41	6.19	0.17	0.16	8,844.65	8,901.70

*Total emissions from natural gas combustion from existing sources include emissions from the combustion of natural gas in furnaces and boilers and emissions from the combustion of natural gas used as assist gas in the VCU's.

** Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, Tables 1.4-1, 1.4-2, and 1.4-3, except for GHG.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Total Natural Gas Used 150,359 MMBTU/yr

Example Calculation (using SOx):

= Total Natural Gas Used * Emission Factor

= Total Natural Gas Used (150,359) MMBTU/yr * 0.00059 lb / MM BTU

= 117.86 lb/yr

Natural Gas Combustion Emissions (from proposed sources)*:

Combustion Emissions										
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG***
Emission Factor - lb / MM BTU	0.0075	0.0075	0.00059	0.098	0.0054	0.082	0.002	0.002	117.647	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	3,498.50	3,498.50	276.20	46,032.94	2,531.81	38,667.67	1,058.76	1,012.72	55,239,529.41	55,595,824.38
tons/yr	1.75	1.75	0.14	23.02	1.27	19.33	0.53	0.51	27,619.76	27,797.91

*Total emissions from natural gas combustion from proposed sources include emissions from the combustion of natural gas in proposed boilers.

** Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, Tables 1.4-1, 1.4-2, and 1.4-3, except for GHG.

*** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Total Natural Gas Used 469536.00 MMBTU/yr

Example Calculation (using SOx):

= Total Natural Gas Used * Emission Factor

= Total Natural Gas Used (469,536) MMBTU/yr * 0.00059 lb / MM BTU

= 276.2 lb/yr

VCU Vapor Combustion Emissions

(Emissions from Combustion of Petroleum Product Loaded)

Petroleum Vapor Combusted (lbs):

6,215,882	Total
3,510,000	at VCUMML (gasoline and ethanol loading) (See Marine Loading - Refined Product Calculations.)
808,865	at VCUM2 (crude loading) (See Marine Loading - Crude Oil Calculations.)
1,897,017	at VCURR (gasoline loading) (See Rail Loading - Refined Product Calculations.)

Conversion from Petroleum Vapor Combusted in lbs to MMSCF (as Natural Gas Equivalent):

MMSCF (as Natural Gas) = Petroleum Vapor Combusted (lbs) * (21,000 BTUs / lb gasoline (high avg. for C4-C8 gases)) / (1000 BTU/SCF) / (1,000,000)

MMSCF (as Natural Gas) combusted at VCUMML 74

MMSCF (as Natural Gas) combusted at VCUM2 17

MMSCF (as Natural Gas) combusted at VCURR 40

Marine VCU Emissions from Gasoline & Ethanol Loading (Emission Unit VCUMML):

Combustion Emissions										
Pollutant	PM 2.5	PM10	SOx	NOx	VOC*	CH4	N2O	CO	CO2	GHG
Emission Factor - lbs / MM SC	7.60	7.60	197.47	150.00	NA	2.30	2.20	84.00	120,000.00	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	560.20	560.20	14,555.66	11,056.50	NA	169.53	162.16	6,191.64	8,845,200.00	8,902,251.54
tons/yr	0.28	0.28	7.28	5.53	NA	0.08	0.08	3.10	4,422.60	4,451.13

Marine VCU Emissions from Crude Oil Loading (Emission Unit VCUM2):

Combustion Emissions										
Pollutant	PM 2.5	PM10	SOx	NOx	VOC*	CH4	N2O	CO	CO2	GHG
Emission Factor - lbs / MM SC	7.60	7.60	197.47	150.00	NA	2.30	2.20	84.00	120,000.00	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	129.09	129.09	3,354.29	2,547.92	NA	39.07	37.37	1,426.84	2,038,339.24	2,051,486.53
tons/yr	0.06	0.06	1.68	1.27	NA	0.02	0.02	0.71	1,019.17	1,025.74

Rail VCU Emissions from Gasoline & Ethanol Loading (Emission Unit VCURR):

Combustion Emissions										
Pollutant	PM 2.5	PM10	SOx	NOx	VOC*	CH4	N2O	CO	CO2	GHG
Emission Factor - lbs / MM SC	7.60	7.60	197.47	150.00	NA	2.30	2.20	84.00	120,000.00	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	302.76	302.76	7,866.76	5,975.60	NA	91.63	87.64	3,346.34	4,780,482.47	4,811,316.58
tons/yr	0.15	0.15	3.93	2.99	NA	0.05	0.04	1.67	2,390.24	2,405.66

* These emissions are from gasoline and crude oil vapor combustion and pilot light gas. Gasoline and crude oil VOCs are already accounted for in the VCU emissions (i.e. 2 mg/l loaded or 98% efficiency).

** PM Emission Factor is from AP-42 (Table 1.4-2), as it is higher than the Emission Factor from the VCU manufacturer of zero (0). SOx Emission Factor is calculated as described below. NOx Emission Factor

is from VCU manufacturer, as it is higher than the AP-42 Emission factor of 140 lbs/MMSCF (Table 1.4-1). CO Emission Factors is identical from VCU manufacturer and AP-42 (Table 1.4-1). CO2 Emission Factor is from AP-42 (Table 1.402).

*** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example calculation of SOx Emission Factor:

SOx Emission Factor = $y_{H2S} * (1/C) * M_{SO2} * MW_{SO2}$

(Equation from EPA Emission Inventory Improvement Program (EIIP) Document Volume 3, Ch.10: Preferred & Alternative Methods for Estimating Air Emissions from Oil and Gas Field Production & Processing Operations, Sept. 1999, Pg 10.2-16.)

$y_{H2S, \text{ crude oil}} = 0.001$ (mole fraction of H2S in inlet gas (lb mole H2S/ lb mole) based on 10 ppm H2S liquid concentration)

$C = 379.00$ (molar volume of ideal gas at 60F and 1atm (scf/lb-mole))

$M = 0.99$ (molar conversion ratio from H2S to SO2 (lb-mole SO2/lb-mole H2S) (From VCU Manufacturer))

$MW = 64.066$ (molecular weight of SO2 (lb SO2/lb-mole SO2))

$EF_{SOx, \text{ crude oil}} = 197.47$ lb/ MMSCF

Total of Combustion Sources

Pollutant	PM 2.5	PM10	SOx	NOx	VOC	CH4	N2O	CO	CO2	GHG
lb/yr	5,612.06	5,612.06	26,141.49	80,365.85	3,342.69	1,698.16	1,624.36	62,017.94	88,606,002.24	89,177,477.30
tons/yr	2.81	2.81	13.07	40.18	1.67	0.85	0.81	31.01	44,303.00	44,588.74

Emergency Generators (Exempt)

Updated with Part 496 emission factors

Emergency Generator Sources:

Fuel Type	Source	Gal/hr (Liquid)	SCF/hr (Gas)	Gal/hr (Gas)	MMBTU/hr*
Propane	QT100 Generator	13.9			1.26
Propane	QT100 Generator	13.9			1.26
Natural Gas	20kw NG Generator		1,020		1.02
Diesel	500kw	26.1			
Diesel	350kw	18.5			
Diesel	350kw	18.5			

*Generac Spec Sheet states, "For BTU content multiply gal/hr x 90950 (LP) or ft3/hr x 1000 (NG)."

Distillate Fired Engine Emissions:

Pollutant	Pollutant									
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Factor - lb/1000 gal*	2.00	2.00	0.21	20.00	0.20	5.00	0.22	0.26	2.2E+04	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	63.10	63.10	6.72	631.00	6.31	157.75	6.81	8.20	703,565.00	706,303.04
tons/yr	0.03	0.03	0.00	0.32	0.00	0.08	0.00	0.00	351.78	353.15

* Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I. SOx, Nox, CO, and

PM Emission Factors are from Table 1.3-1. VOC Emission Factor is from Table 1.3-3. CO2 Emission Factor is from Table 1.3-12.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example calculation:

= gal/yr / 1000 gal * emission factor

Natural Gas & Propane Fired Engine Emissions:

Pollutant	lbs Pollutant / MM BTU									
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Factor* - lb/MMBtu	0.0099	0.0099	0.0006	2.270	0.0296	3.720	0.230	0.2	110.0	CH4*84)+(N2O*264)+(CO2*1)
lb/yr	17.58	17.58	1.04	4,027.45	52.52	6,600.04	408.07	408.07	195,162.55	337,169.92
tons/yr	0.01	0.01	0.00	2.01	0.03	3.30	0.20	0.20	97.58	168.58

* Emission factors used to estimate emissions are from AP-42 Table 3.2-3. No emission factor was available for N2O so the CH4 emission factor was used.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example Calculation of Natural Gas Usage

= Natural Gas Used

1,774 MMBTU/yr

Assumes 500 hours/yr

= Natural Gas Used * Emission factor

Total of Generator Sources

Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG
lb/yr	80.68	80.68	7.76	4,658.45	58.83	6,757.79	414.88	416.27	898,727.55	1,043,472.95
tons/yr	0.04	0.04	0.00	2.33	0.03	3.38	0.21	0.21	449.36	521.74

Proposed Sources - Upstream GHG Emission Calculations

Emergency Generator Sources:

Fuel Type	Source	Gal/hr (Liquid)	SCF/hr (Gas)	MMBTU/hr*	MMBTU/yr**
Propane	QT100 Generator	13.9		1.67	834
Propane	QT100 Generator	13.9		1.67	834
Natural Gas	20kw NG Generator		1,020	1.05	527
Diesel	500kw	26.1		3.58	1,788
Diesel	350kw	18.5		2.53	1,267
Diesel	350kw	18.5		2.53	1,267

*High Heating Value from Table A4 from Emission Factors for Use by State Agencies and Applicants of 2022 NYS Statewide GHG Emissions Report

**Assumes 500 hours of operation per year

Proposed Exempt Combustion Sources:

Fuel Type	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
Natural Gas	Heater (line trace)	-			35,040
Natural Gas	Boiler (line trace)	-			35,040
Natural Gas	Boiler (tanks)	-			52,560
Natural Gas	Boiler (lube bldg)	-			86,724
Natural Gas	Boiler (lube bldg)	-			86,724
Natural Gas	Boiler (lube bldg)	-			86,724
Natural Gas	Boiler (lube bldg)	-			86,724

Existing Exempt Combustion Sources:

Fuel Type	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
Distillate	Furnace	590			81
Natural Gas	Boiler (water bldg)	-			54
Natural Gas	Boiler (garage)	-			22
Natural Gas	Boiler (office)	-			163
Natural Gas	Furnace	-			120

Existing Non-Exempt Combustion Sources:

Fuel Type	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
Natural Gas	VCUs (VCUML/VCUM2/VCURR)*	-			150,000

*Includes natural gas used as assist gas for both marine VCUs (VCUML and VCUM2) and the rail VCU (VCURR)

Propane

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.26	0.0006	36.56	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	437.600	0.956	60,977.163	97,987.97
tons/yr	0.219	0.0005	30.489	48.994

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Natural Gas Existing Sources

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.77	0.0003	26.91	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	116,426.603	46.5706	4,060,294.6342	13,852,423.98
tons/yr	58.213	0.0233	2,030.147	6,926.212

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Natural Gas Proposed Sources

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.77	0.0003	26.91	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	362,302.391	144.9210	12,635,037.0841	43,106,697.03
tons/yr	181.151	0.0725	6,317.519	21,553.349

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Distillate

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.26	0.0006	32.19	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	1,155.175	2.427	141,717.606	239,392.96
tons/yr	0.578	0.0012	70.859	119.696

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Total

Pollutant	CH4	N2O	CO2	GHG
lb/yr	480,321.769	194.875	16,898,026.488	57,296,501.93
tons/yr	240.161	0.0974	8,449.013	28,648.251

Attachment 3

Projected Actual GHG Emissions Calculations

Fuel Combustion Emissions - Projected Actual Proposed Sources**Proposed Exempt Combustion Sources:**

Unit ID	Product	Source	Gal/yr (Liquid)	SCF/yr (Gas)	Liters/year (Gas)	MMBTU/yr
NA	Natural Gas	Heater (line trace)	–			8,760
NA	Natural Gas	Boiler (line trace)	–			8,760
NA	Natural Gas	Boiler (tanks)	–			13,140
NA	Natural Gas	Boiler (lube bldg)	–			21,681
NA	Natural Gas	Boiler (lube bldg)	–			21,681
NA	Natural Gas	Boiler (lube bldg)	–			21,681
NA	Natural Gas	Boiler (lube bldg)	–			21,681

Natural Gas Combustion Emissions (from proposed sources)*:

Combustion Emissions										
Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG***
Emission Factor - lb / MM BTU	0.0075	0.0075	0.00059	0.098	0.0054	0.082	0.002	0.002	117.647	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	874.63	874.63	69.05	11,508.24	632.95	9,666.92	264.69	253.18	13,809,882.35	13,898,956.09
tons/yr	0.44	0.44	0.03	5.75	0.32	4.83	0.13	0.13	6,904.94	6,949.48

*Total emissions from natural gas combustion from proposed sources include emissions from the combustion of natural gas in proposed boilers.

** Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, Tables 1.4-1, 1.4-2, and 1.4-3, except for GHG.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Upstream GHG Calculations - Proposed Sources - Projected Actual Emissions**Proposed Exempt Combustion Sources:**

Product	Source	MMBTU/hr	MMBTU/yr*
Natural Gas	Heater (line trace)	4	8,760
Natural Gas	Boiler (line trace)	4	8,760
Natural Gas	Boiler (tanks)	6	13,140
Natural Gas	Boiler (lube bldg)	9.9	21,681
Natural Gas	Boiler (lube bldg)	9.9	21,681
Natural Gas	Boiler (lube bldg)	9.9	21,681
Natural Gas	Boiler (lube bldg)	9.9	21,681

*Assumes heaters/boilers are only used 25% of the year (2,190 hours)

Natural Gas

Pollutant	CH4	N2O	CO2	GHG
Emission Factor (lb/MMBTU)**	0.77	0.0003	26.91	$(CH_4 \times 84) + (N_2O \times 264) + (CO_2 \times 1)$
lb/yr	90,575.598	36.230	3,158,759.271	10,776,674.26
tons/yr	45.288	0.0181	1,579.380	5,388.337

** Source is Table A1 in Appendix A. Emission Factors for Use by State Agencies and Applicants, converted from g/MMBTU to lb/MMBTU.

Appendix A

Previous CLCPA submissions



Global Companies LLC., 800 South Street, P.O. Box 9161, Waltham, MA 02454-9161 ph: 781-894-8800

March 2, 2021

VIA E-MAIL

Angelika.Stewart@dec.ny.gov

Angelika Stewart
New York State Department of Environmental Conservation
Division of Environmental Permits, Region 4
1130 North Westcott Road
Schenectady, NY 12306-2014

RE: Supplemental Response to Request for Additional Information Related to
the 2019 Climate Leadership and Community Protection Act
Global Companies, Albany Terminal
Air Title V Permit Application
DEC #4-0101-00112/00029
City of Albany, Albany County

Dear Ms. Stewart:

Global Companies LLC (Global or Applicant) is submitting this letter to supplement its previous submissions made in response to a pair of DEC requests for additional information (RFAIs) dated May 19, 2020 and September 11, 2020 seeking information concerning Global's application to renew and modify its existing Title V air permit for the Albany Terminal. Copies of those original submissions, excluding attachments, are included as Attachments A and B, respectively. Among other things, the RFAIs asked Global to assess the consistency of its proposed project with the goals of the 2019 Climate Leadership and Community Protection Act (CLCPA). Following submission of its December 3, 2020 response to the second RFAI, DEC asked Global to quantify the greenhouse gas (GHG) emissions associated with the extraction and transmission of project-related fuels imported into the state and combusted at the Albany Terminal. This submission responds to that request.

As set forth in greater detail in its previous submissions, Global has proposed various changes at its Albany Terminal, including, but not limited to: reducing its allowable crude oil throughput by 1,400 million (1.4 billion) gallons and overall allowable throughput by 950 million gallons; installing a vacuum assist ("vac assist") system to reduce fugitive volatile organic compound (VOC) emissions at the railcar loading rack; and installing exempt natural gas-fired boilers/heaters to enable the Terminal to manage biodiesel (collectively, the "Project").

As discussed in its December 3, 2020 RFAI response, although the boilers will increase direct GHG emissions at the Terminal, the Project will result in a significant reduction in overall GHG emissions based on the lifecycle GHG emission reductions associated with the substitution of biomass-based diesel for petroleum diesel. This conclusion does not change with the addition

of the GHG emissions associated with extraction and transmission of the natural gas proposed to be burned in the new boilers/heaters because lifecycle GHG emissions associated with renewable fuels generally and biomass-based diesel, in particular, are significantly lower than those associated with the petroleum-based diesel. As a result, the GHG emissions associated with the extraction and transmission of the natural gas proposed to be combusted in the new boilers/heaters are more than offset by the climate change benefits associated with switching to biodiesel.

The CLCPA requires significant reductions in stationary and mobile source GHG emissions by 2050. Global has proposed a modification to its Title V permit that would allow for the installation of small boilers/heaters needed to manage biodiesel at the Terminal. This supplemental response shows why the transition from petroleum-based to biomass-based diesel fuels will achieve significant reductions in lifecycle GHG emissions at the Terminal that will further the objectives of the CLCPA even if upstream emissions from the extraction and transmission of the natural gas proposed to be combusted in the new boilers/heaters is considered.

The GHG lifecycle emission data presented below demonstrates that on a per gallon basis, each gallon of biodiesel loaded emits approximately 6 lbs of lifecycle carbon dioxide equivalent (CO₂e) emissions less than comparable petroleum-based diesel. The analysis shows that Global needs to only replace 19 million gallons of petroleum-based diesel throughput per year with biodiesel to offset the maximum added boiler/heater GHG emissions and achieve emission reductions of CO₂e equivalent to a 40% reduction from pre-Project baseline emissions at the Terminal. If 50 million gallons of biodiesel throughput replaced petroleum-based diesel, the GHG lifecycle emissions would be reduced by 149,380 tons per year (tpy) of CO₂e. The more biodiesel the Terminal handles, the greater the benefits of the Project from a climate change perspective. The Project is thus consistent with the CLCPA goal of reducing GHG emissions 40% from 1990 levels by 2030.

Installing the proposed boilers/heaters would generate an immediate climate change benefit by facilitating the shift to a more climate-friendly fuel as the State transitions to a reduced carbon future under the CLCPA. DEC, in approving the proposed boilers/heaters, will further the goals of the CLCPA and allow the expanded use of biodiesel as a transitional substitute fuel for petroleum-based diesel.

Quantification of GHGs Associated with Fuel Extraction and Transmission

The CLCPA regulates various pollutants as GHGs. *See* 6 NYCRR § 496.5.¹ Each GHG has been assigned a CO₂e that represents “[t]he amount of carbon dioxide by mass that would produce the same global warming impact as the given mass of another greenhouse gas over a specific timeframe. . . .” 6 NYCRR § 496.3(b). As part of its December 3, 2020 submission, Global

¹ The CLCPA identifies six categories of pollutants as GHGs. DEC recently finalized regulations establishing statewide GHG emission limits under the CLCPA. In the final rule, DEC included a list of substances identified as GHGs, together with their carbon dioxide equivalent value. The only GHGs associated with the Project are carbon dioxide, methane and nitrous oxide.

quantified direct potential GHG emissions associated with the combustion of natural gas in the new boilers/heaters needed to handle biodiesel at the Albany Terminal. With the current submission, Global adjusted these combustion-related numbers to reflect the final CO₂e values found in DEC's recently adopted Part 496 regulations. For purposes of calculating the GHG emissions associated with the extraction and transmission of the fuel imported into the State and then combusted in those boilers, Global used the emission factors contained in DEC's February 2021 document entitled "Preliminary Interim Draft Emission Factors for Use by State Agencies and Project Proponents," which was supplied by DEC for this purpose. All emissions are measured in tons per year. Information about how these emissions were calculated can be found in Attachment C. A summary of the results is set forth below.

Potential GHG emissions from new boilers/heaters associated with direct combustion of natural gas at the Facility

CO₂: 27,619.76 tpy

Methane: 0.53 tpy (44.52 CO₂e)

Nitrous Oxide: 0.51 tpy (134.64 CO₂e)

Total CO₂e: 27,798 tpy (based on final Part 496 equivalency factors)

Upstream GHG emissions from extraction/transmission of natural gas imported into state and combusted in boilers/heaters at the Facility

CO₂: 6,165.77 tpy

Methane: 198.75 tpy (CO₂e 16,695 tpy)

Nitrous Oxide: 0.07 tpy (CO₂e 18.48 tpy)

Total CO₂e: 22,879 tpy

Combined CO₂e: 50,677 tpy

Note, however, that this number represents operation at maximum capacity for 8,760 hours per year. As set forth below, the Terminal's ability to manage biodiesel is constrained by transportation limits, offloading capacity, tank capacity, and other factors to a maximum of approximately 300 million gallons annually, meaning maximum GHG emissions associated with the planned biodiesel operation are far below the numbers presented above. Finally, Global anticipates running its biodiesel operations at most, approximately 25% of the time. As a result, actual GHG emissions associated with the Terminal's biodiesel operations are expected to be far below 50,677 tpy CO₂e.

Implications of Inclusion of GHG Emissions Associated with Extraction/Transmission on CLCPA Analysis with Respect to Boilers/Heaters

The inclusion of GHG emissions associated with the extraction/transmission of natural gas combusted at the Albany Terminal does not affect the conclusion in the December 3, 2020 submission that the Project is consistent with the goals of the CLCPA. The production and use of biofuel are encouraged by both federal and state programs, in large part because of its climate change benefits. As discussed in Global's earlier submission, analyses of fuels regulated under EPA's Renewable Fuel Standards (RFS) program show that biomass-based diesel and renewable fuels as defined under the RFS program emit significantly less GHGs than the petroleum-based

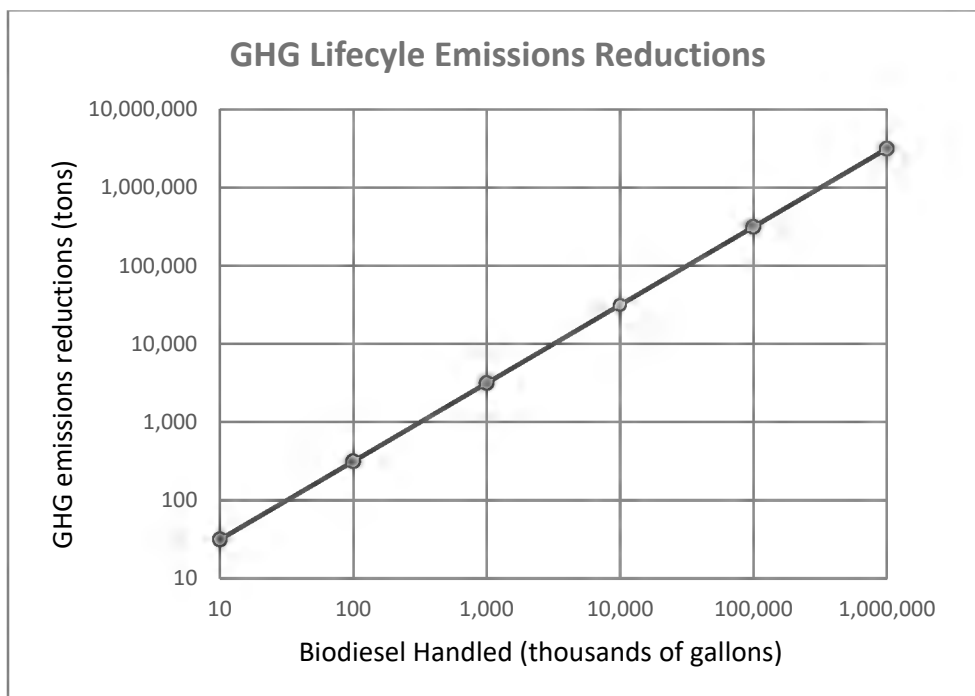
diesel they replace when measured on a lifecycle basis. To qualify as “biomass-based diesel” under the RFS program, the producer/importer must show that the particular type of diesel fuel has lifecycle GHG emissions that are at least 50% lower than comparable petroleum diesel. To qualify generally as “renewable fuel,” the fuel must have lifecycle GHG emissions that are at least 20% less than the baseline fuel it replaces. *See* 40 CFR § 80.1401 for the relevant definitions. The lifecycle analysis includes all GHG emissions associated with the production of each type of fuel, including those associated with fuel production and transmission. In other words, the GHG emissions DEC has asked Global to quantify as part of its CLCPA analysis are already part of the assessment performed by EPA under the RFS program. EPA thus has already accounted for these emissions in deciding whether fuels achieve the GHG reductions necessary to qualify as renewable under the RFS program.

The December 3, 2020 submission showed that the more biodiesel the Terminal handles (relative to petroleum-based diesel) under the RFS program, the greater the overall climate change benefits.² A review of the lifecycle GHG emissions associated with petroleum versus biodiesel showed that the comparatively modest potential GHG emissions associated with operating the natural gas-fired boilers/heaters needed to manage the biodiesel will be more than offset by the GHG benefits of switching from petroleum to biomass-based diesel. This conclusion does not change with the addition of upstream GHG emissions associated with the extraction and transmission of the natural gas imported into the State and combusted at the Terminal.

In its December 3, 2020 submission, Global compared the GHG benefits associated with swapping biodiesel for petroleum diesel (i.e., distillate) with the additional GHG emissions associated with the combustion of the natural gas used to fuel the boilers/heaters needed to manage the biodiesel at the Terminal using the 20% threshold for renewable fuels, a conservative assumption. As this analysis showed, on a per gallon basis, each gallon of biodiesel loaded emits approximately 6 lbs of lifecycle CO₂e emissions less than petroleum distillate assuming the biodiesel is regulated only as renewable fuel (i.e., is subject to the 20% threshold under the RFS program). Without taking the upstream GHG emissions associated with “imports” into account, the analysis showed that Global would need to replace approximately 12,742,280 gallons of diesel with biodiesel to achieve emission reductions of CO₂e equivalent to a 40% reduction from pre-Project baseline emissions at the Terminal. If the upstream GHG emissions associated with the extraction and transmission of the imported natural gas are taken into account, the number increases to 19,059,116 gallons. This analysis shows that the total GHG emissions associated with operating the boilers/heaters at full capacity are more than outweighed by the GHG benefits of burning biodiesel rather than petroleum diesel.

² As noted in the December 3, 2020 submission, Global currently stores and distributes biodiesel blends within its terminal network which only contain biodiesel that qualifies as “biomass-based diesel” under the RFS program. This biodiesel emits a *minimum* of 50% less lifecycle GHGs than the petroleum diesel it replaces. In fact, certain biodiesel fuels that qualify as biomass-based diesel achieve lifecycle GHG emission reductions relative to petroleum diesel that exceed the 50% reduction threshold. To be conservative for purposes of its CLCPA analysis, however, Global assumed that the biodiesel it will manage using the boilers/heaters meets the less stringent 20% threshold for renewable fuels.

The graph below illustrates the relationship between GHG emissions from the boilers/heaters needed to manage biodiesel at the Terminal and the GHG benefits associated with biodiesel versus petroleum diesel. In the December 3, 2020 submission, a value was created by dividing the 27,784 tons of GHG emissions from the boilers/heaters by the maximum volume of biodiesel product that can be managed at the Terminal (about 300 million gallons). To address the emissions associated with extraction/transmission of the natural gas combusted in the boilers/heaters, a new value was created by dividing all emissions associated with the boilers (i.e., on-site combustion and upstream extraction/transmission) by 300 million gallons. These boiler/heater GHG emissions were then deducted from the lifecycle GHG emission reductions to obtain an estimate of the per gallon GHG benefits of biodiesel relative to petroleum diesel taking the new boiler/heater emissions estimate into account. Again, the results were plotted for different levels of biodiesel product.



Updated calculations are included as Attachment D. The information provided clearly shows that the Project will have a significant climate change benefit even when upstream emissions associated with extraction/transmission are included since it will enable the Terminal to manage fuel with much lower lifecycle CO₂e emissions. These benefits more than outweigh the additional direct and upstream emissions associated with the boilers/heaters needed to manage those fuels.

Also, the analysis above assumes that the Terminal will be operating at maximum capacity, taking into account actual operating constraints direct CO₂e emissions from this new equipment are estimated at 27,798 tpy CO₂e assuming the units are operating 8,760 hours per year. However, as reported in Global's July 7, 2020 response to DEC's first RFAI, the boilers/heaters are expected to operate no more than approximately 25% of the time (up to approximately 2,200 hours per year). In particular, the boilers/heaters are not expected to operate as often in the summer as in the colder months. Under this more realistic scenario, GHG

emissions from the Terminal are expected to increase by approximately 6,950 tpy CO₂e as a result of natural gas combustion in the new boilers/heaters. The upstream GHG emissions associated with the extraction and transmission of fuel under this scenario is only 5,720 tpy CO₂e, resulting in total anticipated GHG emissions annually of approximately 12,670 tpy CO₂e.

Implications of Inclusion of GHG Emissions Associated with Extraction/Transmission on CLCPA Analysis with Respect to Project Components Other than Boilers/Heaters

As discussed in the December 3, 2020 submission, the only major source of GHG emissions associated with the Project other than the new boilers/heaters are the vapor combustion units (VCUs) used to control VOC emissions from various loading operations. As previously noted, as part of the Project, Global is proposing to reduce total allowable product throughput at the Terminal by 950 million gallons. This change in allowable throughput—combined with the addition of a new vac assist unit at the rail loading rack that captures and combusts additional VOCs—is expected to result in a reduction in potential GHG emissions. The reduction in total allowable product throughput at the Terminal by 950 million gallons means the quantity of fossil fuel potentially available for capture and combustion in the VCUs will be reduced by 950 million gallons. No further analysis of GHG emissions associated with this aspect of the Project is therefore necessary.

Conclusion

The inclusion of the upstream GHG emissions associated with the extraction and transmission of fuel into New York for combustion at the Albany Terminal does not change the basic conclusion in the first and second RFAI responses that the Project is consistent with the goals of the CLCPA. The Project will reduce allowable crude oil throughput at the Terminal by 1,400 million (1.4 billion) gallons (75%) and overall allowable Terminal throughput by 950 million gallons (27%). These changes are consistent with the CLCPA goal of reducing reliance on fossil fuel. The portion of the Project targeted at facilitating the management of biodiesel will likewise help the State to reduce reliance on fossil fuels by encouraging a switch to biodiesel. Although operation of the boilers/heaters needed to manage biodiesel will result in increased direct emissions at the Terminal (associated with natural gas combustion in the boilers/heaters) and upstream emissions (associated with the extraction and transmission of the natural gas imported into the State), the climate benefits associated with managing biodiesel in light of the significant lifecycle benefits of biodiesel relative to petroleum diesel more than outweigh the environmental costs.

As discussed in previous submissions, both the federal and State governments have adopted laws specifically encouraging the use of biodiesel. Going forward, New York cannot readily fulfill these specific mandates or reach its broader climate change goals if it does not allow projects in the short term to facilitate the management of biofuels as the State transitions away from fossil fuels.

More generally, DEC is currently in the early stages of implementing the CLCPA. Because it does not know what shape final implementation of the law will take, it is respectfully suggested that DEC should be careful to not eliminate compliance options that may help the State reach its goals by adopting unduly strict interpretations of the law. Currently, it is unclear precisely what

role biodiesel will play in the transition away from fossil fuels. As discussed in Global's December 3, 2020 response, numerous homes in New York currently heat with distillate. Although it is our understanding that the State is considering implementing measures that would force homeowners to transition away from boilers and toward electrical heat, this change, if implemented, is still years away. In the interim, we suggest that DEC should encourage development of in-state capacity to manage biodiesel as a more climate-friendly substitute for distillate.

Global hopes that this submission satisfies the Department's remaining concerns regarding the consistency of its throughput reduction/biomass-based diesel Project with the goals of the CLCPA. If additional questions or concerns remain, please feel free to call or email.

Many thanks for your attention to this matter. I look forward to hearing from you.

Very truly yours,

A handwritten signature in black ink, appearing to read "Tom Keefe", written in a cursive style.

Tom Keefe
Vice President Environmental, Health & Safety

Attachments

ATTACHMENT A
Response to May 19, 2020 Request for Additional Information
July 7, 2020



Global Companies LLC., 800 South Street, P.O. Box 9161, Waltham, MA 02454-9161 ph: 781-894-8800

July 7, 2020

Nancy M. Baker
Regional Permit Administrator
New York State Department of Environmental Conservation
Division of Environmental Permits, Region 4
1130 North Westcott Road
Schenectady, NY 12306-2014

RE: Response to Request for Additional Information (RAI)
Global Companies, Albany Terminal
Air Title V Application
DEC #4-0101-00112/00029
City of Albany, Albany County

Dear Ms. Baker:

I am submitting this letter on behalf of Global Companies LLC (Global) in response to your May 19, 2020 letter requesting additional information in support of Global's application to renew and modify its existing Air Title V application for its Albany Terminal, submitted in March 2020. For your convenience, we have duplicated the text from your letter and provided our response to your request. Note that we have not included those items that do not require a response from Global.

General:

1. The text should be clarified to indicate how many boilers and heaters will be installed, and where. The Lube Oil Building and tracing lines for pumping throughout the system should be labeled, as should other relevant buildings and structures, the rail yard for staging of trains and loading areas.

Response: Global is proposing to install additional heaters/boilers as follows:

- One 4 mmBtu/hr and one 6 mmBtu/hr heater to be housed in an existing building located in the southwest corner of the site adjacent to Tank 32. These heaters will be used to provide heat to Tanks 30 and 33, which will be used to store biodiesel.
- Four 9.9 mmBtu/hr boilers to be housed in the existing Lube Oil Building located adjacent to the rail loading rack. These boilers will be used to provide heat to the rail cars needed to facilitate the offloading of biodiesel.
- One 4 mmBtu/hr heater to be housed in an existing building located in the central/eastern portion of the site in the vicinity of Tank A65. This heater will be used to heat trace the line to the dock.

The Lube Oil Building, tracing lines for pumping throughout the system, the proposed heaters, the rail yard for staging of trains, loading areas, and other relevant buildings and structures

have been added to Diagram #1, Port of Albany Terminal, a copy of which is included as Attachment RFAI-A. This figure replaces Attachment B, Site Plan, in the EAF Supplement.

2. Please label the rail loading zone on the plans.

Response: See response to Item 1 above.

Environmental Justice

1. The Department's Office of Environmental Justice has reviewed the modified proposal for conducting Environmental Justice outreach during the COVID crisis which is dated May 1, 2020. Please include this modification in the Public Participation Plan. The next public participation meeting can be scheduled in accordance with the modified plan. Please copy the Department on mailings, and please also consider social media outlets in addition to the methods listed to get the word out about meetings (twitter, facebook, etc.).

Response: Global has revised its Public Participation Plan (PPP) to incorporate its proposal to address public outreach during the COVID crisis as Appendix D to the PPP with appropriate references to the Appendix added to the body of the PPP. A copy of the revised PPP is included as Attachment RFAI-B. Consistent with its commitment in the PPP, Global will provide copies of all stakeholder mailings to the individuals at DEC included on the Project's stakeholder list. As Global continues its outreach efforts, it will work with its Community Liaison and others to identify additional avenues for informing the public about upcoming meetings.

Water Usage

The application shows an increase in water use of 300 gpd, which will not be from a municipal source. Where is the water coming from, and what is its intended use.

Response: The application was incorrect. The 300 gpd increase in water will come from the City of Albany. The water will be used as boiler feed.

Climate Change

Section 7(2) of the 2019 Climate Leadership and Community Protection Act, Chapter 106 of the Laws of 2019 (CLCPA) requires all state agencies in considering permits and other decisions to consider whether such decisions are inconsistent with or will interfere with the achievement of the Statewide greenhouse gas (GHG) emission limits established in article 75 of the ECL. These GHG emission limits require a 40 percent reduction from 1990 levels by 2030, and an 85 percent reduction by 2050. ECL § 75-0107(1). Moreover, as set forth in the CLCPA, the Statewide GHG emissions include emissions of GHGs from sources within the State, as well as GHGs "produced outside of the State associated with either the generation of electricity imported into the State or the extraction and transmission of fossil fuels imported into the State." ECL § 75-0101(13). Therefore, please identify and explain whether the project will be consistent or inconsistent with the statutory Statewide GHG emission limits, including by taking into account GHG emissions from the facility itself, as well as both upstream and downstream indirect GHG emissions associated with the facility.

Response:

Introduction

In the RFAI, DEC is seeking feedback concerning the consistency of the Global Project with the goals of the CLCPA. As set forth in greater detail below, The Project calls for installing equipment needed to manage biodiesel, which is a crucial alternative for transitioning away from fossil fuels and is required by New York law to be blended into heating oil sold downstate. The biodiesel proposed to be managed at the Terminal has lifecycle GHG emissions that are 50% below the petroleum fuel it replaces and thus is preferable from a climate change perspective. Although the equipment required to manage the biodiesel will emit some GHGs, this impact is more than outweighed by the benefits associated with promoting the use of biodiesel to help achieve the GHG emission reduction goals of the CLCPA. The remaining components of the Project will result collectively in a significant reduction in potential GHG emissions from the Terminal primarily attributable to a significant reduction in allowable throughput.

Role of Global Terminal in Petroleum Market

As a preliminary matter, to understand the implications of the CLCPA for the Terminal, it is important to understand the role the Terminal plays in the fossil fuel supply chain. Typically, Global acquires and/or manages product delivered to the Terminal in one of two ways. First, Global purchases product and then sells it to customers who market it at retail. Under this scenario, Global effectively functions as a wholesaler, purchasing product in bulk and selling it in smaller quantities to companies such as home heating oil dealers or gasoline stations for sale to the public. In addition, Global is retained by other companies to handle their petroleum products. Under this scenario, the product is owned by a third party and Global is simply storing and distributing it in accordance with the customer's wishes.

The Global Terminal's role in the fossil fuel supply chain thus focuses on ensuring that fossil fuel products extracted and processed by third parties are properly stored and then distributed to wholesalers and retailers for eventual sale to the public. Global is not responsible either for producing fossil fuel products (e.g., extraction/refining) or for combusting the product it stores and distributes—both activities that result in direct emissions of quantities of GHGs. Global's role in the fossil fuel supply chain is like that of a large-scale liquid distribution warehouse. We are simply a break bulk storage company. Global acquires its own products or manages products owned by third parties, stores them at its "warehouse" (i.e., the Terminal), "breaks bulk," and then distributes the products in smaller parcels from the Terminal to wholesalers and retailers. As part of these activities, Global also engages in some on-site fuel blending.¹

¹ In analyzing Global's climate change impacts for purposes of the CLCPA, it is important to distinguish the Terminal's role in fossil fuel storage and distribution from that of a pipeline in light of DEC's recent decision concerning the Transcontinental Gas Pipe Line Company's ("Transco") Northeast Supply Enhancement Project (hereinafter "Transco Project"). In its May 15, 2020 decision denying Transco's request for a water quality certification, DEC contended that the Transco Project was inconsistent with the State's efforts to transition away from fossil fuels, noting, among other things, it "could extend the amount of time that natural gas may be relied upon to produce energy, which could, in turn delay, frustrate or increase the cost of the necessary transition away from natural gas and other fossil fuels." Although both the Global and Transco projects involve fossil fuel distribution, that is where the similarity ends. The Transco Project calls for the investment of many millions of dollars on the construction of

Biodiesel Handling and Storage

As part of the Project, Global is proposing to install boilers/heaters to enable it to manage biodiesel. This portion of the Project is entirely consistent with and directly helps support federal and state climate change policy—including the GHG emission reduction mandate of the CLCPA—by facilitating the switch to biodiesel. As set forth in greater detail below, biodiesel has been identified as an important “transitional” fuel for climate change purposes. At the federal level, EPA’s renewable fuel standard was enacted with the goal of increasing development of climate-friendly alternative fuels, including biodiesel, that have lifecycle GHG emissions that are significantly less than those associated with the petroleum fuels they replace. At the state and local level, New York has specifically mandated the addition of biodiesel to home heating oil in the downstate area in recognition of its climate change benefits. The Project thus is consistent with the goal of the CLCPA since it facilitates the transition away from fossil fuels.

Biodiesel Project Description

Biodiesel is a renewable, biodegradable fuel manufactured from vegetable oils, animal fats, or recycled restaurant grease. Like petroleum diesel, biodiesel is used to fuel compression-ignition engines. Although biodiesel can be combusted in its pure form, it is typically blended with petroleum diesel and used in a blended form.

Because most biodiesel in its pure form is comparatively viscous, it may solidify or become non-pumpable at the lower temperatures that are typically observed in the Northeast, requiring heating to return it to a pumpable state for loading and storage. To generate the necessary heat to manage biodiesel, Global is proposing as part of the Project to install natural gas-fired steam boilers and oil heaters to heat tanks, railcars and associated product lines. Global is also proposing to install heating coils in Tank 30 and authorize storage of heated biodiesel with a maximum storage temperature of 120° Fahrenheit in Tanks 30 and 33. The Project will enable Global to transfer biodiesel at the loading racks or create biodiesel blends within other distillate storage tanks at the facility. The tank cars arriving at the Terminal carrying biodiesel will be equipped with a jacket of noncontact piping located either on the outside of the railcar and/or coils within the cars. The railcar’s noncontact piping will be attached to a hose upon arrival at the Terminal where steam will flow around the railcar through the jacket of piping similar to an old fashion home radiator. The heating will return the biodiesel to a pumpable state, enabling it to be pumped to Tanks 30 and 33, which will be similarly heated by circulating hot

entirely new, major fossil fuel distribution infrastructure. This type of major investment necessarily contemplates several decades of expanded fossil fuel use. Second, the Transco pipeline contemplates the expansion of markets for fossil fuel products at a time when the State is attempting to discourage their use. By comparison, the Global Project does not involve significant new investment in fossil fuel distribution infrastructure or an expansion in fuel markets. In fact, Global is proposing to *reduce* the allowable throughput at its Terminal by 27%. Also, the Project proposed by Global will enable the Terminal to manage biodiesel, an important option for transitioning away from fossil fuels. The Global Project thus will not “delay, frustrate or increase the cost of the necessary transition away from natural gas and other fossil fuels.” To the contrary, the Project will reduce the amount of product the Terminal can manage while at the same enabling Global to better manage its operations as New York transitions away from fossil fuels in accordance with the mandate of the CLCPA.

oil through heating coils within the tanks. The boilers and heaters will *not* be used to heat crude oil or other products managed at the Terminal.

Federal Programs to Encourage Use of Biodiesel

As noted above, both the federal government and New York State have adopted laws and regulations designed to encourage the use of biodiesel in place of petroleum-based diesel in recognition of biodiesel's significant climate change benefits. At the federal level, Congress enacted the Renewable Fuel Standards (RFS) program with the goal of increasing the amount of fuel derived from plants and other similar materials—such as biodiesel—as a substitute for fossil fuels. See Clean Air Act § 211(o), 42 U.S.C.A. § 7545(o). In defining biodiesel for purposes of the RFS program, the law requires that the fuel achieve a 50% reduction in lifecycle GHG emissions when compared to the petroleum diesel it is intended to replace. Accordingly, authorizing Global to install the equipment needed to manage biodiesel is consistent with the CLCPA goal of reducing GHG emissions.

Under the RFS program, as amended, transportation fuel² must contain an increasing percentage of renewable fuel, advanced biofuel, biomass-based diesel, and cellulosic biofuel, with the standard for each fuel based on the lifecycle GHG reductions achieved by the fuel relative to comparable traditional fuels. With respect to renewable fuels generally, the law requires transportation fuels to contain at least 9.0 billion gallons of renewable fuels in 2008, rising to 36 billion gallons by 2022. Each year, EPA reviews the quantities of the four types of renewable fuels generated to determine whether the production goals are being met and to make adjustments consistent with the RFS statute and regulations as necessary. Fuels that meet the definition of a particular fuel count toward determining whether the obligated parties are achieving their renewable fuel volume requirements.

To implement the program, EPA has established a credit program under which renewable fuel producers must register with EPA and provide detailed information about the renewable fuel(s) produced to the agency. Once that information has been approved by EPA, the producer can generate Renewable Identification Numbers (RINs)—unique numbers assigned to every gallon or renewable fuel produced or imported into the United States. These RINs can then be transferred along with the renewable fuel batches they represent to refiners or importers or separated from the renewable fuel they represent and then sold.

As previously noted, in deciding whether a particular fuel qualifies as renewable fuel, advanced biofuel, biomass-based diesel, or cellulosic biofuel, EPA must conduct an analysis of the lifecycle GHG emissions associated with the fuel to determine whether it meets the threshold in the statute for the fuel type. Under the statute, the term “lifecycle greenhouse gas emissions” is defined as “the aggregate quantity of greenhouse gas emissions (including direct emissions and significant indirect emissions such as significant emissions from land use changes), as determined by the Administrator, related to the full fuel lifecycle, including all stages of fuel

² The term “transportation fuel” is defined in the statute as “fuel for use in motor vehicles, motor vehicle engines, nonroad vehicles, or nonroad engines (except ocean-going vessels).” 42 U.S.C.A. § 7545(o)(1)(L). Although the focus of the program is on transportation fuel, the statute authorizes EPA to issue regulations that extend it to “additional renewable fuels”—a term that includes heating oil. 42 U.S.C.A. § 7545(o)(1)(A), 7545(o)(5)(E). EPA has exercised that authority and extended the RFS program to cover heating oil.

and feedstock production and distribution, from feedstock generation or extraction through the distribution and delivery and use of the finished fuel by the ultimate consumer, where the mass values for all greenhouse gases are adjusted to account for the relative global warming potential.” CAA § 211(o)(1), 42 U.S.C. § 7545(o)(1). To qualify generally as a “renewable fuel,” fuels produced from new biorefineries must reduce lifecycle GHG emissions at least 20% when compared to the 2005 baseline average gasoline and diesel fuel they replace (with special rules for refineries in place or under construction when Congress enacted the RFS law). Other renewable fuels must meet the following, more stringent lifecycle GHG thresholds measured as a percent reduction from 2005 baseline gasoline or diesel fuel they replace: advanced biofuel, 50%; biomass-based diesel, 50%; and cellulosic biofuel, 60%.

Thus, to qualify as biomass-based diesel under the RFS program, the producer of the biodiesel must show that the fuel achieves a 50% reduction in lifecycle GHG emissions relative to the 2005 petroleum-based diesel it replaces. The lifecycle analysis considers direct and indirect upstream and downstream emissions associated with the generation, distribution and use of biodiesel. Projects designed to encourage the production, distribution and use of biomass-based diesel thus are consistent with the goal of reducing GHG emissions set forth in the CLCPA.

More generally, the federal government has adopted numerous programs that provide incentives to help build and maintain a market for biodiesel fuel and vehicles. These programs are summarized on the Department of Energy’s Alternative Fuels Data Center at: <https://afdc.energy.gov/fuels/laws/BIOD>. In establishing these programs, the federal government was motivated by various goals, including the desire to reduce GHG emissions by substituting biodiesel for petroleum-based diesel.

New York State Programs to Encourage Use of Biodiesel

Like the federal government, New York State also has adopted programs to encourage the production and use of biodiesel. In 2017, New York State enacted a law—codified at New York Environmental Conservation Law § 19-0327—that requires all heating oil sold for use in buildings in Nassau, Suffolk and Westchester Counties effective July 1, 2018 to contain at least 5% biodiesel. The state law followed a pair of laws adopted by New York City to require heating oil sold for use in buildings in the City to contain a specified quantity of biodiesel. The original law required heating oil to contain at least 2% biodiesel beginning in 2012. In 2016, the City enacted a law increasing the amount of biodiesel in heating oil in the City to at least 5% on October 1, 2017. The blend then moves to 10% in 2026, 15% in 2030, and 20% in 2034. New York City Admin. Code § 24-168.1

GHG Emissions from the Terminal/Project

As previously noted, biodiesel is comparatively viscous. To manage biodiesel at the Terminal, Global must install equipment to heat the fuel to make it more “pumpable.” As part of the Project, Global therefore is proposing to install natural gas-fired boilers and heaters to heat biodiesel. Potential CO₂ emissions from this new equipment are estimated at 27,784 tpy assuming the units are operating 8,760 hours per year. In fact, however, the boilers/heaters are expected to operate no more than approximately 25% of the time (up to approximately 2,200 hours per year). The boilers are not expected to operate as often in the summer as in the colder

months. This results in an expected actual increase in GHG emissions of approximately 6,950 tpy.³

To provide some context for this number, as discussed in the EAF Supplement, under EPA's Prevention of Significant Deterioration (PSD) program—the attainment equivalent of the nonattainment New Source Review program—EPA adopted special tailored applicability thresholds for new and modified sources of GHGs after concluding that the statutory thresholds for other pollutants were so low that they would result in an unmanageable expansion of the PSD program if applied to GHGs. 75 Fed. Reg. 31514 (June 3, 2010). Although the rule was eventually vacated by the U.S. Supreme Court,⁴ it provides a useful basis for assessing the significance of GHG emissions. The so-called “GHG tailoring rule” established a 100,000 tpy major source threshold for GHG emissions measured in CO₂ equivalent, while the significant modification threshold was 75,000 tpy CO₂ equivalent. Facilities/projects with emissions below these thresholds did not trigger PSD for GHGs. As previously noted, GHG emissions from the Project are estimated at only 6,950 tpy, significantly below the 75,000 tpy significance threshold established by EPA under the GHG tailoring rule for modifications.

CLCPA Consistency Assessment

Global is in the business of delivering energy that is needed for daily life. Global recognizes both the ongoing and critical need for energy, and the need to move toward a future with increased renewables. Global is an active participant in the transition to renewable fuels. Nowhere is that more apparent than in Albany, with the proposal to manage biodiesel.

As previously noted, the biodiesel portion of the Project is consistent with the GHG emission reduction goals of the CLCPA because it will enable the Terminal to handle biodiesel—a comparatively climate-friendly fuel. As discussed above, both EPA and New York State have enacted measures designed to encourage the production and use of biodiesel as a replacement for petroleum-based diesel fuel. Of particular note, the RFS program establishes annual production goals for biomass-based diesel for the specific purposes of encouraging production of this fuel. To qualify as biomass-based diesel under the program, the producer of the biodiesel must demonstrate that the fuel's lifecycle GHG emissions are at least 50% less than its petroleum-based counterpart. In other words, biodiesel regulated under the RFS program generates 50% less GHGs than regular petroleum diesel. The RFS program reflects a desire by EPA to encourage production of biomass-based diesel for the purpose of reducing GHG emissions and addressing the problem of climate change.

³ Note that these GHG estimates vary slightly from what was in the EAF Supplement as boiler and heater capacities have since been finalized.

⁴ The Supreme Court in *Utility Air Regulatory Group v. EPA*, 134 S. Ct. 2427 (2014) concluded that while GHGs may properly be considered pollutants for purposes of the Clean Air Act, EPA was not barred from interpreting the term within its statutory context and excluding atypical pollutants, such as GHGs, that are emitted in such large quantities that their inclusion would make the Act unworkable. The court went on to find that including GHGs under the PSD program was unreasonable both because it would place a huge administrative burden on permitting agencies and because it triggered a transformative expansion of EPA's regulatory authority without clear congressional authorization. The decision thus was based on a finding that GHGs (in particular, CO₂) are emitted in significantly larger quantities than other pollutants and must be evaluated accordingly.

At the state/local level both the New York State legislature and New York City have adopted laws mandating the addition of biodiesel to home heating oil. Like the RFS program, these laws reflect a determination that biodiesel is preferable to its petroleum-based counterpart from a climate change perspective.

Accordingly, while the on-site management of biodiesel at the Terminal will result in emissions of GHGs, the adverse impacts of these additional emissions from a climate change perspective are more than outweighed by the benefits associated with facilitating the use of biodiesel in the State. Accordingly, the Project is consistent with the goals of the CLCPA.

Throughput Reductions

As part of the Project, Global is proposing to reduce the overall allowable throughput at the Terminal 27% from 3,329 million gallons to 2,379 million gallons, a 950 million gallon decrease. In particular, the Project calls for Global to reduce its existing cap on crude oil throughput by over 75%, from 1,850 million gallons to 450 million gallons, while increasing the cap on loading refined products by 450 million gallons.

From a climate change perspective, these changes represent a significant reduction in the total quantity of fossil fuels that can potentially be managed by the Terminal and thus the quantity of potential GHG emissions associated with those on-site management activities. From a broader perspective, reducing the quantity of product allowed to be managed at the Terminal decreases the amount of product Global can potentially distribute to customers. In essence, Global will no longer be associated in any way with the lifecycle GHG emissions associated with up to 950 million gallons of petroleum products. While the product may still be produced (generating GHG emissions associated with extraction and refining) and combusted, the Terminal will not play a role in that process.

Other Project Components

As set forth in the EAF Supplement, Global is proposing several other changes at the Terminal designed to improve Terminal operation and enhance the ability of Global to respond to changes in the market for its products.

Reconfiguration of Throughput Caps

As part of the Project, Global is proposing to reconfigure its throughput caps to allow for greater flexibility to respond to market changes. Currently, loading of gasoline and ethanol at the Terminal is capped at each of three loading areas: the truck loading rack, the rail loading rack, and the marine dock. Loading of distillate products (including diesel fuel, heating oil and kerosene) is capped on a facility-wide basis. The Project includes the addition of a facility-wide cap that incorporates all refined products (including gasoline, ethanol, distillates, blendstocks, and biodiesel) as well as a reconfiguration of the existing sub-caps at each of the loading areas. This reconfiguration of the caps will allow flexibility in the type and volume of products distributed at the individual loading areas to adjust to changing market conditions, while ensuring against major changes in truck or rail traffic. (See Section 2.3 of the EAF Supplement for a detailed discussion of the changes to the throughput caps at the Terminal.) The reconfiguration of the throughput caps is not expected to impact the Terminal's potential

GHG emissions. Moreover, as set forth above, Global is lowering the allowable Terminal throughput by 950 million gallons, a significant reduction.

Loading Rack Modifications

Global is proposing to add loading positions to its truck and rail racks to reduce wait times at the truck rack and the need to move railcars during loading. Currently, the truck loading rack is equipped with eight loading positions. Operation of the truck loading rack can become congested and is constrained during daily busy periods. The Project includes the addition of two loading positions to the truck loading rack to improve efficiency and reduce customer wait time and truck idling time.

The rail loading rack is currently equipped with eight loading positions. Since the rail loading area can accommodate up to fifteen railcars, loading all fifteen cars can require a locomotive to move the loaded cars out of the loading positions and move the empty cars into position. To improve efficiency and reduce locomotive use, the Project includes the addition of seven loading positions at the rail loading rack. The additional loading positions are not designed to increase the loading rate at the rack but will allow railcars to be loaded more efficiently and eliminate the need for interim movement of railcars to load certain trains.

The addition of new truck loading positions will not increase the overall amount of gasoline that can be throughput at the rack (which is capped as set forth above at current levels). However, the additional loading positions will enable Global to eliminate bottlenecks at the truck loading rack that occur at certain times of the day. This will decrease the amount of truck idling at the Terminal. Likewise, the addition of loading positions at the rail loading rack will allow Global to load a train more quickly while reducing the amount of movement required to situate the cars being loaded. This reduces the amount of time locomotives must be operated during the loading process.

Enhanced Air Emission Controls

Global is proposing to install a vacuum enhanced control system at the rail loading rack to ensure negative pressure loading, a change which will significantly reduce, if not eliminate, fugitive emissions from rail loading. While this change may increase GHG emissions by increasing the quantity of vapor combusted by the VCU, the increase is more than justified by the benefit to the community of reducing fugitive VOC emissions from the rail loading rack.

CLCPA Consistency Assessment

The throughput reduction/operational flexibility component of the Project is “consistent with the statutory statewide GHG emission limits” set forth in the CLCPA. The Project will reduce allowable throughput at the Terminal by 950 million gallons or approximately 27% from current allowable levels. This represents a reduction in potential emissions at the Terminal associated with management of product onsite. More broadly, the reduction means that the Global Terminal will no longer be involved in the management of 950 million gallons of petroleum and related products. The remaining components of the Project (reconfiguration of throughput caps, addition of loading positions, and enhanced air pollution controls) will collectively have little impact on potential GHG emissions at the Terminal.

Overall, these components of the Project are consistent with the goals of the CLCPA. The Project reduces the total quantity of petroleum and related products that can be managed at the Terminal and will replace a percentage of petroleum fuel with biodiesel and thus is consistent with the CLCPA goal of transitioning away from fossil fuels. The remaining changes are designed to reduce emissions and/or improve the efficiency of the Terminal's operations. Overall, these changes will reduce potential GHG emissions at the Terminal. Equally important, these changes will enable the Terminal to better adapt to market changes. New York is currently in the early stages of implementing the CLCPA. In the next 10 years, the market for fossil fuels in the State is likely to shift dramatically as measures to achieve the CLCPA goals are adopted. By reconfiguring the Terminal to allow Global to easily transition from one type of product to another, the Project will allow the Terminal to more efficiently respond to changes in the market, including the shift to more climate-friendly fuels.

Conclusion

As set forth in greater detail above, the proposed Project is consistent with the goals of the CLCPA. For a modest investment, the Project will: (1) reduce potential product throughput at the Terminal; (2) enable the Terminal to manage biodiesel, an important climate-friendly substitute for petroleum diesel as the State transitions away from fossil fuels; and (3) enhance the Terminal's ability to respond to changes during the transition toward a reduced carbon economy contemplated by the CLCPA.

Community Risk and Resiliency Act (CRRA)

Section 9 of the 2019 CLCPA added a new Section 17-b to the Community Risk and Resiliency Act, which provides that major permits for certain regulatory programs (including air) "shall require applicants to demonstrate that future physical climate risk has been considered." In reviewing such information, DEC has the authority require the applicant to "mitigate significant risks to public infrastructure and/or services, private property not owned by the applicant, adverse impacts to disadvantaged communities, and/or natural resources in the vicinity of the project." . . . Please clarify the discussion on pages 53 and 54 of the EAF is in consideration of future climate risk as required by Section 17-b of the Community Risk and Resiliency Act, as enacted by Section 9 of the CLCPA.

Response: The discussion on pages 53 and 54 of the EAF Supplement was in consideration of future climate risk as required by Section 17-b of the CRRA, as enacted by Section 9 of the CLCPA. As discussed in Section 12.2 of Global's EAF Supplement, based on the most recent Federal Emergency Management Agency (FEMA) map of the Terminal site (Map No. 36001CO194D, Effective March 16, 2015), the majority of the Terminal site is located within the 100-year floodplain of the Hudson River. For purposes of the CRRA regulations set forth at 6 NYCRR Part 490 identifying sea level rise potentials, the City of Albany (including the Terminal location) is in the Mid-Hudson Region.

Section 9 of the 2019 CLCPA requires applicants "to demonstrate that future physical climate risk has been considered" in conjunction with the particular project under review. With respect to the Project, the only additional physical risk from a climate change perspective is the increased risk of flooding attributable to climate change-related sea level rise. However, the

additional risk to the Project posed by flooding is limited to the destruction of the Project-related equipment. As discussed in the EAF Supplement, Global is proposing to install several exempt boilers and heaters to manage biodiesel, as well as additional loading positions at the truck and rail racks. This additional equipment will be located within the existing Terminal footprint and will be protected to the same extent as comparable equipment already in place. Moreover, all of the new heating equipment will be located inside existing buildings providing further protection against flooding. Equipment containing oil, such as small process tanks associated with the hot oil heating systems will be installed in accordance with major oil storage facility (MOSF) requirements for tanks within floodplains, as applicable.

With respect to flood risks, the Project does not call for the placement of fill or other encroachments into floodways or floodplains. It also does not call for any other changes to the configuration of the property that could raise base flood elevations or otherwise impact the potential path of floodwaters. Accordingly, the Project will not change the flooding-related risk to the Terminal or to any nearby properties.

In light of the above, the only potential climate-change risk associated with the Project is a financial one. In the event sea level rise increases the risk of flooding, Global faces an increased risk that the equipment installed as part of the Project will be damaged or destroyed. No other climate-related risks to the Project are anticipated.

No measures are required to “mitigate significant risks” identified in Section 17-b of the CRRA as follows.

- *Risks to public infrastructure and/or services.* The Project will not affect public infrastructure and/or services.
- *Risks to private property not owned by the applicant.* The Project will not affect private property not owned by Global.
- *Adverse impacts to disadvantaged communities.* The Project will not pose a “significant risk” to disadvantaged communities. As set forth in the Section 14.0 of the EAF Supplement, the Terminal is located in an industrial area near several environmental justice communities. The EAF and accompanying EAF Supplement show that the Project will not have an adverse impact on these communities, let alone pose “significant risks” relating to climate change that could potentially require mitigation. As previously noted, to ensure the communities adjoining the Terminal are provided with opportunities to learn about and comment on the Project, Global has prepared a comprehensive PPP to facilitate community outreach. This outreach should help ensure that possible adverse impacts to disadvantaged communities are identified and addressed.
- *Natural resources in the vicinity of the project.* As discussed in Section 8.0 of the EAF Supplement, the Project will be located at an existing industrial facility that has been in continuous operation since at least the 1920s. The area in the vicinity of the Project likewise has been urban/industrial for many decades. As a result, there are few natural resources at or near the site of the Project other than the Hudson River. Construction and operation of the Project will not affect the Hudson River. It also will not require the removal or destruction of on-shore vegetation or fauna or otherwise impact any

significant habitat areas or other natural resources. Accordingly, no mitigation is required to address natural resource impacts.

Truck Traffic:

1. Based on the application, the truck rack could have a potential of a combined 879,300,000 gallons per year (round up to 880,000,000 gallons per year for the sub-cap). It appears that truck traffic may increase due to rounding. Please clarify whether truck traffic will increase, or will remain the same (or less) with this proposal.

Response: Potential truck traffic will remain the same with this proposal. Global will seek a subcap of 879,300,000, which reflects the sum of the existing throughput caps at the Terminal truck rack. This cap will ensure that potential truck traffic at the Terminal cannot exceed current permitted levels despite the changes contemplated by Global's operational flexibility proposal. The 880,000,000 gallon per year cap was the result of rounding but has been revised to the original number.

Air Application Technical Review:

1. Provide backup and justification for Project Emission Potential Calculations. Limits utilized, key emission factors, and basis of calculations description.

Response: Additional notes and descriptions have been added to a revised Project Emission Potential (PEP), included as Attachment RFAI-C. As described in Note 1 on Page 1 of the PEP, the 1.9283 billion gallons of refined product is distributed across all internal floating roof (IFR) tanks as Conventional Gasoline to determine working losses from gasoline throughput. In addition, 506.54 million gallons of blendstock/component is distributed across the previously permitted blending project IFR tanks to calculate working losses. This throughput was the previously permitted tank throughput from the blending project. These working losses are in addition to the gasoline working losses, even though the throughputs are not additive. This was done to ensure a conservative emissions estimate. The crude oil throughput of 450 million gallons was distributed across all IFR tanks and included in the working losses. Crude oil has a separate throughput limit in the permit.

Standing losses from all IFR tanks were assumed to be gasoline or blendstock/component. For example, if the tank is permitted for blendstock, the standing losses were calculated as blendstock. If the tank is permitted for other refined products or crude, the standing losses were calculated as gasoline. Emissions are highest for blendstock due to the assumption that it has a Reid vapor pressure (RVP) of 15 psi all year. Gasoline was assumed to have an annual average RVP of 13 psi. Both result in higher standing losses than crude oil, which was assumed to have an annual average RVP of 12.5 psi. All distillate tanks (non-IFR) were calculated with distillate standing losses. Working losses are not considered for distillate tanks because it is more conservative to assume the entire 1.9283 billion gallons of refined product is gasoline.

As described in Note 2 on Page 1 of the PEP, the 1.9283 billion gallon throughput limit of refined project was included in the PEP. The total throughput was modeled as follows:

- 879.3 million gallons of conventional gasoline or lower RVP product at the truck loading rack loaded under negative pressure (i.e., with a “vac assist”) and the vapor recovery unit (VRU) at 2 mg/L;
- 300 million gallons of conventional gasoline or lower RVP product at the rail loading rack with a vac assist and the vapor combustion unit (VCU) at 2 mg/L;
- 380 million gallons of blendstock at the marine loading dock with a vac assist and the VCU at 2 mg/L; and
- The remaining 369 million gallons of conventional gasoline or lower RVP product (1,9283-879.3-300-380) at the marine loading dock with a vac assist and the VCU at 2 mg/L.

Although up to 900 million gallons of refined product may be loaded at the marine dock, the PEP scenario described above maximizes throughput at the truck rack first because the truck rack has the lowest baseline emissions, thus maximizing the PEP. The next lowest baseline was the rail rack followed by the marine dock. This reasoning provides for a conservative approach since it minimizes the benefit of the baseline emissions and therefore maximizes the PEP.

Throughput totals have been added to the PEP for additional clarity. References to calculations have also been added and the calculations include references to emissions factors and the basis of calculations. See Attachment RFAI-C for details.

2. Please provide justification of Bakken Crude emissions factor utilized in calculations for marine loading, vapor pressure curve, lab test results and any other relevant information.

Response: A Bakken Crude emissions factor was not needed for calculating emissions for marine loading. First, there will be no fugitive emissions from the marine loading under normal loading because of the vac assist. Second, potential to emit (PTE) calculations were based on the permitted rating of the control device of 2 mg/L. Under these circumstances, no emission factor for Bakken Crude is necessary. Calculations are shown on Page 21 of the revised PTE calculations included as Attachment RFAI-D. The formula in the PTE is from AP-42 and uses a vapor pressure of 12.5 psi for Bakken Crude. However, while the emissions factor is calculated and shown, it is not used in the PTE since there are no fugitive emissions.

Emissions from loading without the vac assist system (when loading inerted vessels) were calculated assuming gasoline, which is more conservative, in order to simplify the ratios used for the proposed permit conditions. This is further discussed in response to Question 3 below.

3. Please provide justification for alternative operating scenario formula for inerted vessels, truck, rail loading if vapor assist system is not utilized or is offline.

Response: Ratios were used to determine the throughput equivalents for the alternate operating scenarios. Pages from the PTE have been highlighted and annotated to illustrate how the ratios were calculated. An example scenario using the formula has also been included. See Attachment RFAI-E for details.

In order to minimize the number of ratios in the permit, and to be conservative, the gasoline ratio of 0.81 was used for crude marine loading of inerted vessels since the emission factor for gasoline is higher than the emission factor for Bakken crude. Therefore, the Bakken crude emission factor was not used in the calculations, as discussed in the response to Comment 2.

4. Provide justification of tank calculations to include possible between tank transfers not captured by current PTE.

Response: Tank to tank transfers are accounted for in the current PTE. The total tank throughput is 2,885,540,000 gallons. This includes 1,929,000,000 gallons of refined product plus 506,540,000 gallons of blendstock plus 450,000,000 gallons of crude oil. The 1,929,000,000 is a rounded refined throughput limit through the Terminal (actual number is 1,928,300,000). The tank throughput of 2,885,540,000 gallons is approximately 21% more than the total permitted rack throughput at the Terminal (2,378,300,000 gallons). Tank throughputs are detailed on Pages 5 and 7 of the Terminal PTE (Attachment RFAI-D) for clarity.

5. There appears to be a discrepancy with truck loading of 650,000,000 gallons per year and 229,300,000 gallons per year = 879,300,000 gallons per year vs 880,000,000 gallons per year. Please clarify.

Response: Global was originally proposing to round the 879,300,000 gallons per year throughput to 880,000,000 gallons per year. However in order to keep potential truck traffic at the currently permitted levels, Global is proposing to keep the sub-cap at 879,300,000. Revised relevant pages from the permit application are included as Attachment RFAI-F.

6. There appear to be issues with the emission cap formula defined in conditions. VOC and HAP cap emission spreadsheets should be developed with ongoing discussion between the facility and Department. The Department also plans to use facility throughput caps and sub caps in conjunction with overall throughput limits.

Response:

Global is uncertain as to what the issue is that is referenced in this comment. There was no emission formula proposed, but rather a throughput formula for alternate operating scenarios. HAP conditions were included in the permit application. A total VOC cap has been proposed as a response to this comment. The proposed VOC capping condition is included as Attachment RFAI-G.

As discussed in the response to Item 3 above, annotated pages from the PTE illustrating how the equivalent throughput formula was developed are included as Attachment RFAI-E along with example calculations.

7. Page number should be inserted on all pages of application for easier discussion points (ex. Pg 1 of X).

Response: Page numbers have been added to the application pages for clarity. The new Application pages are included as Attachment RFAI-H.

8. Use 11" x 17" paper for those sheets that have small font sizes would be helpful for reading.

Response: Calculation pages have been provided on 11"x17" paper for clarity.

9. Please incorporate minor modifications with differing colors to indicate changes in the current 2012 issued permit. Please redline the current pending renewal / modification Department for clarity purposes.

Response: Minor modifications that have been processed since the last permit have been added to the annotated permit, with the exception of the remediation system minor modification from 2015, as there was no existing language pertaining to the system in the current permit. The minor modifications are annotated in a different color for each minor modification. The revised annotated permit is included as attachment RFAI-I.

Many thanks for your attention to this matter. If you have any questions, or require any further information, please do not hesitate to call or email.

Very truly yours,

A handwritten signature in black ink, appearing to read "Tom L. Keefe", with a stylized flourish at the end.

Tom Keefe
VP, EHS

Enclosures

ATTACHMENT B

Responses to September 11, 2020 Request for Additional Information

CLCPA Elements – December 3, 2020

Non CLCPA Elements – December 16, 2020



Global Companies LLC., 800 South Street, P.O. Box 9161, Waltham, MA 02454-9161 ph: 781-894-8800

December 3, 2020

VIA E-MAIL

Angelika.Stewart@dec.ny.gov

Angelika Stewart
New York State Department of
Environmental Conservation
Division of Environmental Permits, Region 4
1130 North Westcott Road
Schenectady, NY 12306-2014

RE: Request for Additional Information Related to the 2019 Climate Leadership
and Community Protection Act
Global Companies, Albany Terminal
Air Title V Permit Application
DEC #4-0101-00112/00029
City of Albany, Albany County

Dear Ms. Stewart:

Global Companies LLC (Global or Applicant) is submitting this letter in response to DEC's September 11, 2020 Request for Additional Information concerning Global's application to renew and modify its existing Title V air permit for the Albany Terminal (hereinafter "Second RFAI"). This letter focuses solely on the section of the request entitled "Greenhouse Gas Emission Reduction Consistency Analysis." In the request, DEC asks Global to expand upon its analysis of the consistency of the proposed modification as it relates to the goals of the 2019 Climate Leadership and Community Protection Act (CLCPA), as set forth in Global's July 7, 2020 response to DEC's first Request for Additional Information, dated May 19, 2020 (hereinafter "First RFAI"). The remainder of the response to DEC's Second RFAI will be addressed in a separate submission.

In brief, Global has proposed the following modifications to its Albany Terminal as set forth in its Title V permit renewal/modification application: (1) reduce allowable crude oil throughput from 1,850 to 450 million gallons (a 1,400 million gallon reduction, or about 75%) while reducing overall product throughput at the Terminal by 950 million gallons (a 27% reduction); (2) install exempt natural gas-fired boilers/heaters to enable the Terminal to manage biodiesel; (3) accept stricter emission limits on several of the Terminal's existing air pollution controls and install a new vacuum assist system ("vac assist") to reduce, if not eliminate, fugitive emissions at the railcar loading rack; (4) reconfigure the Terminal's existing throughput caps to enable the Terminal to better respond to market demand; and (5) add loading arms at the truck and railcar loading racks to reduce unnecessary truck idling and railcar movement, respectively (collectively, the "Project").

The First RFAI asked Global to assess the consistency of the Project with the CLCPA, which is codified primarily at New York Environmental Conservation Law (ECL) Article 75. In response, Global focused its analysis on the biodiesel handling and storage aspect of the Project because the boilers/heaters required to manage biodiesel are the only significant source of greenhouse gas (GHG) emissions associated with the Project. The First RFAI response described the biodiesel component of the Project in greater detail; summarized the federal and state programs intended to encourage the use of biodiesel, a low-carbon fuel; described the GHG emissions associated with the biodiesel component of the Project; and explained that the biodiesel component of the Project facilitates the management of biodiesel and is therefore consistent with the goals of the CLCPA.

In the Second RFAI, DEC has expanded on its request for information relevant to the consistency analysis. Global submits this second response, as it did the first response, without the benefit of final CLCPA regulations or Department-wide guidance on implementation of the CLCPA prior to the adoption of regulations. Key information sought by the Second RFAI is discussed below. The expanded analysis shows that the changes Global is proposing support the State of New York's GHG reduction goals. Global's proposed Project aligns with the State's objectives in the following ways:

- Global will voluntarily reduce its total product throughput cap by 27% and reduce its crude oil throughput cap by 75%, which is consistent with the State's goal of reducing reliance on fossil fuel and decreasing GHG emissions.
- Global will enhance its ability to manage biodiesel, a fuel that is key to the transition away from fossil fuel and reduces overall GHG emissions.

In order to manage biodiesel, Global will need to install natural gas-fired boilers and heaters to heat biodiesel so it will flow in colder weather. No other products, including crude oil, will be heated. The biodiesel component of the Project (which includes the boilers/heaters required to manage the biodiesel) will result in a significant reduction in overall GHG emissions based on the lifecycle GHG emission reductions associated with the substitution of biodiesel for petroleum diesel and is consistent with the CLCPA goal of reducing GHG emissions 40% below 1990 levels by 2030. The more biodiesel the Terminal handles, the greater the benefits of the Project from a climate change perspective.

Allowable GHG Emissions Before and After the Project (Excluding New Boilers/Heaters Required to Manage Biodiesel)

As set forth in greater detail in Global's First RFAI response, the Albany Terminal essentially functions as a fuel warehouse. Fuel is purchased from one location, stored at the Terminal and then shipped in bulk to entities who may either use it themselves or sell it to a third-party consumer. In the case of heating oil, the fuel may be burned by a residential, commercial or industrial source in the state or eventually consumed out of state. Likewise, gasoline shipped from the Terminal may eventually be sold and consumed either in state or out of state. The Global Terminal functions as a conduit for product, providing a link between the producer and the end-user. In this way, the Terminal is no different from a traditional wholesale distribution center, which collects products from various producers and then ships them to other wholesalers and/or retailers.

In determining the carbon dioxide equivalent (CO₂e) emissions from the Project, the Second RFAI asks Global to consider the impacts of the 27% reduction in overall allowable throughput at the Terminal from 3.329 million gallons to 2.379 million gallons as well as the impact of the Project's reduction in crude oil throughput from 1,850 million gallons to 450 million gallons. In essence, DEC is asking Global to quantify the potential GHG emissions associated with the storage and distribution of product throughput at the Terminal before and after the requested Title V permit modification is approved. These emissions include GHG emissions associated with day-to-day operation of the Terminal, in particular, carbon dioxide (CO₂) emissions associated with existing on-site fuel handling operations, etc.

The CLCPA regulates six pollutants as GHGs: CO₂, methane, nitrous oxide, perfluorocarbons, hydrofluorocarbons, and sulfur hexafluoride and assigns each GHG a CO₂ equivalent. The Terminal does not emit perfluorocarbons, hydrofluorocarbons, and sulfur hexafluoride. Accordingly, these GHGs are not addressed in the analysis.

As discussed in greater detail below, total GHG emissions from the Terminal are relatively low. These emissions originate almost exclusively from two sources—operation of the Terminal vapor combustion units (VCUs), which are used to control emissions of volatile organic compounds such as benzene associated with the Terminal's loading activities and—to a much lesser extent—miscellaneous small combustion equipment (e.g., office, garage and other similar boilers). The estimated emissions relating to the Project are set forth below.¹ All emissions are measured in tons per year (tpy). Information about how the emissions below were calculated can be found in Attachment A, which includes the Potential to Emit (PTE) for the Terminal's combustion sources.

Current Potential Emissions (based on allowable throughput):

CO₂: 18,338.9 tpy
Methane: 0.34 tpy
Nitrous Oxide: 0.35 tpy
Total CO₂e: 18,450.5 tpy

Future Potential Emissions (based on proposed allowable throughput excluding new boilers and heaters):

CO₂: 16,656.7 tpy
Methane: 0.32 tpy
Nitrous Oxide: 0.30 tpy
Total CO₂e: 16,755.7 tpy

¹ These numbers do not include emissions from the existing small boilers/furnaces used primarily to heat various parts of the Terminal (e.g., office, garage, water treatment building). The activities associated with this equipment—which have the potential to emit approximately 544.41 tons per year of CO₂e—will not change in any way as a result of the Project and so should not be considered in assessing the consistency of the Project with the CLCPA.

As set forth above and in Attachment A, the reduction in allowable Terminal throughput and other “non-boiler/heater” components of the Project reduce GHG emissions by approximately 1,694.8 tpy.²

GHG Emissions Associated with New Boilers/Heaters Required to Manage Biodiesel

The production and use of biofuel is encouraged by both federal and state programs, in large part because of its climate change benefits. As discussed in the response to the First RFAI, fuel producers and importers are regulated under EPA’s Renewable Fuel Standards (RFS) program, which requires them to include increasing amounts of comparatively climate-friendly fuels, such as biodiesel, in transportation and other fuels, including home heating oil. In deciding whether a particular fuel qualifies as renewable fuel, advanced biofuel, biomass-based diesel, or cellulosic biofuel under the RFS program, EPA must conduct an analysis of the lifecycle GHG emissions associated with the fuel to determine whether the fuel meets the threshold in the statute for the fuel type. To qualify as biomass-based diesel under the RFS program, the producer/importer must show that the particular type of diesel fuel has lifecycle GHG emissions that are at least 50% lower than comparable petroleum diesel and meets other criteria spelled out in the RFS regulations. To qualify generally as “renewable fuel,” the fuel must have lifecycle GHG emissions that are at least 20% less than the baseline fuel it replaces and meet other criteria spelled out in the regulations. See 40 CFR § 80.1401 for the relevant definitions. See the First RFAI response for additional information about the RFS program as it relates to the Global Project.

New York State and New York City have adopted laws requiring the inclusion of biodiesel in home heating oil in the downstate area. Other nearby states, including Massachusetts and Rhode Island, also have adopted laws encouraging the use of biodiesel. Global has played a key role in the distribution of biodiesel in the Northeast for many years. As the focus of many states shifts to increasing the use of biodiesel, Global has expanded the availability of biodiesel within its terminal network and continues to look for additional opportunities to facilitate greater use of biodiesel consistent with the various statutory mandates. Global is currently working with the United States Department of Agriculture under the Higher Blends Infrastructure Incentive Program (HBIIP). The HBIIP is designed to expand the sale and use of ethanol and biodiesel fuels by providing financial incentives to fuel suppliers to purchase equipment and make other changes designed to facilitate the management of renewable fuels. Global’s current plan is to install biodiesel infrastructure not only at the Albany Terminal, but at several other terminals within New York and the Northeast states to increase the availability of biodiesel.

Heating oil will remain a key component of the energy landscape in the Northeast for the foreseeable future. According to the U.S. Energy Information Administration, in 2018

² The Second RFAI requests that Global use the emission factors in 40 CFR Part 98 to calculate GHG emissions from the Project. However, petroleum terminals are not among sources covered by EPA’s GHG reporting program. Moreover, as set forth below, the key issue for purposes of assessing the GHG impact of the Project are the GHG benefits of biodiesel relative to the “costs” (i.e., GHG emissions) associated with operating the boiler/heaters needed to manage the biodiesel on-site. For purposes of that analysis, Global has relied on emission factors established under the Renewable Fuel Standards program, which more accurately reflect the relative merits of petroleum versus bio-based fuels on a lifecycle basis.

approximately 5.5 million households in the United States used heating oil as their main heating source, about 82% of which are located in the Northeast. Not surprisingly, New York is ranked first among the Northeastern states in residential heating oil consumption.³ Accordingly, it is crucial to find ways to “decarbonize” heating oil until the homes that rely on it for heat can transition to another heating source. Biodiesel is a pathway to lowering the carbon footprint of heating oil and achieving the short-term goals of the CLCPA. To manage biodiesel in the cold climate of the Northeast, the fuel must be stored and heated.

In the Second RFAI, DEC asked for additional information about the GHG emission impacts of managing biodiesel at the Terminal. In particular, DEC asked about the status of the biodiesel managed by Global under the RFS program (in particular, whether Global’s biodiesel meets the 50% threshold for biomass-based diesel), Global currently stores and distributes biodiesel blends within its terminal network which only contain biodiesel that qualifies as “biomass-based diesel” under the RFS program.⁴ This biodiesel emits a *minimum* of 50% less lifecycle GHGs than the petroleum diesel it replaces. In fact, certain biodiesel fuels that qualify as biomass-based diesel achieve lifecycle GHG emission reductions relative to petroleum diesel that exceed the 50% reduction threshold. To be conservative for purposes of the CLCPA analysis, however, Global has assumed that the biodiesel it will manage using the boilers/heaters meets the less stringent 20% threshold for renewable fuels.

A review of the lifecycle GHG emissions associated with petroleum versus biodiesel shows that the comparatively modest potential GHG emissions associated with operating the natural gas-fired boilers/heaters needed to manage the biodiesel will be more than offset by the GHG benefits of switching from petroleum to biomass-based diesel even if it is assumed that the biofuel meets only the 20% lifecycle reduction threshold for renewable fuel.

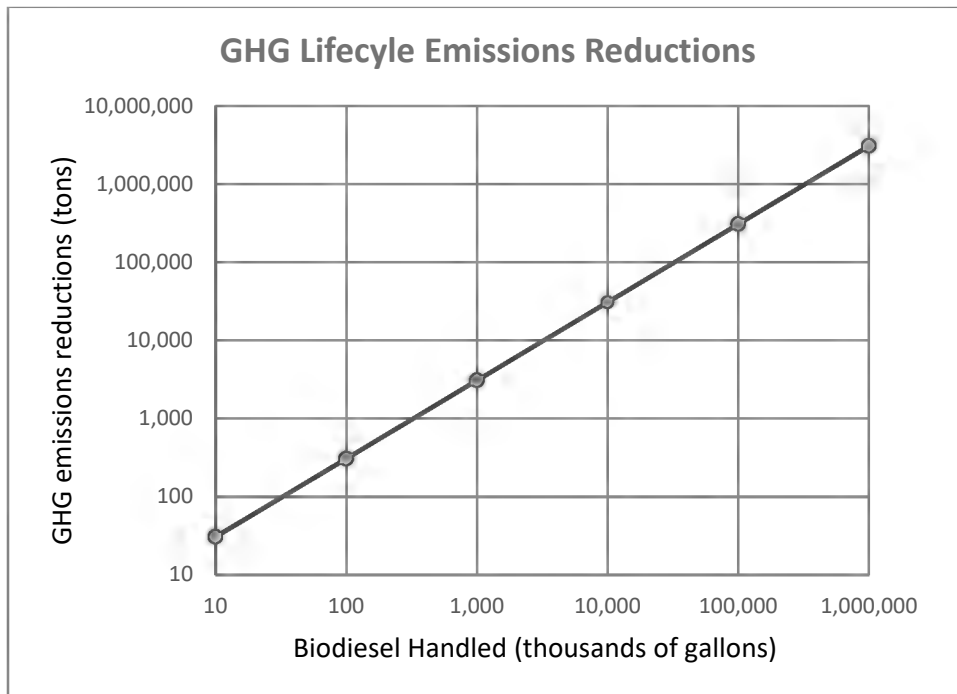
Per the Second RFAI, the CLCPA requires DEC—in considering Global’s application to significantly reduce product throughput and install boilers/heaters to manage biodiesel—to confirm whether its decision on the application will be inconsistent with or interfere with the attainment of the Act’s statewide GHG emission reduction limits. These limits—which were recently proposed by DEC—quantify the CLCPA’s goal of reducing GHG emissions 40% below 1990 levels by 2030. To answer this inquiry, Global compared the GHG benefits associated with swapping biodiesel for petroleum diesel (i.e., distillate) with the additional GHG emissions associated with the combustion of the natural gas used to fuel the boilers/heaters needed to manage the biodiesel at the Terminal. As previously noted, although Global currently handles only biodiesel that meets the 50% minimum threshold for biomass-based diesel, Global conducted its analysis using the 20% threshold for renewable fuels. In other words, Global calculated the GHG emission benefits associated with biodiesel assuming a 20% reduction from the lifecycle GHG emissions of distillate fuel. The emission factor for the lifecycle GHG emissions of distillate was

³ <https://www.eia.gov/energyexplained/heating-oil/use-of-heating-oil.php>.

⁴ In particular, Global either buys biodiesel with biomass-based diesel renewable identification numbers (RINs) already attached or acquires biomass-based diesel RINs in the marketplace after the biodiesel has been purchased. In either case, the biodiesel acquired by Global is backed by RINs that satisfy the requirements for biomass-based diesel under the RFS program.

taken from the EPA summary of the lifecycle GHG analyses that EPA undertook for the RFS program. On a per gallon basis, each gallon of biodiesel loaded emits approximately 6 lbs. of lifecycle CO₂e emissions less than petroleum distillate assuming the biodiesel is regulated only as renewable fuel (i.e., is subject to the 20% threshold under the RFS program). Obviously, the GHG benefit is much greater for biodiesel that is classified as biomass-based diesel and subject to the 50% reduction threshold. Relevant calculations are included as Attachment B. The example provided in Attachment B shows that Global would need to replace approximately 12,742,280 gallons of diesel with biodiesel to achieve emission reductions of CO₂e equivalent to a 40% reduction from pre-Project baseline emissions. Attachment B also clearly shows that the potential GHG emissions associated with operating the boilers/heaters at full capacity are more than outweighed by the GHG benefits of burning biodiesel rather than petroleum diesel.

The graph below illustrates the relationship between GHG emissions from the boilers/heaters needed to manage biodiesel at the Terminal and the GHG benefits associated with biodiesel versus petroleum diesel. A value was created by dividing the 27,784 tons of GHG emissions from the boilers/heaters by the maximum volume of biodiesel product that can be managed at the Terminal (about 300 million gallons). The boiler/heater GHG emissions were then deducted from the lifecycle GHG emission reductions to obtain an estimate of the per gallon GHG benefits of biodiesel relative to petroleum diesel taking the boiler/heater emissions into account. The results were then plotted for different levels of biodiesel product.



The information provided clearly shows that the Project will have a significant climate change benefit since it will enable the Terminal to manage fuel with much lower lifecycle CO₂e emissions and that these benefits more than outweigh the additional emissions associated with operating the boilers/heaters needed to manage those fuels.

It is worth noting that requiring Global to conduct a CLCPA analysis effectively penalizes the company for seeking approval of all components of the current Project as one Title V permit modification. Because the boilers/heaters associated with the biodiesel component of the Project are exempt from permitting under Title V, Global could have installed them without seeking DEC approval, and without triggering review under the CLCPA. Because Global is presenting the entire Project to DEC as a single “package,” it is compelled to conduct a CLCPA analysis that may not otherwise have been required owing to the GHG emission reductions associated with the remainder of the Project.

Emissions Associated with Extraction/Transmission of Electricity and Fuels Imported Into State

The Second RFAI states that “The Department must consider GHGs emissions produced within the state from the project and GHGs emissions resulting from the project that are produced outside of the state that are associated with the generation of electricity imported into the state or the extraction and transmission of fossil fuels imported into the state.” The statement presumably originates from the CLCPA, which defines “statewide greenhouse gas emissions” as “the total annual emissions of greenhouse gases produced within the state from anthropogenic sources and greenhouse gases produced outside of the state that are associated with the generation of electricity imported into the state and the extraction and transmission of fossil fuels imported into the state. . . .” ECL § 75-0101.13. DEC’s decision to include the reference to imports in the Second RFAI suggests that they want Global to quantify out-of-state emissions associated with “imported” electricity and fuels relating to the Project in its CLCPA consistency analysis. Assuming this interpretation of the Second RFAI is correct, this request raises several concerns. First, while the statute speaks generally about the need for the *state* to consider GHG emissions associated with “imports,” it does not clearly specify how *sources* are expected to address those emissions. Second, the request could be interpreted as requiring Global to quantify emissions associated with the extraction and transmission of all fuels it “imports” into the State not just those Global consumes, which raises significant concerns.

The discussion of the need to account for electricity and fuel “imports” appears in just two sections of the CLCPA—the definition of “statewide greenhouse gas emissions” quoted above and the discussion of the Statewide Greenhouse Gas Emission Report in ECL § 75-0105.3. Nowhere in the CLCPA does the law specifically require *sources* to supply that information, let alone make them responsible for considering those emissions in assessing the consistency of projects with the CLCPA. Likewise, the recent rulemaking proposing GHG emission limits under the CLCPA addresses only GHG emissions from “imported” electricity and fuels statewide. The rulemaking does not discuss how such emissions are to be addressed with respect to individual facilities/projects. Absent clear regulatory direction, Global should not be required to take emissions associated with these imports into account in assessing the consistency of the Project with the CLCPA. To the extent in-state sources are expected to quantify GHG emissions associated with “imports,” the obligation should fall on the electricity/natural gas supplier not the consumer.

The challenge with making sources responsible for quantifying GHG emissions associated with imports is most obvious in the case of imported electricity. An electricity purchaser, such as Global, has no way to determine whether the electricity it uses was generated

in-state or imported from out-of-state. Absent such information, electricity purchasers, such as Global, cannot be responsible for considering imported electricity as part of their project-specific CLCPA consistency analyses.

Although the issues relating to natural gas are slightly different, the conclusion is the same. In the case of natural gas, the product is combusted by the consumer. As a result, the consumer—in this case, Global—can reasonably be expected to account for its own direct emissions in assessing its activities under the CLCPA. However, while the consumer can control its own, direct GHG emissions (by operating less, installing more fuel efficient equipment, etc.), it has no control over emissions associated with its extraction and transmission. Accordingly, it should not be accountable for those emissions for purposes of assessing the consistency of a project with the CLCPA.

Another concern with the Second RFAI is that the mention of imported electricity and fuel arguably could be interpreted as requiring Global to quantify the extraction and transmission emissions associated with all the fuel it “imports” into New York State for management at the Terminal not just the fuel it actually combusts on-site. However, DEC’s recent rulemaking clarifies that the requirement in ECL § 75-0101 to include emissions associated with the extraction and transmission of fuels imported into the State is limited to fuels consumed in the State. In August, DEC proposed regulations setting statewide GHG emission limits for 2030 and 2050 as required by the Act. The limits include both GHGs produced outside the state that are associated with the generation of electricity imported into the state and those associated with the extraction and transmission of fossil fuels imported into the state. The Regulatory Impact Statement (RIS) accompanying the rulemaking makes clear that the requirement to quantify the GHG emissions associated with fuel imports is limited to fuels imported *and consumed* in the State. For example, the RIS specifies that statewide GHG emissions include “certain sources that are located outside of the state that are associated with *in-state energy consumption*” (emphasis added). Likewise, the discussion of lifecycle or out-of-state emissions refers to “upstream emissions associated with *in-state energy demand and consumption*” (emphasis added). Global does not consume the fuel it imports nor can it say for certain where the fuels it manages are finally consumed (i.e., whether they are consumed in-state or out-of-state). In light of these considerations, Global should not be required to quantify emissions associated with the fuel it “imports” into the State.

Overall Project GHG Consistency Analysis

The Project is consistent with the goals of the CLCPA.

- The Project will reduce allowable crude oil throughput at the Terminal by 1,400 million gallons (75%). This change is consistent with the CLCPA goal of reducing reliance on fossil fuels.
- The Project will reduce overall allowable throughput at the Terminal by 950 million gallons (27%). This change is consistent with the CLCPA goal of reducing reliance on fossil fuels.
- The 950 million gallon reduction in overall Terminal throughput reduces allowable emissions associated with the actual on-site management of product at the Terminal, in particular, the emissions associated with the operation of the VCUs used to limit emissions of benzene and other volatile organic compounds at the Terminal.

- The change in the Terminal's throughput caps will improve operational flexibility as well as Global's ability to respond quickly to changes in the fuel market, many of which will be driven by efforts to implement the CLCPA and handle low-carbon fuels. The CLCPA can be expected to change the mix of fuels available in the marketplace. For example, the goal of reducing GHG emissions may lead to a switch from petroleum to biodiesel. The change in the throughput caps will facilitate achievement of that goal.
- The emission increases from the Project are due *solely* to operation of the boilers/heaters needed to manage biodiesel. As set forth above, the climate benefits associated with managing biodiesel more than outweigh the costs in terms of emissions from the natural gas-fired boilers/heaters needed to manage the biodiesel, even under the conservative assumption that the biodiesel only meets the standard for renewable fuel not the stricter standard for biomass-based diesel. The emission reductions associated with the management of biodiesel are consistent with the CLCPA goal of reducing GHG emissions 40% below 1990 levels by 2030.

Options for Further Reducing GHG Emissions

The Second RFAI asks Global to “discuss whether and in what manner new GHG emissions from the project or any other GHG emissions associated with current operations at the Albany Terminal can be further reduced, such as the use of alternate fuels, electricity, etc. If there are no technologically and economically feasible methods of further reducing GHG emissions, please confirm the same and provide an explanation.”

Options for reducing GHG emissions from the Project are limited.

- As noted above, the only increase in GHG emissions associated with the Project is due to the boilers/heaters required to manage biodiesel. These boilers are proposed to be fired using natural gas. Global has investigated the option of installing electric heating in place of the planned natural gas-fired boilers and has determined that electrically heating the tanks is infeasible because electrical heaters cannot supply the energy necessary to adequately heat the product in tanks of the size and diameter of those at the Terminal.
- The vast majority of the GHG emissions relating to current Terminal operations are linked to operation of the VCUs. The VCUs reduce emissions of VOCs, such as benzene, from the Terminal and ensure that the marine loading operations comply with Coast Guard requirements relating to explosion prevention.
- The changes intended to improve operational flexibility (in particular, the replacement of product/loading rack-specific caps with facility-wide caps) do not require Global to purchase new equipment or modify existing equipment. Accordingly, this aspect of the Project provides limited opportunities for Global to implement alternatives to reduce GHG emissions.

DEC has also asked whether “GHG emissions associated with current operations at the Albany Terminal can be further reduced.” The Title V permit review process for a modification is limited to an assessment of the emissions implications of the Project. DEC does not require the Applicant to review facility operations that are unaffected by the proposed changes.

The enactment of the CLCPA does not change the scope of the Title V decision-making process. Although the CLCPA may require assessments of GHG emissions from the facility as a whole after implementing regulations are promulgated, no such obligation exists now. CLCPA § 7.2 addressing permits and approvals requires agencies in considering and issuing permits to “consider whether such *decisions* are inconsistent with or will interfere with the attainment of the statewide greenhouse gas emission limits” (emphasis added). The *decision* in this case, is whether to grant Global’s Title V permit modification request. Accordingly, the focus must be on those aspects of the modification that have the potential to negatively impact GHG emissions. Global should not now be required to assess GHG reduction options for the entire facility simply because it is seeking permission to make physical changes to small portions of its relatively small Terminal.⁵

Moreover, as noted above, the vast majority of emissions from the Terminal are linked to the operation of the VCUs and proposed boilers/heaters. The remaining combustion equipment at the Terminal is small and emits very little GHGs. As a result, the remaining equipment does not offer opportunities for significant GHG emission reductions.

GHG Mitigation Measures

For the reasons set forth above, the Project is consistent with the GHG emission limits set forth in the CLCPA. Accordingly, no mitigation measures are necessary.

De Minimis Nature of GHG Emissions Associated with the Proposed Project

In the Second RFAI, DEC declares that “neither the Climate Act nor any state regulatory authority presently identifies any specific thresholds for new or modified sources of GHG emissions for the applicability of the Climate Act’s statewide GHG emissions limits.” While this statement is technically correct, ECL § 75-0103.14(c) specifically authorizes the New York State Climate Action Council to “[t]ake into account the relative contribution of each source or source category to statewide greenhouse gas emissions, and the potential for adverse effects on small businesses, and recommend a de minimis threshold of greenhouse gas emissions below which emission reduction requirements will not apply.” This provision reflects a recognition by the Legislature that not all GHG emitting sources should be treated equally and that the Legislature expects the Council to take the quantity of GHG emissions into account when deciding how to treat particular sources or source categories under the CLCPA. Those same considerations should govern DEC’s review of individual projects pending full implementation of the CLCPA.

As reported in Global’s response to the First RFAI, Global estimates actual emissions from the boilers/heaters needed to manage biodiesel at only 6,950 tons or 6,305 metric tons. By way of

⁵ In theory, Global’s request to reduce its throughput and reconfigure its throughput caps implicates the entire Terminal in the proposed Title V permit modification. However, it makes no sense to require Global to evaluate alternatives for reducing GHG emissions associated with its entire operation simply because it is proposing a change (a significant reduction in total allowable throughput) that provides a climate change benefit and does not require any changes to existing equipment or the purchase of new equipment.

comparison, the Astoria Generating Station in Queens reported 726,414 CO₂e metric tons of GHG emissions in 2018 under EPA's GHG reporting program (40 CFR Part 98). As this comparison shows, the Global Albany Terminal is a comparatively small source of GHG emissions. In determining what type of submission is required to demonstrate consistency with the CLCPA, DEC must consider the relative contribution of the source to the State's GHG emissions.

Conclusion

From a GHG perspective, the Project is comprised of two basic components: the installation of natural gas-fired boilers/heaters to enable the Terminal to manage biodiesel and the remainder of the Project, which includes reductions in crude oil and total product throughput, installation of a new vac assist system to control fugitive emissions from the railcar loading rack, reconfiguration of the Terminal product caps, and installation of additional loading positions. The 75% reduction in allowable crude oil throughput and 27% reduction in allowable total product throughput is consistent with the basic goal of minimizing fossil fuel use in the State. Moreover, as discussed above, the "non-biodiesel" components of the Project reduce possible GHG emissions associated with Terminal operations by reducing allowable product throughput. Although the boilers/heaters needed to manage biodiesel will emit GHGs, these emissions are more than outweighed by the lifecycle GHG benefits associated with biodiesel as compared to the petroleum diesel it replaces. Overall, the Project is consistent with the CLCPA goal of reducing GHG emissions 40% below 1990 levels by 2030.

Global hopes that this submission satisfies the Department's concerns regarding the consistency of its throughput reduction/biomass-based diesel Project with the goals of the CLCPA. If questions or concerns remain, Global would welcome the opportunity to discuss its approach to CLCPA consistency with Department staff in the hopes of resolving any outstanding issues and avoiding the need for multiple future submissions.

Many thanks for your attention to this matter. I look forward to hearing from you.

Very truly yours,



Tom Keefe

Vice President Environmental, Health & Safety

Attachments



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December 16, 2020

VIA E-MAIL

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Angelika Stewart
New York State Department of Environmental Conservation
Division of Environmental Permits, Region 4
1130 North Westcott Road
Schenectady, NY 12306-2014

Re: Response to Request for Additional Information (excluding CLCPA)
Global Companies, Albany Terminal
Air Title V Application
DEC #4-0101-00112/00029
City of Albany, Albany County

To Ms. Stewart:

This letter is in response to your letter dated September 11, 2020 regarding the Global Companies Albany Terminal Air Title V Application. Responses to your request for additional information relating to the air permitting and application comments in the letter are provided below. Our response to comments relating to consistency with the Climate Leadership and Community Protection Act (CLCPA) were provided in a separate letter.

Dispersion Modeling

NYSDEC Comment: “The protocol states the version of the proprietary Breeze software that they will be using, but not the version of AERMOD. The modeling report should state the version of AERMOD used, which should be 19191.”

Response: The modeling report will state the version of AERMOD utilized in the dispersion modeling. Typically, the version is not specified in the protocol in case a newer version of AERMOD is released prior to completion of the modeling and submission of the report.

NYSDEC Comment: “The protocol proposes to use the urban dispersion option but does not provide details of the land-use analysis that led to that decision. We do not recommend the use of the urban dispersion option outside of the New York City metropolitan area. Rural dispersion should be used. The urban option behaves unpredictably when used with population figures under one million.”

Response: The protocol has been revised to account for rural land use, rather than urban, in accordance with the latest version of the NYSDEC DAR-10 guidance. The revised protocol is attached as Appendix A.

NYSDEC Comment: “The protocol proposes to model internal floating-roof tanks as area sources, with the release height equal to the height of the tank. Instead, we request that they be modeled as volume sources, with the release height set to one half the height of the tanks. Area sources are not subject to downwash in AERMOD, and in our judgment a volume source is a better representation of the emission, helping to account for the downwash effect of the tank structure.”

Response: Regarding the use of volume source rather than area source assumptions for the tank emissions, it should be clarified that neither of these source options accounts for building downwash. There is an adjustment for the initial vertical dimension for both area and volume sources, which is calculated as follows in the protocol:

$$\text{Initial vertical dimension} = \frac{\text{Release height}}{2.15}$$

In our experience, the results are very similar when assuming elevated area sources for tanks as compared to volume sources. However, given NYSDEC’s request to change the assumptions for the tanks for this protocol, the revisions have been made in the revised protocol attached as Appendix A.

Emissions Calculations

NYSDEC Comment: The benzene emissions appear to be a conservative assessment as the consultant used a benzene liquid fraction in refined product (gasoline) of 1.8% which equates to a vapor fraction of 0.41%. In recent years, the highest liquid benzene content in gasoline in the Albany area has been 0.83%.

Response: Although the benzene concentrations are often lower than what was assumed in the potential to emit (PTE) calculations, to be conservative, Global used a more conservative number to account for worst case conditions. Benzene in gasoline was assumed to be 1.3% which is the maximum benzene content allowed in gasoline per 40 CFR 80.

NYSDEC Comment: The hydrogen sulfide (H₂S) emissions were based on using a liquid concentration of 10 ppm. Some pipeline carriers of crude oil have H₂S limits on transport between 5 – 10 ppm. The H₂S content estimate used by Envirospec appears to be a reasonable estimate.

Response: No comment.

NYSDEC Comment: Envirospec accurately accounted for all emission releases from the facilities truck rack VRU, Rail VCU, and Marine two VCUs, and fugitives from the truck rack, barge loading and rail loading. In addition to the routine tank losses (standing, working), Envirospec included losses from landings. They will be assessing short-term impacts from one tank landing at each of the tanks and the tank with the highest emissions will be included in the short-term

impacts. Envirospec plans to include all routine tank losses, fugitives, VRU and all VCU releases for the annual impacts and routine tank losses, one-tank landing, fugitives, VRU and all VCU releases for short-term impacts.

Response: No comment.

Other Application Comments

1. Page 13 of 36

Please provide more details regarding how you derived your emission factor for Bakken Crude oil. Laboratory data, TVP and RVP data for Bakken crude to show that emission of gasoline are less and are ratioed appropriately for throughputs.

Response: Extensive vapor pressure sampling was completed by Global when Bakken Crude oil was stored on site. The data was used to develop product specific vapor pressure curves, which are provided as Appendix B. The vapor pressure curves were based on multiple samples of crude oil that were tested for true vapor pressure at four different temperatures – 40 deg F, 60 deg F, 80 deg F and 100 deg F. The purple curve on the graph in Appendix B is not a sample, but was developed from AP-42 Chapter 7, Figure 7.1-13a – True vapor pressure of crude oils with a Reid vapor pressure of 2 to 15 pounds per square inch. The values for true vapor pressure were read from the figure at the same four temperatures for RVP 12.5 psi crude oil for comparison with the Global data. The RVP of 12.5 psi was selected as an annual average RVP of the Bakken crude oil to be consistent with the permit application. As shown on the graph, the true vapor pressure from AP-42 is significantly higher than the actual vapor pressure of the Bakken at all temperatures. When calculating the emission factor for crude oil loading in the PTE, the formula (AP-42 Chapter 5, Section 5.2 Equation 2) uses true vapor pressure. To be conservative, Global used the annual average Reid vapor pressure of 12.5 psi at the annual average ambient temperature. This vapor pressure assumption is significantly higher than any of the measured true vapor pressures at the same annual average ambient temperature. The calculated crude oil emission factor is lower than the gasoline emission factor provided in AP-42 Chapter 5, Table 5.2-2. Therefore, gasoline loading fugitive emissions would be higher and gasoline was used for the loading ratio for crude operating scenario #CRD2 (marine loading of inerted vessels).

2. Page 3 of 36 Emission Summary Sheet

Please supply data on methanol specification sheet for biodiesel that shows methanol content and provide this information for the different grades of biodiesel.

Response: A Safety Data Sheet (SDS) for biodiesel is attached as Appendix C. The ASTM specification for biodiesel can be found at https://afdc.energy.gov/fuels/biodiesel_specifications.html. The ASTM specification shows the maximum concentration of methanol in biodiesel is 0.2%. This standard is for B100, which would have the maximum concentration of methanol, as lower grades of biodiesel are mixed with distillates which do not contain methanol.

3. Page 7 of 36 Throughputs

Please explain where you obtained all throughputs. Fixed roof tanks can only handle distillate. IFR can handle any product. The header labeled Petroleum will be changed to Refined. This should help clarify product throughputs.

Response: Refined product was modeled with working losses and standing losses as the worst-case emissions for each tank. A throughput table is included in the PTE. Emissions from each product that could be stored in a particular tank were calculated and the highest emissions for standing and working losses were used. The column header has been changed for clarity along with an additional note. A copy of the revised PEP and PTE are attached as Appendix D.

4. Page 11 of 36

Clarify and explain the ratioed gasoline/ethanol and that the distillate rail loading is captured in gas truck loading which is worst case scenario.

Response: The gasoline/ethanol is not a ratio. The title has “gasoline/ethanol” because the previous PTE throughput was based on gasoline or ethanol. The headers have been changed to “refined product” to represent the most emissive refined product and footnotes have been added. Refined product loading is calculated at the allowable mg/L limit of the control device and includes the entire allowable refined product throughput at each rack. A copy of the revised PTE is attached as Appendix D.

5. Page 14 of 36

Clarify and explain why this page has zero emissions.

Response: All loading emissions have been calculated as gasoline loading so that any less emissive product (such as distillate products) could be loaded under the refined product throughput cap. A note was added to the attached PTE for clarity for both distillate truck and rail loading. A copy of the revised PTE is attached as Appendix D.

6. Page 19 of 36

Add clarifying notes to this page related to discussion because 99.9% of vapors goes to the VCU because of the nitrogen, and the 3.900 lb/1000 gal comes from AP-42.

Response: Notes were added to the attached PTE for the 99.9%. There are already two notes stating that the 3.9 lb/1000 gallons is from AP-42.

7. Page 20 of 36

Clarify that this page is backup at marine loading, where they have two VCUs.

Response: A note was added to the attached PTE. A copy of the revised PTE is attached as Appendix D.

8. Page 24 of 36 Landings

What product is the worst case product for each tank? Please clarify.

Response: No changes to landings or cleanings calculations were proposed as part of the application and there will be no increase in actual tank landing emissions related to the Project. An emissions cap has been proposed for landing emissions so it would not matter which product is modeled in the PTE. The language for the proposed cap was included in the permit application. The permit condition will require total landing and cleaning emissions to stay under the emissions cap.

9. General

Tanks 4.09D – please remove all references throughout application since AP-42 should be utilized not TANKS 4.09D program which is no longer supported. Please use the in-house spreadsheet to develop calculations.

Response: The references have been removed. AP-42 Chapter 7 (June 2020) were used to calculate tank emissions. A revised PTE is included as Appendix D.

10. General

SCC's – please correct 4-03-101-99. It is not an SCC in this list of codes. Also please use 4-04 codes for bulk terminals. 4-03 references petroleum refineries.

Response: The SCC codes were updated and the revised application forms are attached as Appendix E.

Application Form Comments

NYSDEC Comment: While the Application is submitted on an older application form, the forms have not changed significantly and therefore, the form is acceptable to the Department. However, many of the application form boxes were left incomplete or incorrect. Understandably, some fields do not apply to this facility, but those that do should be completed. For example, on Page 3 of the Application, Biphenyl and Methylphenol are not emitted by the facility, and likely were pre-populated in the application forms in error. Those should be removed. Any information that does not apply to the facility should be noted as n/a.

Response: These compounds are prepopulated on the form. We have removed them. Boxes that are N/A are normally left blank as there are numerous boxes that would need to be populated with N/A. However, the boxes have been populated with N/A per your request. Revised application forms are included as Appendix E.

Full EAF

NYSDEC Comment: Similarly, several boxes and questions on the Full EAF have not been completed or are incomplete. This form should be completed to the full extent applicable and returned with your submission.

Response: Box D.1.c units was unintentionally left blank and has been completed. Most of the other boxes that were not completed were intentionally left blank because the answers were “no” and the rest of the boxes are only applicable “if yes”, and therefore the boxes are not applicable.

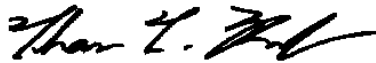
Other boxes were expanded upon where possible and specific sections of the EAF supplement were added for clarity. The revised Full EAF Form is attached as Appendix F.

Greenhouse Gas Emission Reduction Consistency Analysis

As previously noted, this analysis was provided under separate cover.

We hope that the responses adequately address the Department's concerns. Please call or email if you have any questions concerning this letter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Tom L. Keefe", with a stylized, flowing script.

Tom Keefe
Vice President Environmental, Health & Safety

Attachments

ATTACHMENT C
Greenhouse Gas Emissions Calculations

Fuel Combustion Emissions

Existing Exempt Combustion Sources:

Unit ID	Product	Source	Gall/Yr (Liquid)	SCF/Yr (Gas)	Liters/Year (Gas)	MMBTU/Yr
NA	Distillate	Furnace	590			-
NA	Natural Gas	Boiler (water bldg)	-			54
NA	Natural Gas	Boiler (garage)	-			22
NA	Natural Gas	Boiler (office)	-			163
NA	Natural Gas	Furnace	-			120

Proposed Exempt Combustion Sources:

Unit ID	Product	Source	Gall/Yr (Liquid)	SCF/Yr (Gas)	Liters/Year (Gas)	MMBTU/Yr
NA	Natural Gas	Heater (line trace)	-			35,040
NA	Natural Gas	Boiler (line trace)	-			35,040
NA	Natural Gas	Boiler (tanks)	-			52,560
NA	Natural Gas	Boiler (lube bldg)	-			86,724
NA	Natural Gas	Boiler (lube bldg)	-			86,724
NA	Natural Gas	Boiler (lube bldg)	-			86,724
NA	Natural Gas	Boiler (lube bldg)	-			86,724

Existing Non-Exempt Combustion Sources:

VCUML/VCUM2/VCURR*	Natural Gas	VCU	-	-	-	150,000
--------------------	-------------	-----	---	---	---	---------

*Includes natural gas used as assist gas for both marine VCU's (VCUML and VCUM2) and the rail VCU (VCURR)

Distillate Combustion Emissions:

Pollutant	PM 2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Emission Factor - lb/1000 gal*	2.00	2.00	0.21	20.00	0.20	5.00	0.22	0.26	2.2E+04	(CH4*84)+(N2O*264)+(CO2*1)
lb/Yr	1.18	1.18	0.13	11.80	0.12	2.95	0.13	0.15	13157.00	13,208.20
tons/Yr	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	6.38	6.60

* Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, SOx, NOx, CO, and PM

Emission Factors are from Table 1.3-1, VOC and CH4 Emission Factors are from Table 1.3-3, CO2 Emission Factor is from Table 1.3-12, N2O Emission Factor is from Table 1.3-8.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example calculation (using SOx):

= gal/Yr / 1000 gal * Emission Factor

= 590 gal/Yr / 1000 gal * 52.54 lb/1000 gal (SOx)

= 31.00 lb/Yr

Combustion GWP20

Natural Gas Combustion Emissions (from existing sources)*:

Pollutant	Combustion Emissions									
	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Emission Factor - lb / MM BTU**	0.0075	0.0075	0.00059	0.098	0.0054	0.082	0.002	0.002	117.647	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	1,120.32	1,120.32	88.45	14,741.08	810.76	12,382.51	339.04	324.30	17,689,294.12	17,803,390.06
tons/yr	0.561	0.561	0.04	7.37	0.41	6.19	0.17	0.16	8,844.65	8,901.70

*Total emissions from natural gas combustion from existing sources include emissions from the combustion of natural gas in furnaces and boilers and emissions from the combustion of natural gas used as assist gas in the VCU.

** Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, Tables 1.4-1, 1.4-2, and 1.4-3, except for GHG.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Total Natural Gas Used

150,359 MMBTU/yr

Example Calculation (using SOX):

= Total Natural Gas Used * Emission Factor

= 150,359 () MMBTU/yr * 0.00059 lb / MM BTU

= 117.88 lb/yr

Natural Gas Combustion Emissions (from proposed sources)*:

Pollutant	Combustion Emissions									
	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Emission Factor - lb / MM BTU**	0.0075	0.0075	0.00059	0.098	0.0054	0.082	0.002	0.002	117.647	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	3,498.50	3,498.50	276.20	46,032.94	2,531.81	38,667.67	1,058.76	1,012.72	55,239,529.41	55,565,824.38
tons/yr	1.75	1.75	0.14	23.02	1.27	19.33	0.53	0.51	27,619.76	27,797.91

*Total emissions from natural gas combustion from proposed sources include emissions from the combustion of natural gas in proposed boilers.

** Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, Tables 1.4-1, 1.4-2, and 1.4-3, except for GHG.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Total Natural Gas Used

469,536 MMBTU/yr

Example Calculation (using SOX):

= Total Natural Gas Used * Emission Factor

= 469,536 () MMBTU/yr * 0.00059 lb / MM BTU

= 276.2 lb/yr

Combustion GWP20

VCU Vapor Combustion Emissions

(Emissions from Combustion of Petroleum Product Loaded)

Petroleum Vapor Combusted (lbs):

6,215,882 Total
3,510,000 at VCUML (gasoline and ethanol loading) (See Marine Loading - Refined Product Calculations.)
808,885 at VCUML2 (crude loading) (See Marine Loading - Crude Oil Calculations.)
1,897,017 at VCURR (gasoline loading) (See Rail Loading - Refined Product Calculations.)

Conversion from Petroleum Vapor Combusted in lbs to MMSCF (as Natural Gas Equivalent):

MMSCF (as Natural Gas) = Petroleum Vapor Combusted (lbs) * (21,000 BTUs / lb gasoline (high avg. for C4-C8 gases)) / (1,000 BTU/SCF) / (1,000,000)
MMSCF (as Natural Gas) combusted at VCUML = 74
MMSCF (as Natural Gas) combusted at VCUML2 = 17
MMSCF (as Natural Gas) combusted at VCURR = 40

Marine VCU Emissions from Gasoline & Ethanol Loading (Emission Unit VCUML):

Pollutant	Combustion Emissions									
	PM2.5	PM10	SOX	NOX	VOC ¹	CH4	N2O	CO	CO2	GHG
Emission Factor - lbs / MM SCF**	7.60	7.60	197.47	150.00	NA	2.30	2.20	84.00	120,000.00	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	560.20	560.20	14,555.66	11,056.50	NA	169.53	162.16	6,191.64	8,845,200.00	8,902,251.54
tons/yr	0.28	0.28	7.28	5.53	NA	0.08	0.08	3.10	4,422.60	4,451.13

Marine VCU Emissions from Crude Oil Loading (Emission Unit VCUML2):

Pollutant	Combustion Emissions									
	PM2.5	PM10	SOX	NOX	VOC ¹	CH4	N2O	CO	CO2	GHG
Emission Factor - lbs / MM SCF**	7.60	7.60	197.47	150.00	NA	2.30	2.20	84.00	120,000.00	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	129.09	129.09	3,354.29	2,547.92	NA	39.07	37.37	1,426.84	2,038,339.24	2,051,486.53
tons/yr	0.06	0.06	1.68	1.27	NA	0.02	0.02	0.71	1,019.17	1,025.74

Rail VCU Emissions from Gasoline & Ethanol Loading (Emission Unit VCURR):

Pollutant	Combustion Emissions									
	PM2.5	PM10	SOX	NOX	VOC ¹	CH4	N2O	CO	CO2	GHG
Emission Factor - lbs / MM SCF**	7.60	7.60	197.47	150.00	NA	2.30	2.20	84.00	120,000.00	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	302.78	302.76	7,866.78	5,975.60	NA	91.63	87.64	3,346.34	4,760,482.47	4,811,316.58
tons/yr	0.15	0.15	3.93	2.99	NA	0.05	0.04	1.67	2,390.24	2,405.66

* These emissions are from gasoline and crude oil vapor combustion and pilot light gas. Gasoline and crude oil VOCs are already accounted for in the VCU emissions (i.e. 2 mg/l loaded or 98% efficiency).
** PM Emission Factor is from AP-42 (Table 1.4-2), as it is higher than the Emission Factor from the VCU manufacturer of zero (0). SOX Emission Factor is calculated as described below. NOX Emission Factor is from VCU manufacturer, as it is higher than the AP-42 Emission Factor of 140 lbs/MMSCF (Table 1.4-1). CO Emission Factors is identical from VCU manufacturer and AP-42 (Table 1.4-1). CO2 Emission Factor is from AP-42 (Table 1.402).
** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264).

Example calculation of SOX Emission Factor:

SOX Emission Factor = $Y_{H2S} * (1/C) * M_{SO2} * MW_{SO2}$

$Y_{H2S, crude oil} = 0.001$ (Equation from EPA Emission Inventory Improvement Program (EIIP) Document Volume 3, Ch. 10: Preferred & Alternative Methods for Estimating Air Emissions from Oil and Gas Field Production & Processing Operations, Sept. 1999, Pg 10.2-16)
 $C = 379.00$ (mole fraction of H2S in inlet gas (lb mole H2S/lb mole))
 $M = 0.99$ (molar volume of ideal gas at 60F and 1atm (scf/lb-mole))
 $MW = 64.066$ (molar conversion ratio from H2S to SO2 (lb-mole SO2/lb-mole H2S) (From VCU Manufacturer))
(molecular weight of SO2 (lb SO2/lb-mole SO2))

$EF_{SOX, crude oil} = 197.47$ lb / MMSCF

Total of Combustion Sources

Pollutant	PM2.5	PM10	SOX	NOX	VOC	CH4	N2O	CO	CO2	GHG
lb/yr	5,612.06	5,612.06	26,141.49	80,365.85	3,342.69	1,698.16	1,624.36	62,017.94	88,606,002.24	89,177,477.30
tons/yr	2.81	2.81	13.07	40.18	1.67	0.85	0.81	31.01	44,303.00	44,588.74

Generators GWP20

Emergency Generators (Exempt)

Updated with Part 496 emission factors

Emergency Generator Sources:

Fuel Type	Source	Gal/hr (Liquid)	SCF/hr (Gas)	Gal/hr (Gas)	MMBTU/hr*
Propane	QT100 Generator	13.9			1.26
Propane	QT100 Generator	13.9			1.26
Natural Gas	20kw NG Generator		1.020		1.02
Diesel	500kw	26.1			
Diesel	350kw	18.5			
Diesel	350kw	18.5			

* Generac Spec Sheet states, "For BTU content multiply gal/hr x 90950 (LP) or ft3/hr x 1000 (NG)."

Distillate Fired Engine Emissions:

Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Factor - lb/1000 gal*	2.00	2.00	0.21	20.00	0.20	5.00	0.22	0.26	2.2E+04	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	63.10	63.10	6.72	631.00	6.31	157.75	6.81	8.20	705,566.00	706,303.04
tons/yr	0.03	0.03	0.00	0.32	0.00	0.08	0.00	0.00	351.78	353.15

* Emission factors used to estimate emissions are from AP-42, Compilation of Air Pollutant Emission Factors, Fifth Edition, Volume I, SOx, NOx, CO, and PM Emission Factors are from Table 1.3-1, VOC Emission Factor is from Table 1.3-3, CO2 Emission Factor is from Table 1.3-12.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example calculation:

= gal/yr / 1000 gal* emission factor

Natural Gas & Propane Fired Engine Emissions:

Pollutant	lbs Pollutant / MMBTU	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG**
Factor* - lb/MMBTU	0.0099	0.0099	0.0099	0.0006	2.270	0.0296	3.720	0.230	0.2	110.0	(CH4*84)+(N2O*264)+(CO2*1)
lb/yr	17.58	17.58	17.58	1.04	4,027.45	52.52	6,600.04	408.07	408.07	195,162.55	337,169.92
tons/yr	0.01	0.01	0.01	0.00	2.01	0.03	3.30	0.20	0.20	97.58	168.58

* Emission factors used to estimate emissions are from AP-42 Table 3.2-3. No emission factor was available for N2O so the CH4 emission factor was used.

** GHG Emission calculated by using the CO2 Equivalency Factor for CO2 (1), CH4 (84), and N2O (264)

Example Calculation of Natural Gas Usage

= Natural Gas Used

= Natural Gas Used * Emission factor

1,774 MMBTU/yr

Assumes 500 hours/yr

Total of Generator Sources

Pollutant	PM2.5	PM10	SOx	NOx	VOC	CO	CH4	N2O	CO2	GHG
lb/yr	80.68	80.68	7.76	4,658.45	58.83	6,157.79	414.88	416.27	896,727.55	1,043,472.95
tons/yr	0.04	0.04	0.00	2.33	0.03	3.38	0.21	0.21	449.36	521.74

Upstream GHG

	GHG Emission Rate (g/mmbtu)*			
Fuel Type	CO2	CH4	N2O	CO2e (20 yr GWP)+
Natural Gas	11,913	384	0.136	44,205

* Emission Rate from NYSDEC guidance document

Natural Gas Used for Boilers*

469,536 mmbtu/yr

* See Combustion calculations - sum of maximum potential natural gas usage

Upstream Emissions (lb/yr)	CO2	CH4	N2O	CO2e (20 yr GWP)+
Natural Gas	5,593,582,368	180,301,824	63,857	20,755,838,880

Upstream Emissions (tons/yr)	CO2	CH4	N2O	CO2e (20 yr GWP)+
Natural Gas	6,165.77	198.75	0.07	22,879.01

ATTACHMENT D
Greenhouse Gas Offset Calculations

ATTACHMENT D

Calculation of Amount of Biodiesel to offset greenhouse gas emissions

Target to offset: 56,941.01 tons CO2e = 113,882,028 lb CO2e

TPV CO2e
Total baseline emissions: 18,414.11
60% of baseline (40% reduction): 11,048.47
Post project total facility emissions: 45,110.48
Upstream Increase 22,879.00
Increase to offset (new total-60% of baseline+upstream): 56,941.01

Lifecycle Greenhouse Gas Emissions for Distillate:

97 kg CO2e/ mmbTU Source: <https://www.epa.gov/fuels-registration-reporting-and-compliance-help/lifecycle-greenhouse-gas-results>
140000 BTU/ gallon of distillate Source: <https://www3.epa.gov/ttn/chief/ap42/appendix/ap4a.pdf>

13.58 kg CO2e/ gallon of distillate
29.876 lb CO2e/ gallon of distillate

Lifecycle Greenhouse Gas Emissions for Biodiesel:

Assume 20% credit ("renewable fuel") :

23.9008 lb CO2e/ gallon of biodiesel*
*(lb CO2e/gallon of distillate x 80%)

Difference in CO2e per gallon between distillate and biodiesel:

5.9752 lb CO2e/ gallon*
*(29.876 lb CO2e/gallon of distillate - 23.9008 lb CO2e/gallon of biodiesel)

Gallons of Biodiesel to offset target CO2e emissions:

19,059,115.68 gallons of biodiesel*
*(113,882,028 lb CO2e target to offset / 5.9752 lb CO2e difference in CO2e per gallon between distillate and biodiesel)

Example comparison to illustrate the offset:

Scenario 1 - Diesel Only Emissions, No Biodiesel

100,000,000 gallons diesel assumed for example
2,987,600,000 lb CO2e (100000000 gallons * 29.876 lb CO2e/gallon distillate)
1,493,800 tons CO2e

Scenario 2 - With Biodiesel Offset

80,940,884 gallons distillate (gals diesel assumed for example - gals biodiesel to offset increase in CO2e)
19,059,116 gallons biodiesel needed to offset increase in CO2e
2,873,717,972 lb CO2e total (29.876 * 80,940,884 + 23.9008 * 19,059,116)
1,436,859 tons CO2e (lb/2000)

Attachment X

PPP



ALBANY TERMINAL
Public Participation Plan

June 1, 2020

**Albany Terminal
Public Participation Plan
Table of Contents**

1. Purpose of this Document
2. Background
3. Proposed Operational Changes
4. Public Participation Goals
5. Regulatory Review Process
6. Public Participation Process
7. Identifying Stakeholders
8. Communicating with Community Members and Other Stakeholders
9. Access to Information
10. Progress Report
11. Final Public Participation Plan Report

Appendices

- A. Albany Terminal Map
- B. Past Public Outreach Efforts
- C. Open House Invitation/Fact Sheet, Flyer, and Public Stakeholder List
- D. Virtual Engagement Plan

Albany Terminal Public Participation Plan

1. Purpose of this Document

Global Companies LLC is proposing changes to its petroleum terminal in Albany's South End neighborhood (the "Terminal"). These changes will be detailed in a proposed air permit renewal modification application that Global will submit to the New York State Department of Environmental Conservation (NYSDEC).

The purpose of this document is to outline a program for ensuring that members of the community receive information about the proposed changes and are provided opportunities to participate in the NYSDEC's review of those changes under New York's Title V air permitting program. In this plan, "community" refers to residents/neighborhood groups who are near or adjacent to the Terminal (a community generally known as the South End). Additional stakeholders are identified in Section 8 below.

2. Background

Global's Albany Terminal is located at 50 Church Street in the City of Albany. The Albany Terminal is a bulk petroleum storage and transfer facility adjacent to the Port of Albany along the Hudson River. The Terminal consists of aboveground petroleum storage tanks as well as truck, rail and marine loading facilities. Global has owned the Terminal since 2007. The facility was established at its current location in the 1920s.

The Albany Terminal is served by the Canadian Pacific (CP) railroad. CP owns and operates the Kenwood Yard where rail cars serving Global and the Port of Albany enter and leave.

A map showing the location of the Albany Terminal and its key components is included in Appendix A.

Global's Albany Terminal receives, stores and distributes petroleum and related products to customers in the Capital District and beyond and is a critical piece of the Northeast's energy infrastructure. Global handles a wide variety of products at the Terminal, including gasoline, diesel fuel, home heating oil, kerosene, crude oil and renewable fuels such as ethanol and biodiesel.

Products are delivered to the Terminal by barge and rail, and transferred into one of the various tanks at the facility. The products are then pumped from the tanks into trucks, rail cars or ships/barges for delivery to customers.

3. Proposed Operational Changes

Global's Albany Terminal operates under a Title V air permit from the NYSDEC. In March 2020, Global plans to submit a permit renewal modification application to the NYSDEC. It will include some changes that have been influenced by previous community input.

Key changes in the renewal modification application would:

- decrease the amount of crude oil allowed to be shipped through the Terminal by over 75%, a reduction of 1.4 billion gallons;
- increase Global's capabilities to handle biodiesel at the Terminal to help meet New York's renewable energy requirements and greenhouse gas reduction initiatives;
 - Natural gas-fired boilers would be installed to receive, store, and ship biodiesel, a renewable fuel. No other products will be heated;
 - The proposal specifically prohibits the use of boilers to heat crude oil;
- install enhanced controls to more effectively treat emissions from loading operations;
- add flexibility to respond to changes in the market and improve service to our customers by eliminating product-specific throughput caps and subjecting refined products to a single facility-wide cap that allows Global to switch products among loading racks.
- add more positions at the truck loading rack to reduce customer wait time and truck idling time; and,
- add more positions at the rail loading rack to improve efficiency and reduce locomotive use when loading trains.

4. Public Participation Goals

The goals of this public participation plan are to:

- Establish avenues for members of the South End community and other stakeholders to learn about the planned changes at the Terminal and provide input.
- Create opportunities that foster open and effective dialogue with stakeholders.
- Build relationships with community members and other stakeholders.
- Provide forums to hear and respond to concerns.
- Identify any actions that minimize impacts on the community and the environment.

Global is committed to being an active and engaged member of the community.

- Global employees, including executives, have begun meeting with community leaders and neighbors on a regular basis.
- Global maintains a website on the Albany Terminal, <https://globalalbany.com/>, to provide information to the community. The site will be updated as part of this public participation effort.

- In August 2019, Global hired a full-time community liaison for the company with more than 35 years of community involvement experience in Albany.
- Global also supports K-12 education and recreation programs, community organizations, and public safety programs in Albany.

Examples of past public participation efforts and community support are included in Appendix B.

5. Regulatory Review Process

Global's Albany Terminal is currently subject to a Title V air permit issued by the NYSDEC under 6 NYCRR Part 201. Operations at the Terminal must comply with the conditions outlined in the permit.

The proposed changes at the Terminal require Global to modify its existing Title V permit. The NYSDEC will review the application and conduct a public review process in accordance with the procedures and standards established by NYSDEC under 6 NYCRR Part 201 (air permitting) and Part 621 (uniform permitting procedures).

In addition to the proposed permit renewal modification application, Global will also prepare an Environmental Assessment Form (EAF) required under the State Environmental Quality Review Act (SEQRA), 6 NYCRR Part 617. The EAF will assess whether there are potential significant environmental impacts relating to the proposed changes, including, but not limited to, noise, truck traffic, visual impacts, odors, and greenhouse gas emissions, including the implications of the recently enacted Climate Leadership and Community Protection Act. NYSDEC will review the EAF at the same time it reviews the Title V air permit renewal modification. Notice of the proposed Title V air permit modification will be published in the NYSDEC's Environmental Notice Bulletin as well as in a local newspaper(s). A minimum 30-day public notice and comment period will be provided. Copies of the application, including the EAF, will be made available at the document repositories identified in Section 9 below.

6. Public Participation Process

To continue its ongoing efforts to involve the community and to ensure the community is informed about the proposed changes to the Global Terminal and has ample opportunity to provide input, Global will implement this Public Participation Plan.

The key steps Global has taken or will take under the Plan are:

- identifying community members and other stakeholders;
- identifying community concerns;
- developing and distributing written information about the proposed changes and the review process;
- establishing a Community Liaison representative;
- opening an Albany Community Outreach Office and maintaining open office hours;

- meeting with neighborhood residents and tenants association members on a regular basis;
- providing updates to elected officials (City and County of Albany, State of New York) on a regular basis;
- holding a public information meeting or meetings to keep the public informed about the proposed changes and the review process;
- including event updates in Albany Housing Authority's monthly mailings;
- establishing easily accessible document repositories in the adjoining neighborhood(s);
- maintaining an updated website; and
- reporting periodically on progress toward implementing this plan, including certifying final compliance.

In light of COVID-19 and restrictions on public meetings, Global has put together a Virtual Engagement Plan, which can be found in Appendix D. This plan will replace the public meeting. As needed, we will continue to update the PPP and the Virtual Engagement Plan.

7. Identifying Stakeholders

Stakeholders include community members — residents/neighborhood groups who are near or adjacent to the Terminal — as well as others who have a potential stake in the proposed operational changes. This includes people who have expressed an interest in the proposed changes by attending public meetings, writing or calling; neighborhood religious establishments and other organizations; and elected officials who live in and/or represent the community of concern.

A list of stakeholders, with available contact information, is included in Appendix C. The portion of the list containing the names of individual residents has been omitted to preserve their privacy. The stakeholder list includes:

- **Residents and neighborhood groups near the Terminal**
 - Ezra Prentice Homes Tenants Association
 - Residents of Steamboat Square
 - Residents of the Mount Hope neighborhood and the South End generally
 - South End Neighborhood Association
- **Community, civic, environmental and business leaders and organizations**
 - Executive Director, Avillage
 - Dominick Casolaro, former Albany Common Council representative, Ward 1
 - Alice Green, Executive Director, Center for Law & Justice
 - Steve Longo, Executive Director, Albany Housing Authority
 - Sergeant (Ret.) Leonard Ricchiuti, Police Athletic League
 - Tim Doherty, Director of Operations, Boys and Girls Club of the Capital Area
 - Scott C. Jarzombek, Executive Director, Albany Public Library
 - Kevin Mitchell, President, Just Be Ready, Street Outreach Org.
 - Joanne Morton, President, South End Neighborhood Association

- Center for the Disabled
- Capital City Rescue Mission
- Salvation Army
- **Schools and religious organizations**
 - Marc Johnson, Pastor, St. John's Church of God in Christ
 - Jasmine Brown, Principal, Giffen Memorial Elementary School
 - Amanda Boyd, Teacher, Giffen Memorial Elementary School
 - Mt. Calvary Baptist Church
 - The Parish of St. John the Evangelist and St. Joseph
- **Government and elected officials**
 - City of Albany*
 - Kathy M. Sheehan, Mayor of Albany
 - Corey Ellis, President, Albany Common Council
 - Sonia Frederick, Albany Common Council, Ward 1
 - Derek Johnson, Albany Common Council, Ward 2
 - Kelly Kimbrough, Albany Common Council, Ward 4, President Pro Tempore
 - Joseph Gregory, City of Albany Fire Chief
 - Eric Hawkins, City of Albany Police Chief
 - Dorcey Applyrs, Chief City Auditor
 - Port of Albany*
 - Georgette Steffens, Commission Chairperson, Albany Port District
 - Rich Hendrick, General Manager, Port of Albany
 - Albany County*
 - Dan McCoy, Albany County Executive
 - George Penn, Director of Operations, Albany County
 - Elizabeth F. Whalen, Department of Health Commissioner
 - Craig Apple, Albany County Sheriff
 - Andrew Joyce, Chairman, Albany County Legislature
 - Carolyn McLaughlin, Albany County Legislature, District 1
 - Samuel Fein, Albany County Legislature, District 6
 - State of New York*
 - Senator Neil Breslin
 - Assembly Member John McDonald
 - Assembly Member Patricia Fahy
 - Congressman Paul Tonko
 - Basil Seggos, Commissioner, NYSDEC
 - Tom Berkman, General Counsel, NYSDEC
 - Rosa Mendez, Director, Office of Environmental Justice, NYSDEC

- Keith Goertz, Regional Director, Region 4, NYSDEC
- Nancy Baker, Regional Permit Administrator, Region 4, NYSDEC
- Jordan Gougler, Office of Environmental Justice

Global will add to the stakeholder list throughout the public participation and permit review process. Persons and organizations that include contact information on the sign-in sheet for the public meeting(s) or fill in the request for information form on Global's Project website will be added to the stakeholder list.

8. Communicating with Community Members and Other Stakeholders

Global will encourage public participation through the following activities:

a. Community Outreach

Global has hired a full-time Community Liaison representative to encourage and facilitate communication with community members and other stakeholders. The Community Liaison will lead or support the following efforts:

- Global is establishing an Albany Community Outreach Office in the community. The Outreach Office is one of several channels, along with other activities described in this plan, where community members and stakeholders may share concerns with Global, ask questions, and receive information.
- The Community Outreach Office will be open to the public on the following schedule:
 - o Tuesday, 11:00 am - 2:00 pm.
 - o Wednesday, 11:00 am - 2:00 pm. and 5:30 pm to 8:30 pm
 - o Thursday, 11:00 am - 2:00 pm.
 - o Other times by appointment
- The Community Liaison representative will hold regular meetings with community members and tenants association members as desired by the community.
- The liaison will attend monthly Neighborhood Association meetings and activities, and will hold monthly planning meetings with community partners.
- Global will update elected officials (city, county and state) on a regular basis to share information and answer questions so that their constituencies have an open and ongoing communication channel.

b. Open House

Prior to submitting the permit renewal modification application, Global will hold an open house in the Ezra Prentice Community Room. The open house is scheduled for February 25, 2020. The open house will provide an informal opportunity for community members to learn about the Project and the proposed changes. The open house location is accessible for individuals with disabilities.

Notice of the open house was mailed or emailed to homes and apartments within the marked area identified in Figure 1, as well as the organizational and government stakeholders identified above. Flyers were posted in the community, including the Ezra Prentice community room. Notice of the meeting was also posted on the Project website. The notice to the community and identified stakeholders provided at least three weeks' notice of the event.

The notice includes a short description of why the public should attend, how they can participate, and contact information for any questions about the open house. A fact sheet about the Project is included in the notice. We have reviewed languages spoken in the area and have concluded that no outreach in a language other than English is necessary.



Figure 1: Direct mail notification area.

The location, date and time of the open house was set after consulting with community leaders, elected officials and other stakeholders.

Individuals who attend the open house and provide contact information on the sign-in sheet will be added to the stakeholder list and will receive further notices concerning the Project.

The direct mail with Notice of the Open House and Fact Sheet went out to 2,724 total addresses, including:

- 2,686 residential addresses including multi-family housing units, apartments, and houses in the vicinity of the terminal (see map 1B, letter distribution map).
- 38 from the Stakeholders List that are geographically outside of the letter distribution map area.
- Global will continue to add to the Stakeholder List and send all direct mail to this list moving forward.

c. Public Meeting

In addition to the open house, a public meeting will also be held within the first 30-60 days after the proposed permit renewal is submitted to the NYSDEC. The public meeting is an opportunity for members of the public to comment on the proposed air permit modification and to ask questions of Global. This meeting location will be accessible for individuals with disabilities.

The location, date and time of the public meeting will be set after consulting with community leaders, elected officials and other stakeholders.

A letter to the community and identified stakeholders will provide at least three weeks' notice of the meeting. Flyers will be posted in the community, including the Ezra Prentice community room. Notice of the meeting will also be posted on the Project website

Additional status/update meetings will be added as necessary to ensure the community and stakeholders are informed of any changes or new developments.

Based on the extent of public interest, NYSDEC may decide to conduct a formal hearing under 6 NYCRR Part 621 in addition to or in lieu of the public meeting once the modified Title V permit has been drafted and notice of the application has been published in the Environmental Notice Bulletin and in a local newspaper(s).

Please see Appendix D for our Virtual Engagement Plan.

d. Other Notifications

Global sent a letter to residents living near the Albany Terminal in June 2018 informing stakeholders that a permit modification application would be submitted. The letter was sent to homes and apartments in a roughly one-mile radius around the Terminal. See Appendix B for a copy of the letter and a map of the distribution area.

As previously noted, a notice to the community informing residents about the February 2020 open house was mailed in early February 2020. A similar letter will be mailed to residents before the public meeting.

In addition, notice of the proposed Title V air permit renewal modification will be published in the NYSDEC's Environmental Notice Bulletin and a local newspaper as required by 6 NYCRR Part 621.

e. Print Materials

Global has prepared a one-page, easy-to-read fact sheet describing the Project and proposed changes. The fact sheet was distributed to stakeholders in the notice announcing the open house and will be included in the notice for the public meeting. It will be posted on the Project website and included in the document repositories. The open house invitation and fact sheet is included in Appendix C.

f. Updated Website

Global will continue to update the Terminal website, <https://globalalbany.com/> to ensure it contains up-to-date information about the Project. The website will describe existing operations and the proposed changes, provide information about the Title V air permit review process, and offer regular status updates. Global anticipates that the website will include:

- Facility description
- Project description
- Summary of permitting requirements
- Links to key documents
- Facility contact information, including instructions on how to be added to the stakeholder list
- Address and hours of the Albany Community Outreach Office
- Addresses of local document repositories
- Dates/times/locations of public outreach events and key milestone dates

The site will be updated regularly before and during the permit review process.

g. Timing

Open House Notice/Fact Sheet	February 4
Open House	February 25
Public Meeting Notice*	April/May TBD
Public Meeting*	Spring TBD

**Expected date, subject to confirmation.*

A timetable for additional activities will be developed and shared with NYSDEC and the community as the Project proceeds.

9. Access to Information

All official reports and documents related to the permit modification application will be available for review in the following places.

- **The Albany Housing Authority**
200 South Pearl Street
Albany, NY 12202
(518) 445-0744
www.albanyhousing.org
- **Albany Public Library**
John A. Howe Branch
105 Schuyler Street (intersection of Schuyler & Broad Streets)
Albany, NY 12202
(518) 472-9485
www.albanypubliclibrary.org/locations/howe/
- **The Global Albany Terminal website**
<https://globalalbany.com/>
- **Albany Community Outreach Office**
As previously noted, Global is in the process of establishing a Community Outreach Office. Key documents will be available at the office once it has been opened.

10. Progress Report

A progress report will be prepared updating this plan. The update will:

- outline substantive concerns raised and how they were resolved;
- identify any outstanding issues;
- identify components of the plan yet to be implemented; and
- propose an expected timeline for completion of the plan.

The update will be issued after the first public meeting.

An additional progress report may be prepared if there is extensive public comment concerning the Project, resulting in an expanded public comment period.

11. Final Public Participation Plan Report

A final report will be provided at the conclusion of the permit process documenting the public participation process for this permit modification application.

Appendix A Albany Terminal Map



Appendix B

Past Public Outreach Efforts

Global is committed to working with community members and stakeholders to ensure everyone's voice is heard. Notable government and community outreach efforts undertaken in recent years include the following:

- In June 2018, Global sent a letter to community members updating them on the permit modification status. The letter was mailed to all residential addresses in a roughly one-mile radius round the Terminal, as shown in Figure 1B. A copy of the letter follows below.
- In November 2019, Global conducted a tour of the Terminal for local political leaders and others to familiarize them with Terminal operations. More generally, in recent years, Global representatives have met on multiple occasions with political and community leaders.
- Global supports K-12 education and recreation programs, community organizations, and public safety programs in Albany.
- Global donates home heating oil to help families in need.
- Local giving includes:
 - Albany Police Athletic League
 - Albany Boys and Girls Club
 - Albany Department of Recreation
 - Capital District Black Chamber of Commerce
 - Christ Church of Albany
 - 4th Family – STEM Through Sports Program
 - Giffen Elementary School
 - Lark Street Business Improvement District, (including *Movies Under the Stars* sponsorship)
 - Madison Avenue Fire Relief Fund
 - TruHeart Holiday Dinner
 - WAGE Center at the Albany Housing Authority



June 13, 2018

Dear Neighbor,

Over the past few months, you may have heard a little about Global Partners. But, so far, you haven't heard directly from Global Partners. So we'd like to introduce ourselves and tell you a little about what we do.

Essentially, we're in the energy delivery business. Every day, people fill their tanks, heat their homes and operate their businesses with the products we deliver.

In 2007, we purchased our terminal near the Port of Albany from ExxonMobil. Since then, we've invested more than \$30 million upgrading the facility – making it safer, and more efficient.

We're one of about two dozen industries that operate near or at the port. The property we own has been a petroleum terminal for a century. Our goal is to operate it in a safe, environmentally sound manner while delivering the energy that people rely on.

Later this year, we plan to propose some changes at the terminal – based in part on what we've heard from you and your neighbors. Our proposal will call for reducing the amount of crude oil at the Global terminal. And there will be no heaters for that crude oil.

As we propose these changes, we'll stay in touch. Meanwhile, if you have questions, please let us know at albanyinfo@globalp.com

Thanks,

Chuck Furman
Terminal Manager



GLOBAL AT A GLANCE

- Global began more than 75 years ago delivering home heating oil with a single truck. We made a simple promise to all our customers: Reliability. No matter the weather or the circumstances, they could count on us to deliver the fuel they needed and to keep our word.
- We're a third-generation, family-run company.
- We employ 30 people at our Albany terminal, and approximately 250 people in the greater Albany region.
- We're one of the largest wholesalers of Mobil gasoline in the region.
- Every day, around 700,000 people fill their tanks with gasoline we deliver.
- Our mission is to be the safest and most reliable provider of the energy people use to heat their homes, take their kids to school or operate their businesses.

For more information,
visit globalalbany.com



Figure 1B. Letter Distribution Map

The direct mail with Notice of the Open House and Fact Sheet went out to 2,724 total addresses, including:

- 2,686 residential addresses including multi-family housing units, apartments, and houses in the vicinity of the terminal (see map 1B, letter distribution map) .
- 38 from the Stakeholders List that are geographically outside of the letter distribution map area.
- Global will continue to add to the Stakeholder List and send all direct mail to this list moving forward.

Appendix C
Open House Invitation/Fact Sheet, Flyer, and Public Stakeholder List

See following pages.

OPEN HOUSE INVITATION/FACT SHEET



50 Church Street
Albany, NY 12202

PLEASE
JOIN US

February 25, 6:00 pm
Global Partners Open House



You are invited to an Open House.

Global Partners is moving ahead with the process of renewing our air permit for our Albany Terminal. As part of this effort, we are proposing some changes to the terminal that respond to previous community input.

Read more inside, and come to the Global Partners Open House to learn more.

PLEASE JOIN US

WHAT

An Open House on the Albany
Terminal Air Permit

WHEN

Tuesday, February 25
6:00pm - 8:00pm

WHERE

Ezra Prentice Homes
Community Room
625 South Pearl Street
Albany, NY 12202



Every day, people count on Global Partners to supply the gas for their cars and trucks, the heat for their homes, and the energy that powers businesses.

Being a good neighbor is part of the responsibility that comes with running a facility like our Albany Terminal. We're committed to working with community members and stakeholders, elected officials, and regulatory agencies to ensure everyone's voice is heard.

Dear Neighbor,

Global Partners is moving ahead with the process of renewing our air permit for our Albany Terminal. As part of the permit renewal modification, we are proposing some changes in the way the terminal is operated.

These changes have been influenced by what we have heard from the community previously. They include a proposed decrease of more than 75% in the amount of crude oil allowed to be shipped through the terminal. The proposed changes are summarized in this brochure.

A permit renewal modification will be submitted to the New York State Department of Environmental Conservation (NYSDEC) in March. However, the public process with opportunities for further input begins now.

We are hosting an Open House on February 25 so you can learn more, ask questions, and share your views. We hope to see you there.

Dylan Remley
Senior Vice President of Terminal Operations

What changes are being proposed?

Global's Albany Terminal operates under a Title V air permit from the New York State Department of Environmental Conservation. In March, Global plans to submit a permit renewal modification to the NYSDEC. It will include some voluntary changes that have been influenced by previous community input.

Key changes include:

- Decreasing the allowable amount of crude oil to be shipped through the terminal by over 75%.

- Installing enhanced controls to more effectively treat emissions from our loading operations.
- Expanding the types of biofuels handled at the terminal to help meet New York's renewable energy requirements and greenhouse gas reduction initiatives.
- Installing natural-gas fired boilers needed to receive, store, and ship certain biofuels. No other products will be heated.
- Adding flexibility to respond to changes in the market and improve service to our customers.

About the Albany Terminal

Global Albany is a hub for the safe delivery, storage, and distribution of energy products. The terminal helps fuel homes, vehicles, and the local economy.

- The terminal handles a variety of products, including gasoline, diesel fuel, home heating oil, kerosene, and renewable fuels such as ethanol and bio-based diesel.
- Global purchased the Albany Terminal from ExxonMobil in 2007. Since then, we've invested more than \$30 million in upgrades.

- Since 2013, the Albany Terminal has undergone more than 400 inspections by state and federal agencies with no major findings.

As a third-generation, family-run company, Global Partners is committed to working safely and reliably with communities and regulators everywhere we do business.

PLEASE JOIN US

Global Partners
Open House

WHEN
Tuesday, February 25
6:00pm - 8:00pm

WHERE
Ezra Prentice Homes
Community Room
625 South Pearl Street
Albany, NY 12202



FOR MORE
INFORMATION
OR CONTACT OUR
COMMUNITY
OUTREACH OFFICE

Please visit
globalalbany.com

Mark Bobb-Semple
Community Liaison
mark.bobb-semple@globalp.com
(518) 775-7093





You are invited to an open house.

PLEASE JOIN US

WHAT

An Open House on the
Albany Terminal Air Permit

WHEN

Tuesday, February 25
6:00pm – 8:00pm

WHERE

Ezra Prentice Homes
Community Room
625 South Pearl Street
Albany, NY 12202



COME TO THE
OPEN HOUSE
TO LEARN
MORE

Global Partners is moving ahead with the process of renewing our air permit for our Albany Terminal. As part of this effort, we are proposing some changes to the terminal that respond to previous community input.

**FOR MORE
INFORMATION**

CONTACT OUR COMMUNITY OUTREACH OFFICE

Mark Bobb-Semple | Community Liaison | mark.bobb-semple@globalp.com | (518) 775-7093

OR VISIT globalalbany.com



Open house on the Albany Terminal air permit

What changes are being proposed?

Global's Albany Terminal operates under a Title V air permit from the New York State Department of Environmental Conservation (NYSDEC). In March, Global plans to submit a permit renewal modification to the NYSDEC. It will include some voluntary changes that have been influenced by previous community input.



Key changes include:

- Decreasing the allowable amount of crude oil to be shipped through the terminal by over 75%.
- Installing enhanced controls to more effectively treat emissions from our loading operations.
- Expanding the types of biofuels handled at the terminal to help meet New York's renewable energy requirements and greenhouse gas reduction initiatives.
- Installing natural gas-fired boilers needed to receive, store, and ship certain biofuels. No other products will be heated.
- Adding flexibility to respond to changes in the market and improve service to our customers.

We are hosting an open house on February 25 so you can learn more, ask questions, and share your views. We hope to see you there.

PUBLIC STAKEHOLDER LIST

20-Mar-20

Category	First Name	Last Name	Title	Business	Address1	Address2	City	State	Zip	Email
Civic+Envir+Business leaders	Dominick	Calsolaro					Albany	NY		
Civic+Envir+Business leaders	Tim	Doherty	Director of Operations	Boys and Girls Club of the Capital Area	21 Delaware Ave		Albany	NY	12210	
Civic+Envir+Business leaders	Alice	Green	Executive Director	Center for Law & Justice	220 Green Street		Albany	NY	12202	
Civic+Envir+Business leaders	Scott C.	Jarzombek	Executive Director	Albany Public Library	161 Washington Ave		Albany	NY	12210	
Civic+Envir+Business leaders	Perry	Jones	Executive Director	Capital City Rescue Mission	259 S. Pearl Street		Albany	NY	12202	
Civic+Envir+Business leaders	Steve	Longo	Executive Director	Albany Housing Authority	200 South Pearl Street		Albany	NY	12202	
Civic+Envir+Business leaders	Kevin	Mitchell	President	Just Be Ready, Street Outreach Org.						
Civic+Envir+Business leaders	Joanne	Morton	President	South End Neighborhood Association						
Civic+Envir+Business leaders	Sergeant (Ret.) Leonard	Ricchiuti		Police Athletic League	844 Madison Avenue		Albany	NY	12208	
Civic+Envir+Business leaders	Gregory	Sorrentino	President/CEO	Center for Disability Services	314 South Manning Blvd		Albany	NY	12208	
Civic+Envir+Business leaders	Executive Director			Avillage	3 Lincoln Square		Albany	NY	12202	
Civic+Envir+Business leaders				Salvation Army of Albany New York	20 South Ferry St.		Albany	NY	12202	
Gov't	Craig	Apple	Albany County Sheriff		16 Eagle Street		Albany	NY	12207	
Gov't	Dorsey	Applrys	Chief City Auditor	City Hall	24 Eagle Street		Albany	NY	12207	
Gov't	Nancy	Baker	Regional Permit Administrator, Region 4	NYSDEC	1130 North Westcott Rd		Schenectady	NY	12306	
Gov't	Tom	Berkman	General Counsel	NYSDEC	625 Broadway		Albany	NY	12233-0001	
Gov't	Senator Neil	Breslin		Capitol Building	172 State Street	Room 430C	Albany	NY	12247	
Gov't	Corey	Ellis	President	Albany Common Council	24 Eagle Street	Room 202	Albany	NY	12207	
Gov't	Assembly Member Patricia	Fahy			198 State Street	LOB 452	Albany	NY	12248	
Gov't	Samuel	Fein		Albany County Legislature, District 6	5 Elm Street		Albany	NY	12202	
Gov't	Sonia	Frederick		Albany Common Council, Ward 1	18 Sparkill Ave		Albany	NY	12209	frederick.sonia@gmail.com
Gov't	Keith	Goertz	Regional Director, Region 4	NYSDEC	1130 North Westcott Rd		Schenectady	NY	12306	
Gov't	Jordan	Gougler		NYSDEC Office of Envir	625 Broadway, 14th Floor		Albany	NY	12233	
Gov't	Joseph	Gregory	City of Albany Fire Chief		26 Broad Street		Albany	NY	12202	
Gov't	Eric	Hawkins	City of Albany Police Chief		165 Henry Johnson Blvd		Albany	NY	12210	
Gov't	Richard	Hendrick	CEO	Port of Albany	106 Smith Blvd		Albany	NY	12202	
Gov't	Derek	Johnson		Albany Common Council, Ward 2	69 Trinity Place	Apt. 209	Albany	NY	12202	
Gov't	Andrew	Joyce	Chairman	Albany County Legislature	112 State Street	Room 710	Albany	NY	12207	
Gov't	Kelly	Kimbrough	President Pro Tempore	Albany Common Council, Ward 4	80 Van Rensselaer Blvd		Albany	NY	12204	
Gov't	Dan	McCoy	Albany County Executive		112 State Street	Room 1200	Albany	NY	12207	
Gov't	Assembly Member John	McDonald			198 State Street	LOB 417	Albany	NY	12248	
Gov't	Carolyn	McLaughlin		Albany County Legislature, District 1	112 State Street	Room 710	Albany	NY	12207	cmclaughlin2017@gmail.com
Gov't	Rosa	Mendez	Director, Office of Environmental Justice	NYSDEC	625 Broadway		Albany	NY	12233-0001	
Gov't	George	Penn	Director of Operations	Albany County	112 State Street	Room 1200	Albany	NY	12207	
Gov't	Basil	Seggos	Commissioner	NYSDEC	625 Broadway		Albany	NY	12233-0001	
Gov't	Kathy M.	Sheehan	Mayor of Albany		24 Eagle Street	Room 102	Albany	NY	12207	
Gov't	Georgette	Steffens	Commission Chairperson	Albany Port District	106 Smith Blvd		Albany	NY	12202	
Gov't	Congressman Paul	Tonko			19 Dove Street	Ste 302	Albany	NY	12210	
Gov't	Elizabeth F.	Whalen	Commissioner	Albany County Department of Health	175 Green Street		Albany	NY	12202	
Individual	Orville	Abrahams								
Individual	Mary	Alsten					Albany	NY		
Individual	Lawrence	Clark					Albany	NY		
Individual	Susan	Dubois					Albany	NY		
Individual	Portia	Gaddy					Albany	NY		
Individual	Tarea	Giles								
Individual	Anna	MacMartin					Albany	NY		
Individual	Demetrius	Martinez					Albany	NY		
Individual	Judith	Mazza					Albany	NY		
Individual	Tammy	Miller					Albany	NY		
Individual	Kevin	Mitchell					Albany	NY		
Individual	Michael	Saccoman								
Individual	Kevin	Thompson								
Individual	April	Tucker					Albany	NY		

PUBLIC STAKEHOLDER LIST

Individual	James	Tucker					Albany	NY		
Individual	Colleen	Williams					Albany	NY		
Individual	Stephen	Winters					Albany	NY		
Neighbor Groups				Ezra Prentice Homes Tenants Association						
Neighbor Groups				Residents of Steamboat Square						
Neighbor Groups				Residents of the Mount Hope neighborhood and the South End						
Neighbor Groups				South End Neighborhood Association						
Schools + Religious Orgs	Jasmine	Brown	Principal	Giffen Memorial Elementary School	274 S. Pearl Street		Albany	NY	12202	
Schools + Religious Orgs	Marc	Johnson	Pastor	St. John's Church of God in Christ	74 4 th Ave.		Albany	NY	12202	
Schools + Religious Orgs				Mount Calvary Baptist Church	58 Alexander Street		Albany	NY	12202	
Schools + Religious Orgs				The Parish of St. John the Evangelist and St Joseph	53 Herrick St		Renssala e	NY	12144	
Schools + Religious Orgs	Amanda	Boyd		Giffen Memorial Elementary School	274 S. Pearl Street		Albany	NY	12202	

Appendix D
Virtual Engagement Plan

See following pages.

May 1, 2020

**Global Albany
Outreach Proposal to the NYDEC
Virtual Engagement Plan**

Global hosted an open house on February 25 on its proposed Title V permit modification application for the Albany Terminal and was scheduled to host a public meeting in March after the application was submitted. The purpose of the public meeting is to allow Global's neighbors the opportunity to learn about the proposed changes and ask questions. Due to COVID-19, that meeting cannot happen in person, as initially imagined.

Here are our recommendations on proceeding with outreach to fulfill the intent of the public meeting, and provide the community different ways to learn about the permit and engage with Global.

Global is looking to use a blend of technologies and create a variety of access points so that it is easy for neighbors to participate. We seek to educate and engage the community.

- Make a video that clearly explains the permit and Global's operations in Albany. The video would include sections on these topics:
 - About Global
 - Terminal operations
 - Community outreach
 - Permit: what changes are being proposed?
 - What is biodiesel?
 - Flexibility and throughput caps
 - Permitting process, what to expect, what's next
- Publish the video through the GlobalAlbany.com website, other websites like the Albany Housing Authority, and via email to the stakeholder list. Global's community liaison would also follow up with certain stakeholders to ensure they have received the information.
- Send a direct mail to neighbors and stakeholders (using the existing mailing list). The mailing would inform and invite neighbors to join the virtual public meetings and view the video and other information online. It would also include a postage pre-paid response card soliciting questions from community members. The neighbors and stakeholders that receive the postcard would thus be able to quickly write down a question, and mail their postcard back to Global at no cost. The mailing would include this information:
 - A summary of the application;
 - Directions on how to obtain the application materials on the publicly available website;

- The time and date of a video- or teleconference-meeting, and directions for accessing it;
 - A contact list of telephone numbers and e-mail addresses;
 - Instructions on how impacted residents can submit questions or comments via email, writing or telephone, and the deadline for submitting questions via those alternative methods.
 - The community could also submit questions through the website.
- The virtual meeting information would also be available online through the GlobalAlbany.com website, through other websites like the Albany Housing Authority and via email to the stakeholder list. If feasible under COVID-19 restrictions, we will also post information at these locations. The community could also submit questions through the website.
- Host two virtual public meetings that are accessible by phone and video. Global contemplates hosting two meetings, one in the evening and one midday. The meetings would follow this format:
 - Screening of the video to explain the permit and Global's operations.
 - Additional remarks by subject matter experts at Global and possible community leaders.
 - Q&A section
 - Global would read questions from the submitted postcards and online questions.
 - Global would open the meeting to additional questions.
 - Global's prime objective is to listen to the community at these virtual meetings. When possible, Global will respond to questions.
 - Discussion of status of review process and steps going forward.
- Videos of the meetings would be saved online.
 - Pertinent questions and comments will be saved in a separate document that is easily searchable online and will be provided to the NYDEC. All comments received via postcard, email or at the meetings will be documented.
 - Technology: Global will need to research the best platform to host the virtual public meetings, balancing access and security. For example, attendees that wish to ask a question "live" during the virtual public meetings may need to RSVP in advance to allow Global to keep the meeting secure. However, Global will look for ways to make the video feed live and public during the virtual meeting for all observers.

Suggested Timeline (given in number of weeks per phase, start date will be adjusted accordingly)

3 Weeks

- Finalize virtual outreach with NYDEC
- Global produces video and outreach materials

1-2 Week

- Mail post cards*
- Publish video online
- Outreach to stakeholders

1 Week

- Host two virtual meetings

1 Week

- Publish virtual meetings and Q&A to website

**Three-weeks notice is written into our PPP, please note the NYDEC is requiring 15-days per the below criteria.*

Criteria from NYDEC

1. **Applicants** and **DEC staff** must immediately cancel all public meetings and information sessions.
2. As part of any public participation plans, **applicants** must host one video or teleconference call in place of cancelled public meetings and information sessions.
3. **Applicants** must create a dedicated publicly accessible website to publish all application and related documents.
4. **Applicants** must mail informational flyers to impacted residents 1) with a summary of the application, 2) directions on how to obtain the application materials on the publicly available website, 3) the time and date of a video- or teleconference-meeting (that would take place in place of a public meeting), and 4) a contact list of telephone numbers and e-mail addresses. Applicants must provide explicit directions on signing onto the tele- or video conference. The informational flyer should also include instructions on how impacted residents can submit questions or comments via email, writing or telephone, and the deadline for submitting questions via those alternative methods.
5. The video- or teleconference should occur not less than fifteen days from the postmark date of the informational mailing.
6. Public participation plans must allow for impacted residents to submit comments or questions by telephone or email to the **applicant** for a period of 15 days from the date of the video or teleconference. The minimum public comment period shall be 35 days from the date of the post mark date of the informational flyer.
7. **Applicants** must provide to the DEC staff written comments, if any, and a summary of public comments received."

Attachment XI

Updated PPP Supplement

Global Albany
Addendum/Updated Public Stakeholder List for the Public Participation Plan

May 17, 2023

Background

As part of the proposed changes to its terminal in Albany's South End neighborhood, Global created a Public Participation Plan that aims to keep members of the community, stakeholders and others informed about the process. Included in that PPP is a list of stakeholders, including: residents and neighborhood groups near the terminal; community, civic, environmental and business leaders and organizations; schools and religious organizations; and government and elected officials.

The PPP was first created in June 2020. It has since been updated to account for circumstances related to the COVID-19 pandemic and other changes that may have arisen. While most of the stakeholders and their associated titles and contact information have remained the same since the initial iteration of the PPP, there have been some updates. This addendum includes updated names, titles and contact information that are all current as of May 17, 2023.

List of Stakeholders

Community, civic, environmental and business leaders and organizations

- Eva Bass, Executive Director, Avillage: executive@avillage.org; general: info@avillage.org, 518-451-9849
- Dominick Casolaro, former Albany Common Council representative, Ward 1
- Alice Green, Executive Director, Center for Law & Justice: info.cflj@gmail.com, 518-427-8361
- Chiquita D'Arbeau, Executive Director, Albany Housing Authority: [contact page](#), 518-641-7518
- Sergeant (Ret.) Leonard Ricchiuti, Executive Director, Albany Police Athletic League: programs@albanyypal.org, 518-435-0392
- Justin Reuter, CEO, Boys and Girls Club of the Capital Area: jreuter@bgccapitalarea.org, 518-462-5528 ext. 1001
- Andrea Nicolay, Executive Director, Albany Public Library: [contact page](#)
- JoAnn Morton, President, South End Neighborhood Association: southendna@gmail.com or southendneighborhoodassociation@hotmail.com
- Center for Disability Services: info@opwdd.ny.gov, 518-437-5670
- Perry Jones, Executive Director, Capital City Rescue Mission: [contact page](#), 518-462-0459 ext 227
- Bree Barker, Salvation Army Albany: bree.baker@use.salvationarmy.org, 518-463-6678

Schools and religious organizations

- Marc Johnson, Pastor, St. John's Church of God in Christ: stjcgic@gmail.com 518-449-3888
- Jasmine Brown, Principal, Giffen Memorial Elementary School: jbrown@albany.k12.ny.us, 518-475-6650
- Amanda Boyd, Community Site Coordinator, Giffen Memorial Elementary School, aboyd@albany.k12.ny.us, 518-475-6669
- Charles J. Daniel, latest pastor at Calvary Baptist Church, 518-436-9308-
- Thomas Homes, Pastor at the Parish of St. John the Evangelist and St. Joseph, tfvh426@aol.com, 518-449-2232

Government and elected officials

City of Albany

- Kathy M. Sheehan, Mayor of Albany: mayor@albanyny.gov, 518-434-5013
- Corey Ellis, President, Albany Common Council: cellis@albanyny.gov, 518-478-6441
- Sonia Frederick, Albany Common Council, Ward 1: sfrederick@albanyny.gov, 518-533-8110
- Derek Johnson, Albany Common Council, Ward 2: dejohnson@albanyny.gov, 518-470-3827

- Kelly Kimbrough, Albany Common Council, Ward 4, President Pro Tempore: kimbrough@albanyny.gov, 518-250-9267
- Joseph Gregory, City of Albany Fire Chief: jgregory@albanyny.gov, 518-447-7879
- Eric Hawkins, City of Albany Police Chief: officeofthechief@albanyny.gov, 518-462-8013
- Dorsey Applys, Chief City Auditor, dapplies@albanyny.gov, 518-434-5023

Port of Albany

- Georgette Steffens, Commission Chairperson, Albany Port District: 518-463-8763
- Rich Hendrick, Chief Executive Officer, Port of Albany: 518-463-8763

Albany County

- Dan McCoy, Albany County Executive: county_executive@albanycountyny.gov, 518-447-7040
- George Penn, Director of Operations, Albany County: 518-447-7040
- Elizabeth F. Whalen, Department of Health Commissioner, 518-447-4580
- Craig Apple, Albany County Sheriff, contactsheriff@albanycounty.com, 518-487-5400
- Andrew Joyce, Chairman, Albany County Legislature: Andrew.joyce@albanycountynw.gov, 518-447-7168
- Carolyn McLaughlin, Albany County Legislature, District 1: Carolyn.McLaughlin@albanycountyny.gov, 518-376-5120
- Samuel Fein, Albany County Legislature, District 6: sam.fein@albanycountyny.gov, 518-362-8380

State of New York

- Senator Neil Breslin: breslin@nysenate.gov, 518-455-2225
- Assembly Member John McDonald: McDonaldJ@nyassembly.gov, 518-455-4474
- Assembly Member Patricia Fahy: FahyP@nyassembly.gov, 518-455-4178
- Congressman Paul Tonko: 518-465-0700, [Contact page](#)
- Basil Seggos, Commissioner, NYSDEC: [Contact page](#), 518-402-8545
- Tom Berkman, General Counsel, NYSDEC: 518-402-8543
- Rosa Mendez, Director, Office of Environmental Justice, NYSDEC: justice@dec.ny.gov, 518-402-8556
- Tony Luisi, Regional Director, Region 4, NYSDEC: r4info@dec.ny.gov, 518-357-2593
- Kate Kornak, Regional Permit Administrator, Region 4, NYSDEC: dep.r4@dec.ny.gov, 518-357-2069
- Jordan Gougler, Office of Environmental Justice: justice@dec.ny.gov, 518-402-8556

Global Albany Update on PPP Activities Since 2020

June 21, 2023

Background

This is intended to provide an update on Global's community giving and involvement activities since 2020 when we first submitted our Public Participation Plan.

Please know that Global intends to continue with these programs even outside of any regulatory process. We are happy to document these activities, and would be pleased to answer any questions you might have.

Community Involvement

We have a long track record of community involvement in and around Albany. This work is led by Mark Bobb-Semple, our full-time community liaison. Mark has been with Global since 2019. He has decades of experience in community engagement and nonprofit work in Albany.

Mark meets regularly with community leaders, elected officials and residents, including at Ezra Prentice, a housing facility located near to our terminal. Mark also convenes meetings with community members and Global leadership.

We have led tours of the terminal, met with community members, and kept information about our terminal and permit renewal current on our public website, www.globalalbany.com. Our intent with community involvement is to listen to potential concerns from community members, address and mitigate issues whenever possible and share current information about our operations.

Community Giving

With our community giving and engagement work, we seek to direct support to benefit the local community, particularly residents in the South End of Albany, the community closest to our terminal. We focus on a range of sectors including education, youth services, public safety, economic development and more.

Since January 2020, we have donated over \$86,000. Global has had the opportunity to support the following non-profit organizations:

Albany Community Outreach
Albany High School
Albany Lady Falcons Basketball Club
Albany Police & Fire Foundation
Albany Police Athletic League, Inc
Albany Pop Warner
AVillage Inc
Boys & Girls Clubs Of Albany
Christ's Church Albany
Homeward Bound Dog Rescue of New York Ltd

Just Be Ready
Lark Street Bid
Miss Shenendehowa Softball Inc
Montgomery County
Noteworthy Resources of Albany
NYS Odyssey of the Mind
Saratoga Miss Softball
The College of Saint Rose
Trooper Foundation-State of New York Inc
Ujamaa Market

Here are some examples of programs we have supported since 2020:

A Focus on STEM

Global has a deep commitment to supporting K-12 STEM education. In Albany, that priority is expressed through the company's financial and volunteer support of the local [Giffen Memorial Elementary School](#) and the local Boys and Girls Club.

- With Giffen School, in addition to general support for the school, Global supports a summer intensive program for K-5 that is offered to students who meet specific academic growth criteria.
- With Boys and Girls Club, in addition to general and program-specific assistance for the Club, Global supports the Ultimate Journey program (outdoor and nature learning) as well as the club's STEM afterschool programming.

Global recognizes the important impact of STEM on childhood learning and development. Global is in ongoing dialogue with Giffen School and Boys and Girls Club to look for ways to engage more deeply in supporting STEM learning throughout the year. That work is ongoing.

Internships in Albany

This summer, Global launched an internship program in Albany, New York, hiring two interns. The interns work full-time (40 hours per week) for six months, and will be compensated \$18/hour for their work.

Global is actively working to diversify those working in energy and terminal operations, with a specific focus on recruiting women and people of color. Global partnered with community groups to create a diverse candidate pool. The final candidates are both from Albany, and one is from the South End.

The two interns will rotate through different departments at the terminal, learning all facets of terminal operations. The goal is to have them be qualified and competitive for future employment in the field.

Global intends to continue this internship program in Albany, hiring 1-2 interns per year.

We support the Boys & Girls Club of Albany through a variety of programs.

- Global helped start their Ezra Prentice Programs. The Boys & Girls Club has built programs to provide after school support, teen-focused courses, and virtual-learning support at Ezra Prentice.
- Global supports other programs like Friday Teen Night, summer and fall scholastic basketball programs and the Club STEAM initiatives.

- Global provides ongoing Support for Food Programs. We know there is an ongoing need for fresh and healthy food. We appreciate the Club's work to provide meals to the community. We help support that work through donations and via meal delivery, which we provide from our Alltown Fresh® convenience market in Schenectady, New York.
- Global provides fuel for Boys & Girls Club vans.
- Global Community Liaison Mark Bobb-Semple serves on the board of the Boys & Girls Club.

Other Community Support

- Co-hosted an Earth Day community cleanup and cookout with music and conversation at Ezra Prentice Homes. We sponsored this event with our partner, the Boys & Girls Club of Albany, as well as Albany Housing Authority.
- We partner with Giffen Memorial Elementary School supporting their community school advisory board.
- We support the street outreach organization, Just Be Ready with their "Grab and Go" meal delivery program to neighbors in Albany's south and north end.
- Global employees continue to volunteer with the Lark Street Business Improvement District to help with the beautification of Lark Street.
- Global sponsors the Ujamaa Market, a market where predominantly Black-owned small businesses sell artisan goods.

\$2 Million to Provide Heating Oil to Families in Need

In addition to ongoing targeted local support, in December 2022, recognizing the unprecedented uncertainty and challenges in the energy market, Global donated \$2 million to provide heating oil for those in need. The donation was directed to seven states in the Northeast and distributed to local nonprofit entities serving low-income households.

- \$1.3 million was evenly split between Massachusetts and New York.
- An additional \$700,000 was split between Connecticut, Maine, New Hampshire, Rhode Island and Vermont.
- This \$2 million donation will provide heating fuel to warm an estimated 4,000 households in the Northeast this winter.

Attachment XII

SEQR/EAF

Full Environmental Assessment Form

Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No”. If the answer to the initial question is “Yes”, complete the sub-questions that follow. If the answer to the initial question is “No”, proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Global Albany - Title V Operational Flexibility Application		
Project Location (describe, and attach a general location map): Global Albany Terminal, 50 Church St, Albany, NY		
Brief Description of Proposed Action (include purpose or need): The proposed project at the Global Albany Terminal (“Terminal” or “Facility”) calls for reducing, redistributing and redefining product throughput limits and making other changes at the Terminal as follows: reduce the allowable throughput of crude oil at the Terminal from 1,850 million gallons to 450 million gallons, while increasing the cap on loading refined products by 450 million gallons for a total reduction in Facility throughput of approximately 950 million gallons; increase operational flexibility at the Terminal by allowing the loading of refined product across the Facility subject to certain throughput limitations; install additional controls to more efficiently capture and reduce volatile organic compound (VOC) and benzene emissions and accept lower emission limits on certain existing control equipment; and install exempt heaters/boilers and make other changes to enable management of biodiesel (collectively, the “Project”). The Project would reduce the potential to emit VOCs from the Terminal by approximately 45 tons per year. See the accompanying EAF Supplement for a detailed description of the Project. Sections 2.3, 6.2 and 6.2.1 of the Supplement provide more information on the cap of crude oil, the reduction of VOC PTE, and benzene emissions, respectively.		
Name of Applicant/Sponsor: Global Companies LLC	Telephone: - 781 894 8800	
	E-Mail: - See Contact Below	
Address: 800 South Street, Suite 500		
City/PO: Waltham	State: MA	Zip Code: 02454
Project Contact (if not same as sponsor; give name and title/role): Tom Keefe; VP - Environmental, Health and Safety	Telephone: 781-398-4132	
	E-Mail: tkeefe@globalp.com	
Address: 800 South Street, Suite 500		
City/PO: Waltham	State: MA	Zip Code: 02454
Property Owner (if not same as sponsor): -Same As Applicant	Telephone: -	
	E-Mail: -	
Address: -		
City/PO: -	State: -	Zip Code: -

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, ☐ Yes ☒ No or Village Board of Trustees		
b. City, Town or Village ☐ Yes ☒ No Planning Board or Commission		
c. City, Town or ☐ Yes ☒ No Village Zoning Board of Appeals		
d. Other local agencies ☒ Yes ☐ No	City of Albany, Building Department	Building Permit may be required; to be discussed with City prior to construction.
e. County agencies ☐ Yes ☒ No		
f. Regional agencies ☐ Yes ☒ No		
g. State agencies ☒ Yes ☐ No	NYSDEC - Air Permit Modification	March 2020
h. Federal agencies ☒ Yes ☐ No	EPA - Review / Comment on Air Permit Modification	March 2020
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		☒ Yes ☐ No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		☒ Yes ☐ No
iii. Is the project site within a Coastal Erosion Hazard Area?		☐ Yes ☒ No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐ Yes ☒ No

- If Yes, complete sections C, F and G.
- If No, proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☒ Yes ☐ No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☒ Yes ☐ No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☒ Yes ☐ No

If Yes, identify the plan(s):

Remediation Sites: 546031, NYS Heritage Areas: Mohawk Valley Heritage Corridor

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐ Yes ☒ No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☒ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?

I-2; General Industrial

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☒ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☒ No

If Yes,

i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? City of Albany

b. What police or other public protection forces serve the project site?

City of Albany

c. Which fire protection and emergency medical services serve the project site?

City of Albany

d. What parks serve the project site?

Pocket Park at Broadway & Church (~0.20 mi); Krank Park (~0.25 mi); Mt. Hope Playground (~0.5 mi)

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Industrial

b. a. Total acreage of the site of the proposed action? Approx 60 acres

b. Total acreage to be physically disturbed? 0.07 acres

c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? Approx 60 acres

c. Is the proposed action an expansion of an existing project or use? ☒ Yes ☐ No

i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 0.1 Units: acres

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☒ No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☒ No

iii. Number of lots proposed? _____

iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☒ No

i. If No, anticipated period of construction: 18 months

ii. If Yes:

- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ - month _____ - year
- Anticipated completion date of final phase _____ - month _____ - year

• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐ Yes ☒ No If Yes, show numbers of units proposed.				
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? ☐ Yes ☒ No If Yes,	
i. Total number of structures _____ ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length iii. Approximate extent of building space to be heated or cooled: _____ square feet	

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☒ No If Yes,	
i. Purpose of the impoundment: _____ ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: _____ iii. If other than water, identify the type of impounded/contained liquids and their source. _____ iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____ _____	

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐ Yes ☒ No (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) If Yes:	
i. What is the purpose of the excavation or dredging? _____ ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site? • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____ _____ iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☒ No If yes, describe. _____ _____ v. What is the total area to be dredged or excavated? _____ acres vi. What is the maximum area to be worked at any one time? _____ acres vii. What would be the maximum depth of excavation or dredging? _____ feet viii. Will the excavation require blasting? ☐ Yes ☒ No ix. Summarize site reclamation goals and plan: _____ _____ _____	

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☒ No If Yes:	
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____ _____	

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☒ No
If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☒ No
If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? ☒ Yes ☐ No
If Yes:

i. Total anticipated water usage/demand per day: _____ 300 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☒ Yes ☐ No
If Yes:

- Name of district or service area: Albany Water Department
- Does the existing public water supply have capacity to serve the proposal? ☒ Yes ☐ No
- Is the project site in the existing district? ☒ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☒ No
- Do existing lines serve the project site? ☒ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☒ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☒ No
If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: NA

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: NA gallons/minute.

d. Will the proposed action generate liquid wastes? ☒ Yes ☐ No
If Yes:

i. Total anticipated liquid waste generation per day: _____ <5 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Periodic boiler blowdown - see Section 7.0 of the EAF Supplement, Water Quality Impact.

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐ Yes ☒ No
If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project site? - Will a line extension within an existing district be necessary to serve the project? If Yes: - Describe extensions or capacity expansions proposed to serve this project: _____	☐ Yes ☐ No ☐ Yes ☐ No		
iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☒ No If Yes: - Applicant/sponsor for new district: _____ - Date application submitted or anticipated: _____ - What is the receiving water for the wastewater discharge? _____			
v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans): Public facilities will be used. _____ _____ _____			
vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____ There are no plans or designs to capture, recycle or reuse liquid waste. _____ _____			
e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☒ No If Yes: i. How much impervious surface will the project create in relation to total size of project parcel? _____ Square feet or _____ acres (impervious surface) _____ Square feet or _____ acres (parcel size) ii. Describe types of new point sources. _____ iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)? _____ _____ _____ _____ If to surface waters, identify receiving water bodies or wetlands: _____ _____ _____ _____ Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No			
iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No			
f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☒ Yes ☐ No If Yes, identify: i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) Mobile sources include tanker trucks. ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) There will be no stationary sources during construction. iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) Exempt boilers - see Air Permit Application and EAF Supplement. Sections 12.1.2 and 12.2 of the EAF Supplement address exempt boilers.			
g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☒ Yes ☐ No If Yes: i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☒ Yes ☐ No ii. In addition to emissions as calculated in the application, the project will generate: <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"> _____ see note Tons/year (short tons) of Carbon Dioxide (CO₂) _____ see note Tons/year (short tons) of Nitrous Oxide (N₂O) _____ see note Tons/year (short tons) of Perfluorocarbons (PFCs) _____ see note Tons/year (short tons) of Sulfur Hexafluoride (SF₆) _____ see note Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) _____ see note Tons/year (short tons) of Hazardous Air Pollutants (HAPs) </td> <td style="width: 40%; vertical-align: top; padding-left: 20px;"> There are no emissions "in addition to emissions as calculated in the application" therefore this section is intentionally left blank. </td> </tr> </table>		_____ see note Tons/year (short tons) of Carbon Dioxide (CO₂) _____ see note Tons/year (short tons) of Nitrous Oxide (N₂O) _____ see note Tons/year (short tons) of Perfluorocarbons (PFCs) _____ see note Tons/year (short tons) of Sulfur Hexafluoride (SF₆) _____ see note Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) _____ see note Tons/year (short tons) of Hazardous Air Pollutants (HAPs)	There are no emissions "in addition to emissions as calculated in the application" therefore this section is intentionally left blank.
_____ see note Tons/year (short tons) of Carbon Dioxide (CO₂) _____ see note Tons/year (short tons) of Nitrous Oxide (N₂O) _____ see note Tons/year (short tons) of Perfluorocarbons (PFCs) _____ see note Tons/year (short tons) of Sulfur Hexafluoride (SF₆) _____ see note Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) _____ see note Tons/year (short tons) of Hazardous Air Pollutants (HAPs)	There are no emissions "in addition to emissions as calculated in the application" therefore this section is intentionally left blank.		

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☒ Yes ☐ No If Yes: i. Estimate methane generation in tons/year (metric): <u>1.02</u> ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): <u>Methane emissions are highest during low-temperature combustion or incomplete combustion, such as the start-up or shut-down cycles for boilers. These period will be minimized in accordance with federal air regulations.</u>			
i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐ Yes ☒ No If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____ _____			
j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? See Section 5 of the EAF and Attachment E for truck route study. ☐ Yes ☒ No If Yes: i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐ Weekend ☐ Randomly between hours of _____ to _____. ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____ _____ iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____ iv. Does the proposed action include any shared use parking? ☐ Yes ☐ No v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____ vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐ Yes ☐ No vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐ Yes ☐ No viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐ Yes ☐ No			
k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☒ Yes ☐ No If Yes: i. Estimate annual electricity demand during operation of the proposed action: _____ See Section 4.0 in the EAF Supplement for more information on energy use. ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): <u>Local utility company.</u> iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐ Yes ☒ No			
l. Hours of operation. Answer all items which apply. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> i. During Construction: • Monday - Friday: _____ 24/7 • Saturday: _____ 24/7 • Sunday: _____ 24/7 • Holidays: _____ 24/7 </td> <td style="width: 50%; vertical-align: top;"> ii. During Operations: • Monday - Friday: _____ 24/7 • Saturday: _____ 24/7 • Sunday: _____ 24/7 • Holidays: _____ 24/7 </td> </tr> </table>		i. During Construction: • Monday - Friday: _____ 24/7 • Saturday: _____ 24/7 • Sunday: _____ 24/7 • Holidays: _____ 24/7	ii. During Operations: • Monday - Friday: _____ 24/7 • Saturday: _____ 24/7 • Sunday: _____ 24/7 • Holidays: _____ 24/7
i. During Construction: • Monday - Friday: _____ 24/7 • Saturday: _____ 24/7 • Sunday: _____ 24/7 • Holidays: _____ 24/7	ii. During Operations: • Monday - Friday: _____ 24/7 • Saturday: _____ 24/7 • Sunday: _____ 24/7 • Holidays: _____ 24/7		

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☒ Yes ☐ No If yes: i. Provide details including sources, time of day and duration: See EAF Supplement, Attachment G for the noise study (Dec. 12th, 2019) for noise associated with operation. Construction noise will be on site and will not impact off site. Construction will be limited to 7 am to 6 pm Monday through Friday. ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☒ No Describe: _____	
n. Will the proposed action have outdoor lighting? ☒ Yes ☐ No If yes: i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: There may be minor lighting fixtures added related to the boiler installation at the lube oil building. Lighting will be localized and only impact the immediately surrounding area. See EAF Supplement Section 3.1, which proposes changes to the Lube Oil building to accommodate boilers. ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☒ No Describe: _____	
o. Does the proposed action have the potential to produce odors for more than one hour per day? ☒ Yes ☐ No If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____ Routine odors associated with petroleum terminal operations. No off site odor. See EAF Supplement, Section 9.0 and Attachment F for more information on the odor study conducted (Oct. 23rd, 2019).	
p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☒ Yes ☐ No If Yes: i. Product(s) to be stored <u>Biodiesel</u> ii. Volume(s) <u>variable</u> per unit time <u>year</u> (e.g., month, year) iii. Generally, describe the proposed storage facilities: _____ Biodiesel storage - see Section 2.2: Bulk Storage Tanks in the EAF Supplement for more information.	
q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☒ No If Yes: i. Describe proposed treatment(s): _____ _____ _____ ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No	
r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☒ Yes ☐ No If Yes: i. Describe any solid waste(s) to be generated during construction or operation of the facility: • Construction: <u>minor construction waste</u> tons per <u>unknown</u> (unit of time) • Operation : <u>boiler blowdown</u> tons per <u>NA</u> (unit of time) ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste: • Construction: <u>construction waste will be minimal and typical of construction.</u> • Operation: <u>Boiler wastewater will be reused to the extent practicable</u> iii. Proposed disposal methods/facilities for solid waste generated on-site: • Construction: <u>Solid waste generated during construction will be properly managed at a Part 360 permitted facility.</u> • Operation: <u>Boiler blowdown will be properly characterized and transported to an appropriate treatment facility.</u>	

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☒ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☒ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____
Not anticipated. Boiler blowdown will need to be characterized for hazardous waste constituents

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☒ Urban ☒ Industrial ☒ Commercial ☒ Residential (suburban) ☐ Rural (non-farm)

☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

The Terminal is located on Church Street in a heavily industrial and commercial area of the City of Albany, NY. There are no residences located immediately adjacent to the Terminal. However, the Ezra Prentice Homes are located along South Pearl Street and adjacent to the Kenwood Rail Yard

b. Land uses and covertypes on the project site.

Land use or Covertypes	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	Approx 60	Approx 60	<0.1
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: _____	0	0	0

c. Is the project site presently used by members of the community for public recreation? i. If Yes: explain: _____	☐ Yes ☒ No
d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? If Yes, i. Identify Facilities: Albany Community Charter School; School Number 17 _____	☒ Yes ☐ No
e. Does the project site contain an existing dam? If Yes: i. Dimensions of the dam and impoundment: • Dam height: _____ feet • Dam length: _____ feet • Surface area: _____ acres • Volume impounded: _____ gallons OR acre-feet ii. Dam's existing hazard classification: _____ iii. Provide date and summarize results of last inspection: _____ _____	☐ Yes ☒ No
f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? If Yes: i. Has the facility been formally closed? • If yes, cite sources/documentation: _____ ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____ _____ iii. Describe any development constraints due to the prior solid waste activities: _____	☐ Yes ☒ No ☐ Yes ☐ No
g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? If Yes: i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: The Terminal has been a generator of hazardous waste from regular maintenance and tank cleaning and has an EPA Site Identification Number. _____ _____	☒ Yes ☐ No
h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? If Yes: i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☒ Yes – Spills Incidents database Provide DEC ID number(s): historical spills ☒ Yes – Environmental Site Remediation database Provide DEC ID number(s): 546031 ☐ Neither database ii. If site has been subject of RCRA corrective activities, describe control measures: _____ The adjacent site is the Hudson River. _____ iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? If yes, provide DEC ID number(s): 546031, 442004, 442022, V00521, V00464, 442027,... iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): Various phases of activity _____ _____	☒ Yes ☐ No ☒ Yes ☐ No

v. Is the project site subject to an institutional control limiting property uses? ☒ Yes ☐ No													
- If yes, DEC site ID number: <u>various</u> - Describe the type of institutional control (e.g., deed restriction or easement): <u>Deed Restriction</u> - Describe any use limitations: <u>Property cannot be used for Residential uses</u> - Describe any engineering controls: <u>N/A</u> - Will the project affect the institutional or engineering controls in place? ☐ Yes ☒ No - Explain: _____													
E.2. Natural Resources On or Near Project Site													
a. What is the average depth to bedrock on the project site? _____ > 5 feet													
b. Are there bedrock outcroppings on the project site? ☐ Yes ☒ No If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %													
c. Predominant soil type(s) present on project site: <table style="width: 100%; border: none;"> <tr> <td style="width: 60%; border-bottom: 1px solid black;">Fill</td> <td style="width: 40%; text-align: right; border-bottom: 1px solid black;">100 %</td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="text-align: right; border-bottom: 1px solid black;">%</td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="text-align: right; border-bottom: 1px solid black;">%</td> </tr> </table>		Fill	100 %		%		%						
Fill	100 %												
	%												
	%												
d. What is the average depth to the water table on the project site? Average: _____ > 5 feet													
e. Drainage status of project site soils: <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">☐ Well Drained:</td> <td style="width: 70%; text-align: right;">_____ % of site</td> </tr> <tr> <td>☒ Moderately Well Drained:</td> <td style="text-align: right;">100 % of site</td> </tr> <tr> <td>☐ Poorly Drained</td> <td style="text-align: right;">_____ % of site</td> </tr> </table>		☐ Well Drained:	_____ % of site	☒ Moderately Well Drained:	100 % of site	☐ Poorly Drained	_____ % of site						
☐ Well Drained:	_____ % of site												
☒ Moderately Well Drained:	100 % of site												
☐ Poorly Drained	_____ % of site												
f. Approximate proportion of proposed action site with slopes: <table style="width: 100%; border: none;"> <tr> <td style="width: 40%;">☒ 0-10%:</td> <td style="width: 60%; text-align: right;">100 % of site</td> </tr> <tr> <td>☐ 10-15%:</td> <td style="text-align: right;">_____ % of site</td> </tr> <tr> <td>☐ 15% or greater:</td> <td style="text-align: right;">_____ % of site</td> </tr> </table>		☒ 0-10%:	100 % of site	☐ 10-15%:	_____ % of site	☐ 15% or greater:	_____ % of site						
☒ 0-10%:	100 % of site												
☐ 10-15%:	_____ % of site												
☐ 15% or greater:	_____ % of site												
g. Are there any unique geologic features on the project site? ☐ Yes ☒ No If Yes, describe: _____													
h. Surface water features.													
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☒ Yes ☐ No													
ii. Do any wetlands or other waterbodies adjoin the project site? ☒ Yes ☐ No													
If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i.													
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☒ Yes ☐ No													
iv. For each identified regulated wetland and waterbody on the project site, provide the following information: <table style="width: 100%; border: none;"> <tr> <td style="width: 10%;">• Streams:</td> <td style="width: 40%;">Name _____</td> <td style="width: 50%;">Classification _____</td> </tr> <tr> <td>• Lakes or Ponds:</td> <td>Name _____</td> <td>Classification _____</td> </tr> <tr> <td>• Wetlands:</td> <td>Name <u>Federal Waters, Federal Waters, Federal Waters</u></td> <td>Approximate Size _____</td> </tr> <tr> <td>• Wetland No. (if regulated by DEC)</td> <td colspan="2">_____</td> </tr> </table>		• Streams:	Name _____	Classification _____	• Lakes or Ponds:	Name _____	Classification _____	• Wetlands:	Name <u>Federal Waters, Federal Waters, Federal Waters</u>	Approximate Size _____	• Wetland No. (if regulated by DEC)	_____	
• Streams:	Name _____	Classification _____											
• Lakes or Ponds:	Name _____	Classification _____											
• Wetlands:	Name <u>Federal Waters, Federal Waters, Federal Waters</u>	Approximate Size _____											
• Wetland No. (if regulated by DEC)	_____												
v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☒ Yes ☐ No If yes, name of impaired water body/bodies and basis for listing as impaired: _____ Name - Pollutants - Uses: <u>Hudson River (Class C) – Priority Organics – Fish Consumption</u>													
i. Is the project site in a designated Floodway? ☐ Yes ☒ No													
j. Is the project site in the 100-year Floodplain? ☒ Yes ☐ No													
k. Is the project site in the 500-year Floodplain? ☒ Yes ☐ No													
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☒ Yes ☐ No If Yes: i. Name of aquifer: <u>Principal Aquifer</u>													

m. Identify the predominant wildlife species that occupy or use the project site: _____ NONE _____ _____	
n. Does the project site contain a designated significant natural community? ☒ Yes ☐ No If Yes: i. Describe the habitat/community (composition, function, and basis for designation): _____ Tidal River ii. Source(s) of description or evaluation: <u>Environmental Resource Mapper</u> iii. Extent of community/habitat: • Currently: _____ 74248.64 acres • Following completion of project as proposed: _____ 74248.64 acres • Gain or loss (indicate + or -): _____ 0 acres	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☒ Yes ☐ No If Yes: i. Species and listing (endangered or threatened): _____ Shortnose Sturgeon _____	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☒ No If Yes: i. Species and listing: _____ _____	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☒ No If yes, give a brief description of how the proposed action may affect that use: _____ _____	
E.3. Designated Public Resources On or Near Project Site	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☒ No i. If Yes: acreage(s) on project site? _____ ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☒ No If Yes: i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☒ No If Yes: i. CEA name: _____ ii. Basis for designation: _____ iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☒ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☒ Historic Building or District

ii. Name: Cherry Hill, Mendelson, A., & Son Company Building

iii. Brief description of attributes on which listing is based:

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☒ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☒ No

If Yes:

i. Describe possible resource(s):

ii. Basis for identification:

h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☒ No

If Yes:

i. Identify resource:

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.):

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☒ No

If Yes:

i. Identify the name of the river and its designation:

ii. Is the activity consistent with development restrictions contained in 6 NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

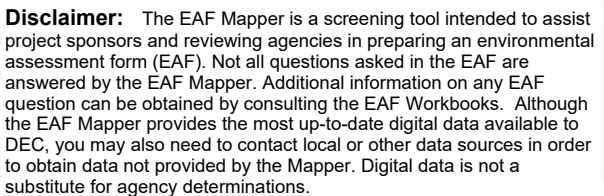
Applicant/Sponsor Name Tom Keefe Global Companies LLC

Date 12/15/2020

Signature



Title Vice President, Environmental Health and Safety



B.i.i [Coastal or Waterfront Area]	Yes
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	Remediaton Sites:546031, NYS Heritage Areas:Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Yes - Digital mapping data for Spills Incidents are not available for this location. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Yes
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Yes
E.1.h.i [DEC Spills or Remediation Site - DEC ID Number]	546031
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	546031, 442004, 442022, V00521, V00464, 442027, C442035, B00005, B00055, 442009
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters
E.2.h.v [Impaired Water Bodies]	Yes
E.2.h.v [Impaired Water Bodies - Name and Basis for Listing]	Name - Pollutants - Uses:Hudson River (Class C) – Priority Organics – Fish Consumption

E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer
E.2.n. [Natural Communities]	Yes
E.2.n.i [Natural Communities - Name]	Tidal River
E.2.n.i [Natural Communities - Acres]	74248.64
E.2.o. [Endangered or Threatened Species]	Yes
E.2.o. [Endangered or Threatened Species - Name]	Shortnose Sturgeon
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National Register of Historic Places - Name]	Cherry Hill, Mendelson, A., & Son Company Building
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

**STATE ENVIRONMENTAL QUALITY REVIEW (SEQR)
ENVIRONMENTAL ASSESSMENT FORM SUPPLEMENT
GLOBAL ALBANY TERMINAL**

**GLOBAL COMPANIES LLC - ALBANY TERMINAL
50 Church St
Albany, NY 12202**

**DEC PERMIT APPLICATION
#4-0101-00070/02003**

March 2020

Prepared by:



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Attachment B	Project Site Plan
Attachment C	Zoning Map
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Attachment E	Global Truck Route Study
Attachment F	Global Odor Study
Attachment G	Global Noise Study
Attachment H	Photographs / Rendering of Truck Rack

ACRONYMS

AGCs	ANNUAL GUIDELINE CONCENTRATIONS
APCD	ALBANY PORT DISTRICT COMMISSION
APRC	ALBANY PORT RAILROAD CORPORATION
CAA	CLEAN AIR ACT
CLCPA	CLIMATE LEADERSHIP AND COMMUNITY PROTECTION ACT
CO	CARBON MONOXIDE
CO ₂	CARBON DIOXIDE
CP RAIL	CANADIAN PACIFIC RAILWAY
CRRA	COMMUNITY RISK AND RESILIENCY ACT
DEC	NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
DMR	DISCHARGE MONITORING REPORT
DOS	NEW YORK STATE DEPARTMENT OF STATE
EAF	ENVIRONMENTAL ASSESSMENT FORM
ECL	NEW YORK STATE ENVIRONMENTAL CONSERVATION LAW
EIS	ENVIRONMENTAL IMPACT STATEMENT
EJ	ENVIRONMENTAL JUSTICE
EPA	U.S. ENVIRONMENTAL PROTECTION AGENCY
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FRA	FEDERAL RAILROAD ADMINISTRATION
FRSA	FEDERAL RAILROAD SAFETY ACT
GCL	GENSYNTHETIC CLAY LINER
GHG	GREENHOUSE GAS
HFCs	HYDROFLUOROCARBONS
HMR	HAZARDOUS MATERIAL REGULATIONS
IFR	INTERNAL FLOATING ROOF
LDAR	LEAK DETECTION AND REPAIR
LWRP	LOCAL WATERFRONT REVITALIZATION PROGRAM
MOSF	MAJOR OIL STORAGE FACILITY
N ₂ O	NITROUS OXIDE
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
NEPA	NATIONAL ENVIRONMENTAL POLICY ACT
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NSR	NEW SOURCE REVIEW
NYCRR	NEW YORK CODES, RULES AND REGULATIONS
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
PBS	PETROLEUM BULK STORAGE
PFCs	PERFLUOROCARBONS
PFOS	PERFLUOROOCTANESULFONIC ACID

PHMSA	PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION
PM _{10/2.5}	PARTICULATE MATTER (MEASURED IN MICROMETERS)
PPP	PUBLIC PARTICIPATION PLAN
PSD	PREVENTION OF SIGNIFICANT DETERIORATION
PTE	POTENTIAL TO EMIT
RVP	REID VAPOR PRESSURE
SO ₂	SULFUR DIOXIDE
SEQR	STATE ENVIRONMENTAL QUALITY REVIEW (ACT)
SF ₆	SULFUR HEXAFLUORIDE
SGCs	SHORT-TERM GUIDELINE CONCENTRATIONS
SHPO	NEW YORK STATE HISTORIC PRESERVATION OFFICE
SPCC	SPILL PREVENTION, CONTROL, AND COUNTERMEASURES
SPDES	STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM
STB	SURFACE TRANSPORTATION BOARD
TPY	TONS PER YEAR
TRAP	TRAFFIC RELATED AIR POLLUTION
USDO	UNIFIED SUSTAINABLE DEVELOPMENT ORDINANCE
USDOT	UNITED STATES DEPARTMENT OF TRANSPORTATION
VCU	VAPOR COMBUSTION UNIT
VRU	VAPOR RECOVERY UNIT
WWTP	WASTEWATER TREATMENT PLANT

1.0 INTRODUCTION

Envirospec Engineering, PLLC (Envirospec), on behalf of Global Companies LLC (Global), has prepared a Long Environmental Assessment Form (EAF) and this attached Supplement to the EAF in support of proposed changes at its Albany Terminal (Terminal). Global is submitting an application to modify its Title V air permit (Application) that will afford it operational flexibility to address changing local and regional market conditions while at the same time significantly reducing the allowable Terminal throughput.

As further described in Section 2.3, this Project will include additional air emission control measures, installation of equipment to heat biodiesel, and changes to the truck and rail loading racks to reduce and improve operational efficiency (collectively, the Project). Although the Project requires Global to seek a modification of its existing Title V air permit which triggers a review under the State Environmental Quality Review Act (SEQR), it will not result in significant adverse environmental impacts to the community, including those relating to air quality, odor, noise and truck traffic. This Project EAF Supplement is intended to provide a comprehensive discussion of potential impacts under SEQR as discussed in detail below.¹

Global met with local community residents, leaders and elected officials prior to submitting its Application in accordance with a written public participation plan and will continue these outreach efforts throughout this permit review process.

¹ This document supplements and expands the information contained in the attached EAF form. References to the section(s) of the EAF supplemented by this document are included, as appropriate.

2.0 FACILITY DESCRIPTION

2.1 Facility Location (EAF Sections A, C, & E)

The Terminal is located on Church Street in a heavily industrial and commercial area of the City of Albany, NY. See Attachment A for a map of the area in the vicinity of the Terminal. The Terminal is located between New York Interstate I-787 and the Hudson River and is adjacent to the heavily industrialized Port of Albany and across the Hudson River from the Port of Rensselaer. The two Ports are collectively regulated by the Albany Port District Commission (APDC) as the Port of Albany. As described in a 2016 report prepared by the APDC (hereinafter the “2016 Port Annual Report”), “[t]he Port of Albany is a year-round, 24-hour facility spanning 300 acres on the Albany and Rensselaer sides of the Hudson River. . . . Operations include a range of tenant functions supported by critical multi-modal transportation resources” (APDC, 2016, p.7). The Albany County South Wastewater Treatment Plant (WWTP), which serves most of the City of Albany and the Port of Albany, is located immediately west of the Port of Albany and south of the Terminal (i.e., between the Terminal and the Port). The WWTP treats sanitary sewage and industrial wastewater.

There are many other industrial and large-scale commercial activities located in the Port of Albany in close proximity to the Terminal. These activities were most recently individually summarized in the 2016 Port Annual Report as follows:

- Gorman Brothers: A construction materials facility that includes the largest deep-water asphalt terminal on the East Coast, a rail terminal, asphalt emulsion manufacturing plants, and transportation facilities.
- Waste Management of New York: A solid waste transfer facility responsible for over 17,000 truck trips annually.
- W.M. Biers: A facility that provides locally produced landscape materials for commercial and residential customers, heavy-duty landscape equipment sales, as well as landscape and tree-removal services. Ten thousand trucks were loaded at the facility in 2015.

- Upstate Shredding/Ben Weitsman: An 18-acre facility that processes scrap metal and transports it to domestic mills and iron foundries with 13,680 annual truck shipments into and out of their Port facility.
- Mohawk Paper Mills: A global producer of high-performance papers for design and publishing. The company's Port warehouse and distribution center is home to a world-class digital printing center. Mohawk Paper is used in publications with a world-wide reach, with 5,000 annual truck shipments of paper delivered throughout North America.
- Westway Feed Products: A facility that produces custom liquid animal feed supplements, fertilizer, and agricultural-based wastewater treatment solutions for farms throughout the Northeast U.S. with 3,131 truckloads of liquid product transported.
- Buckeye Partners: A facility permitted to store and transport crude oil, refined petroleum products (including asphalt) and ethanol. Products are delivered to and/or shipped from the Buckeye facility by rail, truck and vessel.²

The Port of Albany also is the home of a large-scale stevedoring operation and a major grain elevator, among other businesses (APDC, 2016).

Currently, the Port of Albany and adjacent industrial areas, including the location of the Terminal, are part of a major corridor for rail freight lines through the City of Albany that are operated by Canadian Pacific Railway (CP Rail), CSX Corporation, and short-line haulers. The Kenwood Rail Yard, which is owned by CP Rail, facilitates rail deliveries to a number of locations within and adjacent to the Port. A portion of the Kenwood Rail Yard is leased to Global and is used to offload product (herein referred to as the rail offload area). Beyond the Kenwood Rail Yard, CP Rail and CSX operate active rail lines throughout New York's Capital Region and in interstate commerce. The Port of Albany itself is served by the Albany Port Railroad Corporation (APRC), which is jointly owned and operated by CSX and CP Rail. The APRC provides on-site industrial track services and moves heavy lift and other commercial cargo through the Port using a 20-mile standard-gauge switching railroad, heavy lift, and on-

² Buckeye also maintains a petroleum bulk storage facility on the Rensselaer side of the Port along the Hudson River.

dock rail (APDC, 2016). Under federal law, discussed in Section 10.0 below, State and local control over the routine transportation-related activities of trains within the Kenwood Rail Yard are preempted by federal law.

There are no residences located immediately adjacent to the Terminal. However, the Ezra Prentice Homes—a 179-unit complex of garden apartments managed by the Albany Housing Authority—is located south of the Albany County WWTP along South Pearl Street and adjacent to the Kenwood Rail Yard. Albany’s South End neighborhood is located northwest of the Terminal on the opposite side of Interstate 787.

2.2 Description of Terminal (EAF Section A)

The Terminal is an important hub for the receipt, storage and distribution of petroleum products and renewable fuels, such as ethanol, to customers in the Capital Region and beyond and is an important component of the energy infrastructure of the Northeast. Petroleum products have been stored at, and transported from, the Terminal since the 1920s. This use predates many of the uses in the surrounding area—including the Ezra Prentice Homes—by several decades. Global acquired the Terminal from ExxonMobil in 2007.

Currently, the Terminal is a 63-acre licensed, permitted and operational bulk storage and transfer terminal consisting of storage tanks and truck, rail and marine loading and offloading facilities. Terminal operations include storage, blending and distribution of various petroleum and related products including, but not limited to, refined petroleum products (e.g., gasoline, distillate, kerosene, heating oil), additives, ethanol, crude oil, and petroleum product/water mixtures. Products are delivered to and shipped from the Terminal by marine vessel, rail and truck and are stored in the tanks. Key components of the Terminal are described in greater detail below:

- **Bulk Storage Tanks:** The Terminal is the site of 16 bulk storage tanks ranging in size from 1.5 to 5.8 million gallons. Tanks used to store gasoline, crude oil, and ethanol are equipped with internal floating roofs (IFRs) to control emissions.

- **Truck Loading Rack:** The truck loading rack consists of eight loading positions. Product is pumped from the tanks to the truck loading rack where it is dispensed into trucks for delivery to retailers and other customers. Emissions from the truck loading rack are controlled by a vapor recovery unit (VRU).
- **Rail Loading / Unloading:** The rail loading rack consists of eight loading positions. Product is pumped from the tanks to the loading area where it is dispensed into railcars for transport. Emissions from rail loading are controlled by a vapor combustion unit (VCU). In addition, products are offloaded from railcars into the tanks at the rail offload area leased from CP and at a small spur located adjacent to the rail loading rack.
- **Marine Dock:** The marine dock is equipped with one position for loading or offloading products from vessels. Emissions from vessel loading are controlled by one of two VCUs.

Operations at the Terminal are governed by numerous federal and State laws and regulations, many of which require permits, licenses or other approvals. Of particular relevance to this submission, the Terminal is subject to a Title V air permit issued pursuant to 6 NYCRR Part 201. Global's current Title V permit requires compliance with federal and State air emission control requirements and includes limits on the amount of certain products that can be loaded at the racks. In addition, the VRU and VCUs must meet specific limits on the quantity of VOCs that may be emitted, measured in milligrams of VOC emitted per liter of product loaded (mg/L). A Site Plan showing the layout of the Terminal is included as Attachment B.

2.3 Description of Project (EAF Sections A, D.1, & D.2)

In 2015, Global submitted a timely and complete application to renew its Title V air permit to the New York State Department of Environmental Conservation (DEC) that did not seek any significant changes to the permit. DEC has not yet processed the renewal application. The Project is a modification separate from the previously submitted renewal. Global is requesting that DEC renew its existing permit and approve its request for a Title V air permit modification for the Project at the Terminal.

The Project will benefit the community and the environment through the installation of equipment to more efficiently capture and control emissions from the Terminal's loading operations. In addition, the Project will enable the Terminal to handle biodiesel consistent with the State's goals of increasing renewable fuel use, while reducing the allowable throughput at the Terminal by nearly one-third, or almost one billion gallons. At the same time, the Project will provide Global with the ability to adjust to changes in the market as well as enhance loading capabilities to provide better service to its customers, while significantly reducing the allowable crude oil throughout.

A more detailed description of the Project is set forth below.

Operational Flexibility:

Currently, loading of gasoline and ethanol at the Terminal is capped at each of three loading areas: the truck loading rack, the rail loading rack, and the marine dock. Loading of distillate products (including diesel fuel, heating oil and kerosene) is capped on a facility-wide basis. The Project includes the addition of a facility-wide cap that incorporates all refined products (including gasoline, ethanol, distillates, blendstocks, and biodiesel) as well as a reconfiguration of the existing sub-caps at each of the loading areas. This reconfiguration of the caps will allow flexibility in the type and volume of products distributed at the individual loading areas to adjust to changing market conditions, while ensuring against major changes in truck or rail traffic.

In addition to the refined product caps listed above, the current permit contains a separate cap on loading crude oil at the marine dock. As part of the Project, Global will reduce the cap on crude oil by over 75%, from 1,850 million gallons to 450 million gallons, while increasing the cap on loading refined products by 450 million gallons for a total reduction in facility throughput of approximately 950 million gallons.

A summary of the existing and proposed caps for refined products and crude oil is provided below. As part of the Project, Global is proposing to accept subcaps on the truck and rail

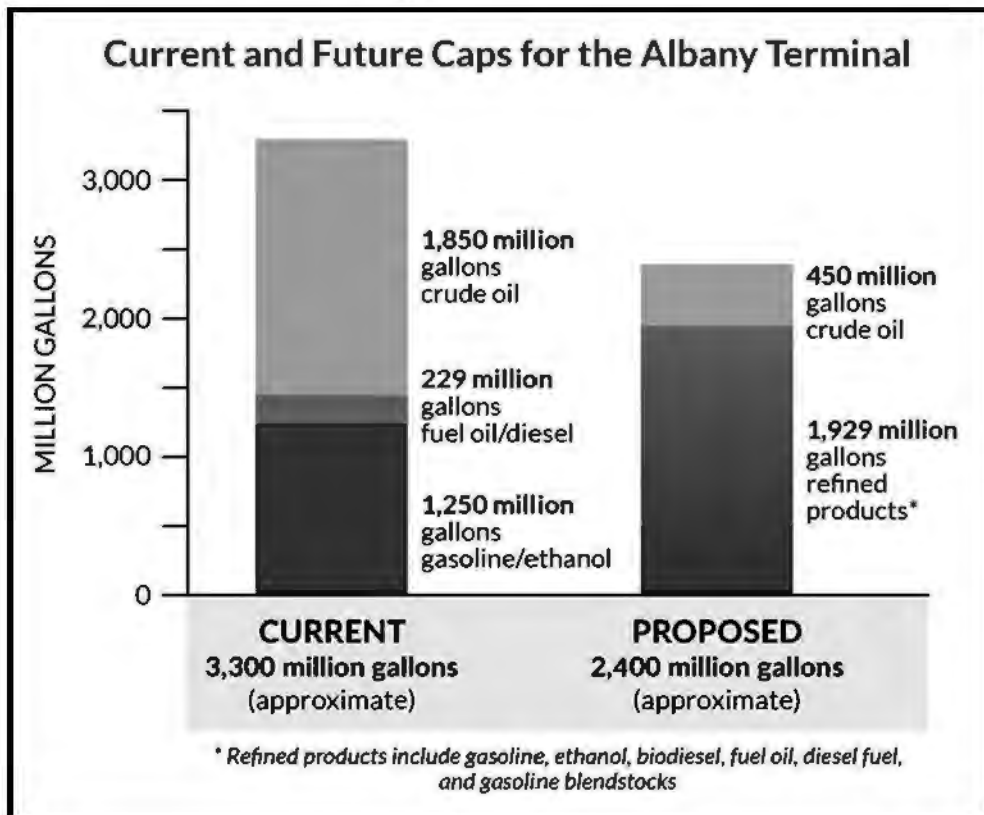
loading racks and at the marine dock (for refined products) based on current allowable throughput levels at those racks. These subcaps are designed to limit potential truck, rail and marine traffic to current allowable levels.

Product Throughput Caps Before and After Project

Description of Cap	Current Permit Cap (gals)*	Proposed Permit Cap (gals)*
REFINED PRODUCTS		
Distillate Facility-wide Loading	229,300,000	see below
Truck Loading Gas/Ethanol	650,000,000	see below
Rail Loading Gas/Ethanol	150,000,000	see below
Marine Loading Gas/Ethanol/Distillate	450,000,000	see below
Overall Refined Products**	n/a	1,929,000,000
Sub-caps***		
Truck Loading Rack	n/a	880,000,000
Rail Loading Rack	n/a	300,000,000
Marine Dock (refined products)	n/a	900,000,000
CRUDE OIL		
Marine Dock (Crude Oil)	1,850,000,000	450,000,000
Total Facility Throughput	3,329,300,000	2,379,000,000
Notes: * Caps are maximum allowed throughput on a rolling 12-month basis. **Gasoline Blendstock Cap – Global is currently permitted to store up to 380,000,000 gallons of gasoline blendstock for gasoline blending. Under the proposed permit, Global would also be allowed load up to 380,000,000 gallons of gasoline blendstock. This blendstock will count against the total refined product cap. ***Product loaded under each sub-cap is counted against the facility cap of 1,929,000,000 gallons. These caps limit loading of refined products at the truck and rail rack to current allowable levels.		

The bar graph below depicts the caps on refined product and crude oil before and after the Project.

Product Throughput Cap Summary



Loading Rack Modifications:

Currently, the truck loading rack is equipped with eight loading positions. Operation of the truck loading rack can become congested and is constrained during daily busy periods. The Project includes the addition of two loading positions to the truck loading rack to improve efficiency and reduce customer wait time and truck idling time. Although the rack change is not designed to increase the daily or annual throughput at the loading rack, the instantaneous flow at the rack will increase because of the additional loading bays.

The rail loading rack is equipped with eight loading positions. Since the rail loading area can accommodate up to fifteen railcars, loading all fifteen cars can require a locomotive to move the loaded cars out of the loading positions and move the empty cars into position. To improve efficiency and reduce locomotive use, the Project includes the addition of seven loading positions at the rail loading rack. The additional loading positions are not designed to increase

the loading rate at the rack but will allow railcars to be loaded more efficiently and eliminate the need for interim movement of railcars to load certain trains.

Enhanced Air Emission Controls:

Global will install additional air emission controls and accept strict uniform limits on all primary controls at the Terminal, consistent with its goal of improving operational flexibility and benefitting the community and environment as follows:

- Stack emission limits at the marine and rail loading VCUs will be lowered to 2 mg/L to be equivalent to the emission limit at the truck loading rack. This change will reduce the emission limit for the Terminal's existing primary marine loading rack from 3 mg/L to 2 mg/L. The emissions limit at the rail rack will be reduced from 10 mg/L to 2 mg/L. By accepting a strict emission limit of 2 mg/L across all primary emission control systems at the Terminal, Global can more easily move products among the various racks, providing flexibility.³
- A vacuum enhanced control system will be installed at the rail loading rack to ensure negative pressure loading, a change which will significantly reduce, if not eliminate, fugitive emissions from rail loading. Negative pressure loading was implemented at the marine dock in 2017. Permit conditions will be implemented as part of the Project that require the negative pressure loading at the rail loading rack and the marine dock for non-inerted marine vessels.

Biodiesel Handling and Storage:

Global is proposing to install equipment that will facilitate the handling and storage of biodiesel as follows:

- Install heating coils in Tank 30 and authorize storage of biodiesel with a maximum storage temperature of 120° Fahrenheit in Tanks 30 and 33.⁴

³ The existing backup marine loading VCU will remain permitted at 10 mg/L.

⁴ Biodiesel may solidify or become non-pumpable requiring heating to return it to a pumpable state for loading and storage. Tank cars carrying biodiesel are equipped with a jacket of noncontact piping that is located on the

- Install natural gas-fired steam boilers and oil heaters to heat railcars, Tanks 30 and 33, as well as associated product lines, as necessary, to manage biodiesel. The boilers will be housed in the existing Lube Oil Building. The oil heaters will be located in other existing on-site structures.

Crude Oil Restrictions and Throughput Reductions:

As previously noted, the Project will reduce the crude oil cap in the permit from 1,850 million to 450 million gallons per year; a 1,400-million-gallon decrease. This drastic reduction returns allowable crude oil throughput to pre-2012 levels. A permit condition will be added to limit the average Reid Vapor Pressure (RVP)—a measure of volatility—of crude oil to an annual average of 12.5 psi, with the point of compliance based on monthly tank samples.

2.4 Description of SEQR Process

SEQR requires government agencies issuing permits or other approvals to determine whether a Project will have a significant adverse environmental impact. The regulations distinguish among three types of actions for SEQR review purposes: Type I (actions listed in 6 NYCRR Part 617 that are likely to have a significant adverse environmental impact), Type II (actions listed in 6 NYCRR Part 617 that will not have a significant adverse environmental impact), and unlisted (actions that are neither a Type I nor a Type II action). The Project is an unlisted action under SEQR.

DEC has issued a pair of forms to be used to help the applicant assess the potential impact of its project—the short and long environmental assessment form. Global is using the long EAF—together with this Supplement—to provide important background information about the Terminal and the Project.

outside of the railcar and/or coils within the cars. The railcar's noncontact piping will be attached to a hose upon arrival at the Terminal where steam will flow around the railcar through the jacket of piping similar to an old fashion home radiator. The heating will return the biodiesel to a pumpable state, enabling it to be pumped to Tanks 30 and 33, which will be similarly heated by circulating hot oil through heating coils within the tanks. The boilers and heaters will not be used to heat crude oil or other products managed at the Terminal.

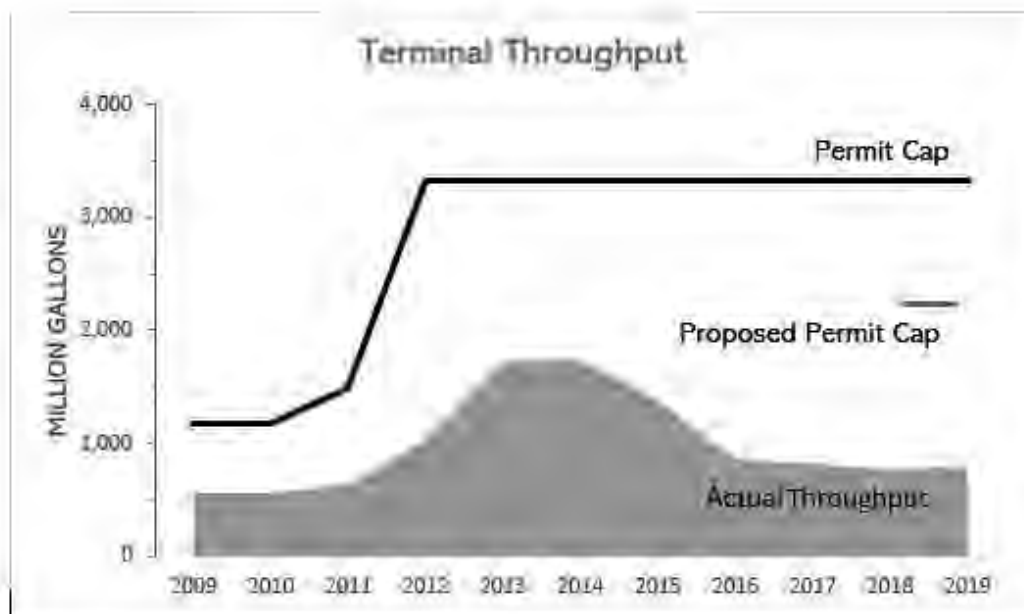
As articulated in the SEQR regulations,

The basic purpose of SEQR is to incorporate the consideration of environmental factors into the existing planning, review and decision-making processes of State, regional and local government agencies at the earliest possible time. To accomplish this goal, SEQR requires that all agencies determine whether the actions they directly undertake, fund or approve may have a significant impact on the environment, and, if it is determined that the action may have a significant adverse impact, prepare or request an environmental impact statement. (6 NYCRR § 617.1(c))

To determine whether a proposed unlisted action—such as the Project—may have a significant adverse impact on the environment, the agency must consider “the impacts that may be *reasonably expected* to result from the proposed action against various criteria that are considered “indicators of significant adverse impacts on the environment” (6 NYCRR § 617.7(c)(1)) (emphasis added). Of particular relevance to the Project, the agency must consider whether there will be “a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems” (6 NYCRR § 617.7(c)(1)).

The SEQR regulations do not specifically discuss how to determine the “baseline” for purposes of assessing whether there is a substantial adverse change to the environment resulting from a project. In the case of a “greenfield project” (i.e., a new project built on previously undisturbed land) assessing impacts is comparatively simple. However, in the case of an existing industrial facility that has served as a petroleum storage terminal for almost 100 years, the assessment is considerably more complex. Over time, the amount of activity at the Terminal (and the associated impacts from that activity) has varied based on market and other factors. The baseline for assessing whether the Project will have a significant adverse environmental impact must take account of these variations.

For purposes of assessing changes from the Project and whether those changes will have a significant adverse impact on the environment, Global has considered for “baseline” purposes both the range of allowable activity since shortly after it acquired the Terminal in 2007 and its past actual activity. A graph illustrating the Terminal’s actual and allowable throughput from 2009 to the present is set forth below:



As this graph shows, both the Terminal’s actual and allowable throughput have varied significantly over time based on market and other factors. In assessing whether the Project will have a significant adverse impact relative to past operations, these fluctuations must be taken into account. The baseline should not be dictated by a slowdown or spike in operations occurring at the time of the SEQR review.

Also, as previously noted, the SEQR regulations require consideration of “impacts that may be reasonably expected to result from the proposed action” (6 NYCRR § 617.7(c)). Impacts thus must be considered for SEQR purposes only if they can reasonably be linked to the proposed action under review. This requires an assessment of both actual and allowable activity before

and after a proposed project. If the impacts could have occurred during the course of normal operations before the change they cannot reasonably be linked to the proposed action.

Operations at the Terminal are governed by various throughput caps and other requirements in the Terminal's Title V air permit. As the graph above shows, the Terminal currently operates below these caps. Global thus could significantly increase the throughput at the Terminal now and remain below its caps regardless of whether it implements the Project. The Project calls for reducing overall Terminal throughput and reallocating the remaining throughput among the various products handled at the Terminal—an action that is not reasonably expected to cause impacts different from those associated with simply increasing operations under the current permit.

Because the Project is not designed to alleviate an immediate need, as would be the case if current operations were at or near the permit caps, it is difficult to assess what impacts could be *reasonably expected* to result from the proposed operational flexibility provisions. For instance, the current permit establishes a separate facility-wide cap that allows it to throughput up to 229.3 million gallons of distillate product. Under the Project, the existing distillate cap would be incorporated into the overall refined products cap. While Global has no business prospects that indicate the existing distillate cap will be exceeded, having the operational flexibility to load any refined product under the facility refined products cap would account for fundamental changes driven by the market or regulations that may occur in the future and change the landscape of petroleum distribution, such as increased demand for biodiesel or renewable diesel.

As discussed below, the Project will not significantly change activities at the Terminal relative to those already allowed under the Terminal's existing permits or in relation to past actual operations and will not result in significant adverse environmental impacts for SEQR purposes.

3.0 ZONING/LAND USE AND CONSISTENCY WITH LOCAL/REGIONAL PLANS

3.1 Zoning/Land Use (EAF Sections C.3 & E.1)

The Project does not impact the zoning of the site. Development in the City of Albany is governed by the 2017 Unified Sustainable Development Ordinance (USDO). The Terminal is located in the I-2 General Industrial District, which includes the Port of Albany. A copy of the zoning map is included as Attachment C. The stated purpose of the district “is to provide for industrial uses associated with the Port of Albany as well as those with greater noise, glare, or heavy traffic impacts in locations that are typically separated from nearby residential neighborhoods.” USDO § 375-2(E)(2)(b). The USDO authorizes “heavy manufacturing” in the I-2 district, which is defined as:

The assembly, fabrication, or processing of goods and materials using processes that ordinarily have greater than average impacts on the environment, or that ordinarily have significant impacts on the use and enjoyment of other properties in terms of noise, smoke, fumes, odors, glare, or health or safety hazards. Examples include, but are not limited to: scrap metal processing facilities, battery, chemicals, machinery, plastics manufacture, and mining not otherwise prohibited in the City. . . . USDO § 375-6(B).

The processing of petroleum components to produce saleable products at the Terminal is a permitted heavy manufacturing use. Therefore, the Project does not impact the zoning of the site.

As part of the Project, Global is proposing to modify the existing Lube Oil Building to accommodate installation of the natural gas-fired boilers needed to heat biodiesel. This change may require a building permit from the City of Albany. This type of approval is a Type II action under SEQR (6 NYCRR § 617.5(c)(25)).

3.2 Consistency with City of Albany Comprehensive Plan (EAF Section C.2a)

The Project is consistent with the City of Albany's Comprehensive Plan, titled ALBANY 2030: The City of Albany Comprehensive Plan. The Comprehensive Plan includes an initiative to, "Determine requirements and investments to maximize the use of rail operations in support of the Port and examine potential for incentives that would encourage the use of freight rail rather than trucks." The Comprehensive Plan also includes suggested strategies and actions such as, "Leverage port assets and integrate with freight rail," and "Modernize the port to accommodate increased demand" (City of Albany, 2012, p. 111). The Project is consistent with each of these goals.

The Project is also consistent with suggested actions in the Comprehensive Plan. In particular, the Project "preserves industrial waterfront uses in the vicinity of the port to support future job growth and allow for future expansion if necessary" (City of Albany, 2012, p. 112). As discussed in Section 12.0 below, in assessing the Project, Global assessed implications of climate change and sea level rise. These considerations will factor into the design and construction of the Project. Consistent with 6 NYCRR § 617.7(c)(1)(iv), the Project does not create "a material conflict with a community's current plans or goals as officially approved or adopted" in the Comprehensive Plan.

3.3 Consistency with Local Waterfront Revitalization Program (EAF Section B.i.ii)

The Project is consistent with the City of Albany's Local Waterfront Revitalization Program (LWRP) adopted in conjunction with the New York State Department of State (DOS) for the preservation, enhancement, protection, development, and use of the State's coastal and inland waterways and adjacent waterfront land (City of Albany, 1991, sec. *Introduction*).⁵ Projects which may impact coastal areas or inland waterways must be reviewed for

⁵ The City of Albany began review of the LWRP as part of the Albany 2030: City of Albany 2013 Comprehensive Plan. To date, however, no changes to the LWRP have been made.

consistency with those LWRPs that pertain to territory within the project area. The Albany LWRP refines and supplements the State's Coastal Zone Management Program.

The City of Albany has adopted a LWRP containing its plan for Albany's Hudson River waterfront. The LWRP is designed to provide a framework for ensuring consistency between local, state, and federal policies and decisions. The Albany LWRP is divided into Four Sub-Areas—Patroon Island, Downtown, South End, and the Port. The Terminal is located wholly within the Port Sub-Area. The Port Sub-Area, which has access to the sea—has long been important to the City's development. As noted in the Albany LWRP, "Albany's port is the only upstate port with access to ocean-going vessels that operates ice-free, year-round. The City's later emergence as a highway and rail center, in part fostered by the attraction of the Port and its facilities, has further contributed to that development" (City of Albany, 1991, sec. II-4 (d)). The LWRP further states that the Port, as the largest industrial district in the City, is a facility of great regional importance handling the distribution of a wide range of products. The LWRP lists water-dependent commercial activities involving petroleum, automobile products, grain, molasses, wood pulp, scrap metal and other recyclable materials (City of Albany, 1991, sec. II-8(B)(4)). The proposed changes will have no effect on the local waterfront. Consistent with 6 NYCRR § 617.7(c)(iv), the Project does not create "a material conflict with a community's current plans or goals as officially approved or adopted" in the LWRP.

4.0 ENERGY USE (EAF Section D.2)

Although the Project will use energy to operate the negative pressure loading system, boilers, heaters and other ancillary equipment, it will not result in a "major change in the use of the quantity or type of energy" (6 NYCRR § 617.7(c)(1)(vi)). There are no significant adverse impacts related to energy use associated with the Project.

5.0 TRAFFIC ANALYSIS (EAF Section D.2)

The Project will not significantly impact the volume or type of truck, train, or marine traffic. The primary traffic-related impact of concern in the vicinity of the Terminal is the comparatively high volume of truck traffic travelling on South Pearl Street south of the Terminal in front of the Ezra Prentice Homes. Several recent studies, including one conducted by Global, show that the Terminal does not contribute significantly to traffic on this section of South Pearl Street. Although the Project calls for the addition of two loading positions at the truck rack, this change will not affect overall traffic volumes as it will not result in a daily increase in truck volume. With respect to rail traffic, the 1,400 million gallon reduction in allowable crude oil throughput will significantly reduce the potential number of crude oil trains. More generally, the Project will not have a significant adverse impact on rail or marine traffic as it does not increase the overall allowable throughput at any of the loading racks. To ensure against future traffic impacts, the Project includes throughput sub-caps at each rack to limit potential truck, rail and marine traffic to current allowable levels.

5.1 Truck Traffic

The Terminal and Port are located adjacent to Interstate 787, a main highway through the Albany area. The highway is connected to the NYS Thruway, located south of the Port. I-787 crosses South Pearl Street/Rt 32. The Ezra Prentice Homes are located on South Pearl Street/Rt 32, which is on the direct route from the south Port entrance to I-787. South Pearl Street is subject to considerable truck traffic. In addition to the south Port entrance, less than one mile south of Ezra Prentice on South Pearl Street is the Sierra Processing/Waste Connections Materials Recovery Facility, which receives mixed recyclable solid waste (paper/cardboard, glass, plastic, metal) by truck from homes and businesses and separates it for recycling purposes. Numerous other businesses located on South Pearl Street between Ezra Prentice Homes and the Normanskill to the south have the potential to generate heavy truck traffic in front of Ezra Prentice. Additional businesses located beyond the Normanskill on River Road in the Town of Bethlehem also use South Pearl Street.

Several studies have been conducted to assess traffic impacts on South Pearl Street both generally and in relation to the Port. The first such study was prepared by Creighton Manning Engineers on behalf of the Port of Albany (Creighton Manning, 2016). Automatic traffic recorders were installed at five locations around Ezra Prentice, including one at South Port Road east of South Pearl Street to capture traffic entering and exiting the Port to the south of Ezra Prentice. The resulting memorandum, dated October 31, 2016, “summarized the existing truck traffic and truck travel patterns in the south Albany area near the Port of Albany” looking specifically at the number of heavy vehicles traveling on South Pearl Street adjacent to Ezra Prentice. Among other things, the study found that approximately 1 in 6 heavy vehicles on South Pearl Street adjacent to Ezra Prentice Homes is traveling to and from South Port Road. The study did not specifically address the impact of truck traffic to and from the Terminal on South Pearl Street in front of the Ezra Prentice Homes or on the South End neighborhood generally.

More recently, the Capital District Transportation Committee commissioned a study of truck and other heavy-duty vehicle traffic along South Pearl Street in the vicinity of the Ezra Prentice Homes. The final study—entitled *City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study* was issued in August 2018 and concluded that most of the traffic affecting Ezra Prentice originated from or was traveling to destinations along South Pearl Street. (Capital District Transportation Committee, 2018, p.5).

The study was conducted with traffic counts and a license plate survey. New York State Department of Motor Vehicles registration data was used to distinguish between different vehicle types. The study concluded, among other things, that: (1) 81% of northbound heavy vehicles that pass Ezra Prentice originate between Ezra Prentice and South Port Road (encompassing, among other things, the Port and the Waste Connections/Sierra Processing facility, which is located north of South Port Road); (2) only 3% of southbound vehicles that pass Ezra Prentice originate from Church Street East of 787 (i.e., the area in the immediate vicinity of the Terminal); (3) 62% of southbound heavy vehicles originate from the 787 southbound access roadway/Green Street; and (4) 35% of southbound heavy vehicles

originate from South Pearl Street, north of 1st Avenue (i.e., within the City of Albany but outside the study area). A map of the study is included as Attachment D along with the monitoring locations and northern and southern traffic patterns as presented in the study. The study data confirms that trucks entering and exiting the Terminal are not contributing significantly to heavy-duty truck traffic on South Pearl Street in front of Ezra Prentice.

To further confirm that Global trucks do not contribute significantly to transportation impacts on South Pearl Street in the vicinity of Ezra Prentice, Global commissioned its own study of truck traffic entering and exiting the Terminal, entitled *Global Company LLC, Truck Route Study*. The study report, which was completed by Alta Planning and Design in 2019, is included as Attachment E. A license plate survey was conducted to confirm the route of trucks entering and exiting the Terminal. The purpose was to determine how many trucks from the Terminal contributed to local traffic on South Pearl Street. License plate information was collected over two 12-hour periods between the hours of 4:00 a.m. and 4:00 p.m. at the Terminal and at Ezra Prentice. Out of 419 trucks documented on South Pearl Street during the study period, less than 6% were attributed to the Terminal. Out of 286 trucks recorded at the Terminal during the study period, less than 10% traveled to South Pearl Street. The Global study confirmed that truck traffic into or out of the Terminal does not significantly contribute to the traffic at Ezra Prentice.

Although the Terminal contributes comparatively little to the truck traffic on South Pearl Street near Ezra Prentice, Global is committed to reducing the potential for traffic-related impacts to Ezra Prentice associated with its activities. Consistent with that commitment, Global has contacted the owners/operators of trucks entering and leaving the Terminal and asked them to bypass South Pearl Street and use alternative routes whenever possible.

Going forward, the Project is not expected to result in significant adverse traffic impacts relative to current operations. Although the Project calls for the addition of two loading positions to the truck rack, the additional loading bays are designed to alleviate short-term congestion at the truck rack which currently results in long wait times and increased idling times for vehicles

during certain times of the day. Additional truck traffic is not anticipated as a result of the Project. The shift in throughput to refined products is a result of market changes and the need for product throughput flexibility. It is not expected to result in an increase in truck traffic. Moreover, the total throughput at the truck rack will continue to be limited at the existing allowable level of 880 million gallons.

In short, the studies show that the Terminal does not contribute significantly to truck traffic in front of Ezra Prentice, and the Project will not change that fact. More generally, the Project will not significantly change truck traffic to and from the Terminal.

5.2 Rail Traffic⁶

Rail traffic at the Terminal consists of both incoming and outgoing railcars. As set forth in greater detail below, the Project will not result in significant adverse impacts relating to rail traffic. With respect to outgoing rail traffic, the Applicant has proposed to cap throughput at the rail loading rack at 300 million gallons, 80 million gallons less than currently allowed to be throughput at the rail rack.

Various products are delivered to the Terminal by rail. Prior to entering the Terminal's rail offload area, CP Rail typically stages the trains at various locations in the Kenwood Rail Yard and in the vicinity of the Terminal, including the siding located behind the Ezra Prentice Homes. When the railcars are ready to be offloaded, they are moved into the rail offload area, well north of Ezra Prentice. The movement of trains to and from the Terminal is handled by CP Rail. Global's responsibility is limited to the actual offloading of product into the tanks at the Terminal. Products also are loaded from tanks into trains at the rail loading rack for shipment.

As part of the Project, Global is proposing to significantly reduce the allowable crude oil throughput at the Terminal from 1,850 million gallons to 450 million gallons—a 1,400 million gallon decrease. Such a reduction completely eliminates the increase in crude oil throughput

⁶ Note that the long-form EAF does not specifically require an assessment of the impact on rail traffic of projects undergoing SEQR review. The Applicant has included this information to provide a thorough assessment of the potential impact of the Project on the surrounding community.

that the DEC authorized in 2012. The steep reduction in allowable crude oil throughput significantly reduces the number of crude oil trains that potentially may be received at the Terminal. Moreover, this major reduction in crude oil throughput is also significant relative to past activity at the Terminal. During the peak 12-month period for crude oil movement from January 2014 to January 2015, Global shipped 1,205 million gallons of crude oil at the Terminal. The reduction in allowable crude oil to 450 million gallons thus represents a reduction in crude oil throughput of 755 million gallons from actual past conditions.

The Terminal is currently operating below capacity and thus is capable of handling additional rail traffic. The Project will not increase rail traffic beyond the levels the Terminal can currently accommodate under the existing permit. Although actual levels of rail traffic may increase from recent short-term levels depending on market conditions, these fluctuations are consistent with past operations at the Terminal and could be accommodated now under Global's current permit. Moreover, any increase will not pose a significant adverse impact under SEQR.

Finally, Global is proposing to cap the total throughput for all products at the rail loading rack at 300 million gallons, down from approximately 380 million gallons. (This rack is currently permitted to load 150 million gallons of gasoline/ethanol and 229.3 million gallons of distillate per 12-month period for a total of 379.3 million gallons). The proposed scenario allows for a combined 300 million gallons of any refined products to be loaded, approximately 80 million less than currently allowed.

5.3 Marine Traffic

Marine traffic from the Terminal will not be significantly impacted as a result of this Project.⁷ Currently, the Terminal has one marine loading position that is equipped with two VCUs, a primary and secondary. Product is delivered to and shipped from the Terminal by marine vessels.

⁷ Note that the long-form EAF does not specifically require an assessment of the impact on marine traffic of projects undergoing SEQR review. The Applicant has included this information to provide a thorough assessment of the potential impact of the Project on the surrounding community.

As previously noted, Global is proposing to significantly reduce the allowable crude oil throughput from 1,850 million gallons to 450 million gallons, the amount allowed in 2012. This reduction in allowable crude oil throughput significantly reduces the number of crude oil vessels that may be loaded at the Terminal. This major reduction in crude oil throughput is also significant relative to past actual activity at the Terminal.

The allowable throughput for all products at the marine dock will be capped at 1,350 million gallons, which is 950 million gallons less than previously permitted. This cap will help ensure that environmental impacts associated with loading activities at the marine dock will not change significantly as a result of the Project. Compared to actuals, there could be an increase in marine traffic when compared to recent short term actuals. However, this increase will not pose an adverse environmental impact.

6.0 AIR IMPACTS

As set forth in greater detail below and in the accompanying Application, the Project will not have a significant adverse impact on air. As discussed in Section 2.3 above, Global is proposing to: (1) realign the truck loading rack, rail loading rack and marine dock loading caps to provide operational flexibility and increase the overall product caps for refined products by 450 million gallons while reducing the crude oil cap by 1,400 million gallons; (2) add loading positions at the truck loading rack and the rail loading rack; (3) establish more stringent emission limits for the primary marine loading VCU and the rail loading VCU; (4) install equipment to load under negative pressure at the rail loading rack to significantly reduce if not eliminate fugitive emissions from loading operations;⁸ and (5) install exempt boilers, heaters and other equipment to heat biodiesel. Certain of these changes require Global to seek a significant Title V permit modification from DEC.

⁸ As discussed in Section 2.3 above, the marine dock is already equipped with vacuum assisted loading. This equipment will be incorporated into the permit as part of this Title V application.

This section outlines the analysis used to determine that the Project will not have a significant adverse impact on air. The SEQR analysis considered the following potential impacts associated with the Project:

- Reduction in crude oil throughput accompanied by a much smaller increase in refined product throughput.
- Reduction of fugitive emissions at the rail loading rack associated with negative pressure loading.
- Increase in emissions from equipment leaks associated with additional loading positions at the truck loading rack and the rail loading rack.
- Combustion emissions associated with boilers and heaters used to store and handle biodiesel.
- Tank emissions associated with storage of biodiesel.

6.1 Air Emissions Generally

Under the federal Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for ozone, nitrogen dioxide, particulate matter (including PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), carbon monoxide (CO) and lead. The NAAQS define what is considered “clean” air for purposes of the CAA. States monitor ambient air quality for these substances to determine whether the air in a given area is meeting (i.e., has attained) a particular NAAQS. The Terminal is located in the Albany air quality control region, which is currently designated as in attainment for all six of these substances, as set forth in the EPA Nonattainment Areas for Criteria Pollutants (Green Book). The most recent *New York State Ambient Air Quality Report for 2018* confirms that the nearest multi-pollutant air monitoring station—which is located in Loudonville, New York, is in compliance with NAAQS for the four substances monitored at the station: ozone, PM_{2.5}, SO₂ and CO. An additional air monitoring station located at the Albany County Health Department building in the South End also shows that the City of Albany is in attainment for PM_{2.5} (DEC, 2018, p. 27).

In recent years, concerns have been expressed by residents about ambient air quality in Albany's South End. In October 2019, DEC released the results of a multi-year comprehensive air study entitled *Albany South End Community Air Quality Study*, which was designed to evaluate air quality in the South End community, including at Ezra Prentice (NYSDEC, 2019, p. 2). The study began in 2017 and included a combination of stationary air quality monitors and portable instruments. The report concluded, among other things, that:

- More particulate matter is coming from motor vehicles than Port activities.
- Traffic-related air pollution (TRAP) is higher along South Pearl Street at Ezra Prentice compared to the background monitor at Third Avenue, where traffic is comparatively minimal.
- Particulate emissions from locomotives and port shipping transport are minimal compared to local traffic (NYSDEC, 2019, p. 3).

6.2 Terminal Air Emissions

The Project will significantly reduce potential VOC emissions from the Terminal. As discussed in greater detail in the accompanying Application, the Terminal currently has a total potential to emit (PTE) of 147.27 tons of VOCs. The Project will reduce the VOC PTE by approximately 45 tons per year (tpy), an approximate 30 percent reduction. As previously noted, Global is proposing to reduce the emission limit applicable to the primary marine VCU from 3 mg/L to 2 mg/L and to implement permit conditions that require negative pressure loading, which will largely eliminate fugitive emissions under most loading scenarios. Proposed upgrades to the rail VCU will decrease allowable emissions from rail loading activities from 10 mg/L to 2 mg/L by reducing the control device emission limit. Also, fugitive emissions from rail loading activities will be largely eliminated with the installation of vacuum assisted loading equipment at the rail loading rack. The Project will also decrease the total throughput limit at the Terminal by approximately 950 million gallons per year. These factors collectively will reduce potential emissions of VOCs, a precursor to the formation of ground level ozone.

As previously noted, Global proposes to install natural gas-fired boilers and oil heaters to heat biodiesel. Each boiler and heater has a maximum rated heat input capacity less than 10 million Btu/hr and is exempt from New York's air permit requirements (see 6 NYCRR § 201-3.2). The boilers are similar to equipment commonly found in a wide variety of institutional and industrial settings. The emissions from this additional equipment will not significantly impact ambient air quality. As a result, they are not significant from a SEQR perspective.

DEC requires applicants for certain air permits to determine whether emissions will have potential impacts to the surrounding community and, if so, to establish additional controls to eliminate that potential risk. Emissions associated with the Project and other emissions from the Terminal were quantified, and a protocol submitted to DEC as part of the Application to complete detailed air dispersion modeling to determine emission levels at the fence line of the Terminal. The results of this analysis will then be compared to health-based short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) set by DEC. The SGCs protect the general public from short-term exposures of one hour and are used to assess whether ambient air impacts pose an immediate public health concern. By comparison, the AGCs are annual ambient air concentrations that protect the public health from long-term (e.g., continuous lifetime) exposure to an air contaminant. Once the protocol is approved by DEC, the detailed air dispersion model will be completed as part of the Application approval process. The analysis will require that the Terminal meet the applicable requirements.

6.2.1 Benzene

DEC has conducted a pair of studies of benzene in the South End neighborhood. The first study assessed short-term benzene emissions. The final report, entitled *Albany South End Community Air Quality Screening* found that the results for all samples collected by DEC and the community were well below the SGCs and that emissions in the area do not pose an immediate public health concern (NYSDEC, 2014, p.2). DEC also compared the results to measured concentrations from samples collected in DEC's Community Air Screening program and Air Toxics Monitoring Network. These comparisons showed that the levels in the Albany

South End community were comparable to those found in suburban and similar urban locations in New York.

More recently, DEC assessed benzene in the South End as part the 2019 Community Study, installing portable benzene monitoring equipment for two-week periods over 100 locations in and near the Port (NYSDEC, 2019, p.18). Based on the Study, DEC concluded that:

- Higher levels of benzene were not found in the residential neighborhoods outside the Port.
- Benzene detections were higher near the South Albany monitor (located near the Albany County Health Department Building at the intersection of Green and Rensselaer Streets) than at Ezra Prentice.
- Benzene detected at the South Albany permanent monitoring location was elevated when compared to measurements from other urban monitors in the State.
- Higher concentrations of benzene were detected within the Ports of Albany and Rensselaer near operations that store and transfer gasoline and petroleum products with the highest levels found across the Hudson River in the Port of Rensselaer (NYSDEC, 2019, p.4, 36).

The Terminal, to the north of the Port, is adjacent to Interstate 787 and is located in an active industrial area that is home to numerous potential sources of benzene, including other petroleum storage facilities, a major asphalt plant, and significant amounts of local traffic. The Project proposed by Global will not have a significant adverse impact on benzene emissions at or in the vicinity of the Terminal. The results of the air dispersion modeling discussed in Section 6.1 above will require that benzene concentrations at the fence line meet applicable requirements.

Moreover, as discussed in Section 2.3, as part of the Project, Global is proposing to install a vacuum enhanced control system at the rail loading rack and implement permit conditions that require negative pressure loading at the rail and marine loading racks to largely eliminate fugitive VOC emissions associated with product loading, including benzene. In addition,

allowable rail rack emissions will be reduced from 10 mg/L to 2 mg/L and allowable marine loading emissions associated with the primary VCU will be reduced from 3 mg/L to 2 mg/L. These measures will help minimize both actual and potential benzene emissions. In light of these factors, the Project will not have a significant adverse impact on benzene emission levels near the Terminal.

6.3 Terminal Inspections

The Terminal is designed and operated in accordance with applicable federal, State, and company standards to ensure the safe handling and management of all types of petroleum and related products while at the Terminal and also minimize emissions. Global implements inspections and related requirements designed to detect and repair vapor leaks and fugitive emissions, including:

- **Daily Shift Inspection** –Terminal inspections are conducted twice per day. These inspections include the truck yard and truck loading rack facilities, the rail loading rack, rail unloading facilities, the marine dock loading and unloading facility, the additive storage tanks, the product pumps, and other product transfer areas. These areas are evaluated for liquid and vapor leaks using sight/sound/smell as part of the inspection.
- **Monthly Spill Prevention, Control and Countermeasures (SPCC) Inspection** – This is a comprehensive inspection of all the bulk storage tanks, associated piping, valves, flanges, and other appurtenances for leaks. Leak inspection of all equipment in gasoline service is also required under the leak detection and repair (LDAR) provisions of 40 CFR § 63.11089 (Subpart BBBBBB). In addition, Global conducts the same inspections for equipment in crude oil and ethanol service despite the fact that these products are not subject to Subpart BBBBBB.
- **Monthly Loading Rack Inspection** – This inspection is conducted on the truck loading rack as required under 40 CFR § 60.502(j) (Subpart XX). The vapor collection equipment in each bay of the truck rack loading gasoline is inspected via sight/sound/smell to ensure that it is in good condition and not leaking.
- **Quarterly Internal Floating Roof (IFR) Inspection** – Each storage tank IFR is visually inspected from the roof hatch of each tank containing an IFR in conformance with 40

CFR § 60.113b (Subpart Kb). Although Subpart Kb requires only annual inspections, Global conducts them quarterly. A meter is used to screen the air from within the tank to confirm that the IFR is operating as designed.

- **Vapor Treatment Unit Inspections** – The VRU at the truck loading rack and the VCU at the rail loading rack are inspected daily for proper operation and leaks via sight/sound/smell. In addition, Global monitors the temperature and vacuum of the VRU carbon beds. The marine VCUs are inspected prior to, and during, each vessel loading. In addition, quarterly to semiannual preventative maintenance inspections of the units are conducted by a qualified contractor to ensure proper operation. Periodic performance tests are also conducted on all vapor treatment units. During the performance tests, the vapor capture systems are tested for leaks following established EPA leak detection protocols.
- **Railcar Inspection** – Railcars are inspected in accordance with U.S. Department of Transportation (USDOT) requirements. Prior to arrival of the railcars, a safety check is completed to ensure that the railcars can be accepted into the Terminal. Following arrival of the railcars, a checklist is completed to ensure that the railcars and the railyard are secured prior to offloading. During the offloading process, inspections of each car are conducted to make sure that equipment is operating properly and there are no leaks. Upon completion of offloading, the cars are secured, and a final safety checklist is completed to ensure that each car is prepared for shipment.

These inspection measures collectively ensure that the relevant equipment is operating properly, minimizing potential emissions.

7.0 WATER QUALITY IMPACTS

The Project will not have an adverse impact on groundwater or surface water quality. As set forth in greater detail below, the Project will result in the generation of a very minor new wastewater stream associated with operation of the boilers that Global proposes to treat off-site. Otherwise, the Project will not result in any significant changes either to the Terminal's generation of wastewater/stormwater or to the infrastructure designed to contain, manage and

discharge it. The Project also does not call for significant changes to the Terminal's bulk storage infrastructure and thus will not increase the potential for spills and other discharges from the Terminal. The addition of biodiesel in Tanks 30 and 33 will not introduce any significant potential contaminants which are not currently regulated under the permit.

7.1 Product Bulk Storage (EAF Section D.2.p)

The Terminal is regulated as a Major Oil Storage Facility (MOSF) pursuant to DEC License number 4-1200, which was last renewed in February 2020. The MOSF license requires Global to submit data to DEC on operating activities, implement a SPCC plan, comply with license conditions and State Petroleum Bulk Storage (PBS) regulations, and report releases to DEC. The PBS regulations require the Terminal to construct petroleum storage facilities in accordance with industry standards and minimize the potential for spills and the associated impacts to ground and surface water. In addition, the regulations require inspections for purposes of minimizing the potential for leaks. The MOSF license has conditions that require monitoring of groundwater through routine groundwater sampling and requires spill containment areas to prevent discharges to groundwater and surface water. The secondary containment areas are required to be routinely sampled and certified that they meet the regulations as discussed below. DEC routinely inspects the Terminal to ensure it is in compliance with its MOSF and PBS requirements. These measures are collectively designed to minimize the potential impact of the Terminal on ground and surface water.

There are five types of operational areas at the Terminal: (1) tank dike areas, (2) loading and unloading racks, (3) oil transfer areas (not defined as racks under EPA regulations), (4) the marine dock area, and (5) other areas where the potential exists for an oil spill (piping runs, etc). Spills are prevented from reaching groundwater or surface water through the secondary containment areas which surround the tanks. The dikes are lined with a Geosynthetic Clay Liner (GCL) or HDPE liners (liners). The liners are sampled/tested and certified every five (5) years. The most recent certification was in 2019 and followed replacement of the liner system. Periodic inspections also verify that the containment has the appropriate volume and permeability.

There are two loading racks (rail and truck) at the Terminal that are regulated by the EPA as non-transportation-related and therefore subject to SPCC regulations. These loading racks are equipped with spill containment tanks and transfer systems which provide containment for the largest cargo compartment potentially served at each rack. Also, there are various unloading/transfer areas within the Terminal that are required to meet EPA's general secondary containment requirements set forth in the SPCC regulations. These include the rail offloading area, and areas for offloading additives. These areas meet the general secondary containment requirements via containment areas, terminal drainage, drip pans and/or readily available spill response materials.

The majority of piping at the non-transportation-related (EPA-regulated) portion of the Terminal is contained within tank secondary containment dikes or areas equipped with other secondary containment.

The piping associated with the transportation-related (U.S. Coast Guard regulated) portion of the Terminal runs from the first valve within secondary containment to the marine dock. It is recognized under the regulations that containment for marine dock piping is not generally feasible, and therefore, the regulations require annual hydrostatic testing of the piping at 150% of its operating pressure. Global conducts this annual testing in conformance with the regulations.

The Project will not call for any changes to the Terminal that are likely to significantly impact its potential to discharge oil or other products and thus adversely affect ground or surface water. The Project will not increase the Terminal's storage capacity or otherwise require changes that could increase the potential for spills and other discharges.

7.2 Wastewater and Stormwater Discharges (EAF Section D.2.d.iv & D.2.e)

The Terminal currently discharges stormwater and hydrostatic test water pursuant a State Pollutant Discharge Elimination System (SPDES) Permit (Permit No. NY 0021016). Under the SPDES permit, stormwater containing oil and other contaminants is collected at the Terminal for treatment. Stormwater is treated through an oil/water separator and discharged via internal Outfall 02A while hydrostatic test water is discharged via internal Outfall 02B. Outfall 02A and Outfall 02B combine and discharge to the Hudson River at Outfall 002. As required by the SPDES permit, discharges from the outfalls are monitored and the results reported to DEC on monthly Discharge Monitoring Reports (DMRs). Stormwater collected from the loading racks and other transfer areas is collected and stored in Tank 130 at the Terminal. The stormwater in Tank 130 is either treated on site and discharged via Outfall 002 or transported off site for reclamation.

Stormwater from the rail offloading area is discharged under the SPDES Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity (GP-0-17-004). Stormwater is generally discharged to an infiltration basin, although it may be directed to the municipal storm sewer system during extreme weather events. Two of the rail spurs in the rail offload area are bermed and drain to a drainage swale which flows north to a cluster of three interconnected catch basins (Outfall 004), which drain to an infiltration pond. The other four rail spurs are in a separate bermed area which sheet flows to three other catch basins (Outfalls 001, 002, and 003). These catch basins have valves which remain closed during normal operating conditions to provide containment for the rail offloading system. Once the valves are opened, these catch basins discharge to the cluster of three catch basins identified above as Outfall 004. Overflow from the drainage system is directed by an engineered spillway into the City of Albany Municipal System. Quarterly visual sampling and semi-annual benchmark sampling are conducted and annual reports are submitted to DEC.

The only change to wastewater associated with the Project is the potential generation of small quantities of water associated with operation of the new boilers. This water will be collected in a small tank and shipped offsite for treatment. Otherwise, the Project will not generate new wastewater streams or introduce new contaminants, nor will it change how wastewater and

stormwater are managed on-site. As a result, the Project will not necessitate any change to the Terminal's SPDES permit. From a SEQR perspective, the Project will not have any impact on the Terminal's wastewater or stormwater discharges.

Installation of the Project will not disturb more than one acre of land. As a result, the Applicant will not be required to seek coverage under DEC's SPDES General Permit for Stormwater Discharges from Construction Activity.

No wetlands, streams, or other surface waters will be impacted by the Project. The Hudson River is directly east of the Terminal and will not be impacted by the Project.

8.0 ARCHEOLOGICAL / NATURAL RESOURCE IMPACTS (EAF SECTION E.2)

The Project will not cause "the impairment of the character or quality of important historical, archeological, architectural, or aesthetic resources or of existing community or neighborhood character" and will not have significant adverse impacts to natural resources" (6 NYCRR § 617.7(c)(1)(ii), (v)). The Project will be located at an existing industrial facility that has been in continuous operation since the 1920s. Ground disturbances associated with the Project will occur in areas that have been previously disturbed. Moreover, the extent of ground disturbance required for the Project will be substantially less than one acre and will involve only installation of various pipe supports, concrete pads, and other minor ground disturbance impacts. The new boilers and heaters will be installed inside existing buildings.

In June of 2009, a letter was sent to the New York State Historical Preservation Office (SHPO) addressing an earlier project and requesting a review of the proposed activity in order to determine whether the project would have the potential to result in a significant impact to recognized historical resources, or disturb sites that are archeologically sensitive. The project to improve access to the Terminal from CP Rail's Kenwood Rail Yard included adding service tracks and storage for tank cars, and a new aboveground pipeline to facilitate the transfer of fuel from the railyard to two existing storage tanks. Using SHPO's online mapper, no historical resources were found within or immediately adjacent to the proposed improvement area, or

the facility as a whole. SHPO reviewed the request and stated that the proposed work would have no adverse effect on historical or cultural resources listed on the National Register of Historical Places.

The Terminal location has been an active industrial site for at least 100 years. As a result, there are few natural resources at the site of the Project. According to the DEC Environmental Resource Mapper, the only location that might be considered “natural habitat” at the Terminal location is the river bank. However, no ground disturbance or other activities are proposed along the river bank as part of the Project. Otherwise, there are no natural habitats—defined as an ecological or environmental area where a specific species lives—within the Terminal site. There will be no impacts to natural resources from the Project, i.e., the Project will not cause “the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources” (6 NYCRR § 617.7(c)(1)(ii)). Also, there are no critical environmental areas located on or adjacent to the Terminal site. See 6 NYCRR § 617.7(c)(1)(iii).

9.0 ODOR (EAF SECTION D.2.o)

The Project will not result in adverse off-site odor impacts. A baseline study conducted on behalf of Global concluded that any odors associated with the Terminal are well below typical objectionable levels. Going forward, the Project calls for significantly reducing allowable crude oil throughput at the Terminal and installing additional air emission controls—changes that will reduce emissions of potential odor-causing VOCs and other pollutants. The addition of heated biofuels will not affect the odor potential at the Terminal.

In preparation for this Project, Global retained Odor Science & Engineering, Inc. to complete an odor study at the Terminal and the surrounding area. A copy of the odor study is included as Attachment F. The study concluded that odors associated with the Terminal are well below typical objectionable levels.

The objective of the ambient odor monitoring study was to provide an odor baseline for the Terminal by determining the distance at which any Terminal-related odors could be detected off-site as well as documenting the odor impact of other sources in the surrounding area. The odor monitoring was conducted over a 5-day period. Four (4) on-site and twelve (12) off-site odor surveys were conducted at various times of the day and night to document the full range of diurnal meteorological patterns. During the surveys, the location, odor concentration, intensity, character and likely source of any odor detected were documented along with the meteorological conditions. The study concluded that any odors potentially associated with the Terminal are well below typical objectionable levels. Any odors attributable to the Terminal site were both infrequent and at very low levels that would not typically be the cause of odor complaints. The background odors in the general Port of Albany industrial area consisted of more frequently detectable and higher intensity odors from local industrial sources other than Global.

The Project calls for significantly reducing allowable crude oil throughput at the Terminal. Since crude oil is a potential source of odor, the reduction in crude oil throughput should reduce potential odor impacts. Also, Global operates its marine loading and truck loading operations under negative pressure (vacuum) and as part of the Project will install equipment to load under negative pressure at the rail loading rack. These operational practices should further reduce emissions of potential odor-causing substances.

As noted above, the Project calls for authorizing the heating of biodiesel to facilitate transfer operations. Biodiesel has been described as having a mild petroleum distillate odor or as having a “mild oily or animal fat odor” (USDOE, 2016, App. A). Biodiesel odors, if any, are not expected to extend outside the Terminal. Accordingly, the Project will not contribute to adverse odor impacts.

Finally, Global has an extensive and on-going inspection program in place to detect leaks and odors, including twice daily shift inspections of the Terminal, daily inspections of the Terminal’s

VCUs and VRU, and USDOT-mandated inspections prior to railcar offloading. In recent years, the Terminal has been inspected on many dozens of occasions by federal, State and/or local agencies, including DEC, EPA, USDOT and the U.S. Coast Guard, among others. Odor impacts have not been identified as a concern during these inspections.

For the reasons set forth above, the Project will not cause adverse odor-related impacts at the Terminal.

10.0 NOISE (EAF SECTION D.2.m)

The Project will not generate noise that will affect offsite receptors. Existing noise from the Terminal originates primarily from the movement of railcars within the Terminal as well as various on-site equipment, including the VCUs. This noise does not currently create an off-site impact. As previously noted, although the Project calls for the installation of natural gas-fired boilers and heaters, this new equipment will be located within building structures and will not be audible outside the Terminal.

The Terminal is located adjacent to the industrial Port of Albany, which is the site of numerous active rail lines and yards as well as various significant industrial activities. The Terminal also is located near Interstate 787, a high traffic density highway. These activities contribute significantly to noise in the vicinity of the Terminal.

The only changes to the Terminal associated with the Project with the potential to impact noise levels are the installation of natural gas-fired boilers and heaters to be located inside buildings. Owing to the nature of the equipment and their location, they are not expected to generate noise that is audible outside the Terminal fence line. Global nevertheless retained JMT, a noise consultant, to determine baseline noise conditions in accordance with DEC Program Policy *Assessing and Mitigating Noise Impacts*. A copy of the noise study is found in Attachment G.

As part of the noise study, average ambient sound levels were recorded and were found to be consistent with urban and commercial areas per the Federal Highway Administration

document, *Techniques for Reviewing Noise Analyses and Associated Noise Reports*. The measured noise levels were also consistent with residential areas proximal to highways.

In general, while there was some variability, average ambient sound levels recorded at the Ezra Prentice Homes and within the Terminal were effectively identical. Noise values observed at the core of Global's facility operation were below noise values observed at Ezra Prentice Homes for day, night, and combined monitoring periods. The results support anecdotal observations from field staff completing the noise study that highway traffic is the predominant source of environmental sound in the area, including at Ezra Prentice Homes. Furthermore, the study concluded based on observed noise values that the Terminal has little to no impact on surrounding sound levels.

The additional sound from the new equipment proposed to be installed indoors as part of the Project will not change the conclusion that the Terminal has little or no impact on surrounding sound levels.

The major source of noise affecting the Ezra Prentice Homes originates from the Kenwood Rail Yard located immediate to the east of the residences. In the past, members of the community have expressed concern to DEC about the noise associated with the movement of railcars in the Kenwood Rail Yard. However, neither Global nor State and local authorities have authority over the movement of railcars in the Kenwood Rail Yard. Railroad transportation activities are regulated solely by the federal government pursuant to the U.S. Constitution as "interstate commerce" and specific federal statutory provisions preempt local and state control over these railcar movements. As articulated in a 2014 Surface Transportation Board (STB) decision:

The Interstate Commerce Act (Act) is "among the most pervasive and comprehensive of federal regulatory schemes." Chi & N.W. Transp. Co. v. Kalo Brick & Tile Co., 450 U.S. 311, 318 (1981). The Act, as revised by the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, expressly provides that the jurisdiction of

the Board over “transportation by rail carriers” is “exclusive.” 49 U.S.C. § 10501(b). The statute defines “transportation” expansively to encompass any property, facility, structure or equipment “related to the movement of passengers or property, or both, by rail, regardless of ownership or an agreement concerning use.” 49 U.S.C. § 10102(9). Moreover, “railroad” is defined broadly to include a switch, spur, track, terminal, terminal facility, freight depot, yard and ground, used or necessary for transportation. 49 U.S.C. § 10102(6). Section 10501(b) expressly provides that “the remedies provided under [49 U.S.C. §§ 10101-11908] with respect to regulation of rail transportation are exclusive and preempt the remedies provided under Federal or State law.” Thus, § 10501(b) is intended to prevent a patchwork of local regulation from unreasonably interfering with interstate commerce. See, e.g., Norfolk S. Ry.—Pet. For Declaratory Order, FD 35701, slip. op. at 6 & n.14 (STB served Nov. 4, 2013); H.R. Rep. No. 104-311, at 95-96 (1995).

Soo Line Railroad Co. Pet. for Declaratory Order, FD 35850, 2014 WL 7330097, at *3 (STB served Dec. 23, 2014).

These broad preemption principles limit claims against railroads for noise and other nuisance impacts associated with railroad operations. In a 2013 decision, the STB issued a declaratory order finding that a lawsuit by property owners for damages allegedly caused by noise, vibration and particulates from trains operating on the defendant’s rail line was preempted by federal law. The STB noted that the alleged harms were the direct result of the defendant’s railroad operations and that:

Subjecting [the railroad] to claims based on the alleged byproducts (such as noise, vibration and various discharges) of conventional and routine rail operations on the rail carrier’s own property—which could be invoked by owners of property near operating rail lines anywhere—would unduly burden interstate commerce and significantly hinder [the railroad’s] ability to function as a rail carrier, amounting to impermissible state regulation of [its] operations.

Norfolk Southern Railway Co., FD 35701, 2013 WL 5891582, at *3 (STB served Nov. 4, 2013) (citations omitted).

Consistent with these basic principles, authority for regulating noise associated with train operations rests exclusively with the Federal Railroad Administration (FRA), which has developed an elaborate network of regulations to address noise issues. Of perhaps greatest relevance, the FRA has issued the railroad noise emission compliance regulations, set forth at 49 CFR Part 210, that set noise standards for various types of equipment and operations.⁹ Responsibility for implementing and enforcing these noise standards rests with the railroads and FRA, respectively.

Likewise, horn blasts from locomotives also are governed by FRA regulations. The use of railroad horns at public highway-rail grade crossings is regulated under 49 CFR Part 222. The use of railroad horns for purposes other than crossings (including in rail yards) is governed by 49 CFR § 214.339, which requires railroads to develop and comply with written safety procedures addressing the use of horns or bells for trains and locomotives approaching workers. See 49 CFR Part 214, subpart C (roadway worker protection). In the present case, because the rail yards at and near the Port operate 24 hours per day, train horns may sound during the night consistent with FRA rules.

A brief overview of the logistics associated with managing the trains received at the rail offload area illustrates the strict limits of Global's authority to mitigate noise. In scheduling trains, CP Rail must take account of numerous factors, including other freight trains using the rail lines, Amtrak schedules (since passenger rail takes precedence over freight), and track work and

⁹ Part 210 applies "to the total sound emitted by moving railcars and locomotives . . . active retarders, switcher locomotives, car coupling operations, and load cell test stands, operated by a railroad" (49 CFR § 210.3(a)). Under Part 210, railroads must comply with railroad noise emission standards set by EPA in 40 CFR Part 201 for all types of equipment. Equipment that does not meet the EPA standards is considered "noise defective." Railroads using noise defective equipment must correct the noise defect or remove the equipment from service. Similarly, car coupling activities that exceed the EPA noise standards must be modified to bring them within prescribed noise limits (49 CFR § 210.5, 210.7.)

inspections. These restrictions limit options for avoiding night-time arrivals and minimizing nighttime noise.

Upon arrival at the Terminal, CP Rail remains responsible for moving the train within the rail offload area, including the coupling and uncoupling of cars. Global is responsible only for offloading product from the train into its tanks. From a practical perspective, however, Global has a strong incentive to establish offloading procedures that minimize the movement of railcars within the yard, and thus the amount of noise. Unnecessary movement increases the time and expense associated with the offloading process. Accordingly, Global is constantly reviewing its procedures for managing the receipt and offloading of railcars with CP Rail to reduce movement and, by extension, noise within the portion of the Kenwood Rail Yard leased by Global. Consistent with this effort, Global is proposing to increase the number of loading arms at the rail loading rack, a change that will enable the Terminal to load railcars without interim movements, reducing noise levels associated with this activity. Global also has worked with CP Rail to allow trains to be brought directly into the Terminal and has installed equipment that allows CP Rail to connect and test outbound railcars within the Terminal site. This change has limited the use of the rail spur located immediately behind Ezra Prentice to minimize the potential noise and other impacts to residents. However, Global cannot compel CP Rail to stage railcars in a particular location.

11.0 FIRE AND EMERGENCY RESPONSE

The Project will not affect the risk of fire at the Terminal. As set forth in greater detail below, the Terminal is already designed to handle all types of combustible and flammable fuels. The Terminal has been constructed and is operating in accordance with extensive federal, State and local regulations, applicable codes and internal operating standards. These standards, which cover all types of flammable and combustible liquids managed at the Terminal, address facility design, fire suppression and response equipment, inspections and training, among other topics.

The characteristics and fire potential of the products handled at the Terminal are incorporated into construction standards, operational requirements and fire safety standards. In particular, the National Fire Protection Association (NFPA) sets standards and codes intended to minimize the possibility and effects of fire and other risks. NFPA Code 30: Flammable and Combustible Liquids Code, provides safeguards to reduce the hazards associated with the storage, handling, and use of flammable and combustible liquids. Topics covered in NFPA 30 include fire and explosion prevention and risk control, storage of liquids in containers, storage of liquids in tanks, piping systems, processing facilities, bulk loading and unloading, and marine docks.

As set forth in greater detail below, the proposal to install equipment to indirectly heat certain comparatively viscous biodiesel to facilitate transfer will not increase the risk of fire. Similar to a radiator, the heating involves passing steam or hot oil through pipes to heat the railcars and tanks used to store biodiesel. This indirect heating process, which is commonly employed in the management of biodiesel, does not pose a significant fire hazard risk. More generally, the proposed changes to the Terminal will not impact either the risk of fire or the Terminal's emergency response needs.¹⁰

11.1 Fire Explosion Measures at the Terminal

The Project does not require implementation of any new or modified fire protection measures. Previously accepted and approved procedures will address any new biodiesel products introduced at the Terminal.

NFPA 30 categorizes liquids into three classes based on the liquid's initial boiling point or flashpoint: Flammable liquids (liquids with a flashpoint below 100 degrees Fahrenheit) are categorized as Class I liquids while combustible liquids (liquids with a flashpoint at or above 100 degrees Fahrenheit) are categorized as Class II or Class III liquids. The refined products

¹⁰ Note that the long-form EAF does not specifically require an assessment of the fire and explosion impacts of projects undergoing SEQR review. The Applicant has included this information to provide a thorough assessment of the potential impact of the Project on the surrounding community.

traditionally handled at the Terminal consist of Class I, II and III flammable and combustible liquids. Biodiesel is typically classified as a non-combustible liquid having a flashpoint above 200 degrees Fahrenheit.

Consistent with the applicable NFPA requirements, the Terminal is equipped with an extensive collection of fire suppression and response equipment. Foam suppression systems have been installed at the truck loading rack, the dock/east tank farm area and the west tank farm. According to Safety Data Sheets, the foams stored are not manufactured using perfluorooctane sulfonic acid (PFOS). In addition, two self-contained mobile foam trailers equipped with hoses, nozzles and monitors are available for fire response within the rail offload area. One is at the Terminal and the other is housed at the South Pearl Street Fire House for rapid deployment, if required. Each trailer is equipped with 500 gallons of foam, which can be resupplied without interruption using the resources at the Terminal. Global also has an additional 6,400 gallons of foam stored and available on-site as well as three additional self-contained mobile foam trailers holding an additional 1,500 gallons of foam located in Newburgh, New York, which are available for immediate deployment. The rail facility also has an 8" looped fire main with associated hydrants.

In addition to supplying the Albany Fire Department with a foam trailer, Global has donated three fire monitors for general fire department use. Global also made a significant contribution which allowed the Albany Fire Department to procure a spill response boat with firefighting capabilities.

In 2015, Global conducted a study of fire response and fire suppression resources under its MOSF license and met with the Albany Fire Department. The resulting report concluded that the Terminal had adequate fire-fighting equipment to provide protection for the rail loading and unloading areas, the marine dock, and other locations throughout the Terminal. In addition, the report found that the Terminal had sufficient support capabilities from outside emergency services, including the Albany Fire Department, County emergency response agencies and Global's contracted fire response organization, Williams Fire and Control.

Terminal fire systems are operated and tested annually by an outside contractor with expertise in NFPA 25 “Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems.” This includes testing the thermal detectors at the truck loading rack, confirming water flow volumes for the various suppression systems, and evaluating the injection ratio of the foam concentrate to make sure it meets manufacturer specifications. Representative samples of the foam concentrate are also submitted to the foam manufacturer on an annual basis to ensure that the foam meets the manufacturer’s specifications. The fire systems are equipped with generator backup to ensure operation in the event of a loss of power. The generators are tested on a weekly basis.

In addition to the annual inspections, the rack and foam system fire pumps are run on a weekly basis to ensure proper operation in the event of an incident. The foam trailers and foam houses are inspected monthly. The foam trailer housed at the South Pearl Street Fire Station is included in the inspection.

Fire extinguishers are provided near each product loading/unloading area for employee use. These extinguishers are distributed, inspected, and tested pursuant to applicable Occupational Safety and Health Administration (OSHA) and NFPA requirements.

Global has an emergency evacuation plan for the Terminal included in the Emergency Response Action Plan. The primary purpose of the evacuation plan is to provide instruction for evacuation of the Terminal and procedures to account for employees, contractors and visitors at the site. The Emergency Response Action Plan contains procedures for initial response and notification of federal, State and local authorities. Any additional evacuation that may be implemented beyond the Terminal would be directed by the Albany Fire Department as incident commander. Global would coordinate and cooperate with the Fire Department as needed. Global routinely communicates and trains with the local Fire Department, and officials are provided access to the Terminal to understand its operations and train.

Emergency events that have a potential impact to the community need to be managed and communicated in a coordinated manner. Depending on the nature of the incident, Global would follow procedures and training consistent with the Incident Command System to involve local emergency services, which would include local fire and police departments and the Local Emergency Planning Commission.

The plan to heat certain railcars as well as Tanks 30 and 33 to facilitate the transfer of biodiesel does not significantly increase the risk of fire. Biodiesel has a comparatively low Fire Hazard rating from the NFPA compared to other products stored at the Terminal. Moreover, the biodiesel railcars, pipelines and tanks proposed to be heated are specially designed with internal or external jacketed heating coils. As the steam or hot oil circulates through the heating coils, it indirectly heats the biodiesel to a maximum temperature of only 120° Fahrenheit—or just enough to allow the product to be pumped. This type of heating system is commonly used whenever heat is needed to handle viscous fluids and is similar to systems currently employed at other facilities in the Port. The other components of the Project also will not affect the fire risk at the Terminal or Global's fire response.

11.2 Fire/Explosion Measures During Transport

The Federal Railroad Safety Act (FRSA) empowers the U.S. Secretary of Transportation, through the FRA, to “prescribe regulations and issue orders for every area of railroad safety” (49 USC § 20103(a)). To ensure nationwide consistency in railroad regulation, the FRSA provides that “[l]aws, regulations, and orders related to railroad safety and . . . security shall be nationally uniform to the extent practicable” (49 USC § 20106(a)(1)). It goes on to specifically preempt states from adopting state regulations covering any subject matter covered by a USDOT regulation with certain limited exceptions (49 USC § 20106(a)(2)). Under this provision, where USDOT has adopted regulations addressing a particular aspect of train safety, states are generally preempted from imposing their own, potentially conflicting regulations.

The Pipeline and Hazardous Materials Safety Administration (PHMSA), a USDOT agency, regulates the characterization of hazardous materials during shipment by rail, vessel and truck. The Hazardous Material Regulations (HMR) require individuals offering materials for transport to classify and characterize the material to determine proper packaging, labeling and other requirements. See 49 CFR Parts 171-177. The Terminal must classify and characterize oil consistent with these requirements.

11.3 Fire Training/Response

The Project does not require any modifications or additional measures to be implemented for fire training and response. Previously accepted and approved fire suppression systems and response training will address the additional biodiesel being introduced at the Terminal as part of the Project.

Global conducts fire training with the Albany Fire Department. The fire department training includes familiarization with each of the fire suppression systems at or near the Terminal, including the portable foam trailers stored at the Terminal and at the South Pearl Street Fire Station, the truck loading rack foam suppression system, the dock/east tank farm foam suppression system, and the west tank farm foam suppression system.

In addition, Global employees are provided with training on fire prevention and response practices on a regular basis. The training includes the controls used at the Terminal to prevent the occurrence of fires as well as work practices. Routine inspections are conducted at the Terminal to identify and correct abnormal conditions consistent with this training. Refresher training is provided on a scheduled basis or as needed depending on changes in operations or products handled.

To address the unlikely event of a fire, employees are trained on emergency notification and response practices in order to ensure they are familiar with the proper steps to implement if a fire is discovered, including summoning appropriate responders. These response practices are addressed through regular spill response training, reinforced during safety meetings, and

addressed during emergency response drills. Training, meetings and drills address responses specific to potential fire scenarios at the Terminal, response equipment and local response capabilities.

Annually, employees are provided with initial (incipient) stage fire extinguisher training that addresses the appropriate responses to small fires that can be extinguished quickly using available equipment on-site. Employees also receive periodic fire prevention training consistent with OSHA and NFPA standards so they are knowledgeable regarding the risks of flammable and combustible materials and how to effectively manage those risks.

12.0 CLIMATE CHANGE AND SEA LEVEL RISE

As set forth in greater detail below, greenhouse gas (GHG) emissions from the Terminal under the current Title V air permit are comparatively low, consisting primarily of small quantities of carbon dioxide (CO₂) from combustion equipment at the Terminal. Although the Project calls for the installation of additional combustion equipment, the additional GHG emissions associated with this new equipment are minor and from exempt sources. Overall, the Project will not have a significant climate change impact.

12.1 GHG Emissions (EAF Section D.2.f, g, & h)

12.1.1 DEC Regulation and Guidance Relating to GHGs

Available regulations and guidance on addressing GHGs under SEQR is limited. To date, the only substantive regulations DEC has adopted to address emissions of pollutants that contribute to climate change apply to fossil fuel-fired power plants. These regulations include 6 NYCRR Part 251 (establishing CO₂ emission limits for major new or modified fossil fuel-fired electric generating facilities) and 6 NYCRR Part 242 (establishing a cap-and-trade program for power plant CO₂ emissions for purposes of implementing the Regional Greenhouse Gas Initiative). However, these regulations address only emissions of CO₂ from power plants. Also, they do not require regulated entities to limit indirect GHG emissions in New York State, let

alone attempt to directly limit or otherwise regulate GHG emitting activities outside the State's borders.

Several years ago, DEC modified its EAF form to require information about emissions of specific GHGs, including methane, CO₂ and nitrous oxide (N₂O), which are byproducts of fuel combustion.¹¹ More recently, the SEQR regulations were revised to require the Draft Environmental Impact Statement (EIS) (if required) to identify and discuss "measures to avoid or reduce both an action's impact on climate change and associated impacts due to the effects of climate change such as sea level rise and flooding" where "they are relevant and significant" (6 NYCRR § 617.9(b)(5)(iii)(i)).

DEC regulations and policy do not compel applicants to engage in a lifecycle climate change analysis—which considers GHG emissions associated with the particular fuel from the point of extraction/production to the point of combustion. This conclusion is confirmed by DEC's full EAF, which seeks general information about energy use and GHG emissions but does not request detailed "lifecycle" data.

12.1.2 Direct Terminal GHG Emissions

Detailed information about GHG emissions from the Terminal and the Project can be found in the Application. The primary GHG emitted by equipment at the Terminal is CO₂, which is a byproduct of fossil fuel combustion from the Terminal's existing VCUs and from minor engines and emergency generators that are exempt from permitting under 6 NYCRR § 201-3.2(c).

The maximum CO₂ emissions from operating the Terminal under its currently Title V permit throughput limits is approximately 17,900 tpy. As part of the Project, Global is proposing to install several natural gas-fired boilers and heaters to heat biodiesel. Potential CO₂ emissions from this new equipment are estimated at 25,560 tpy, while actual emissions are expected to be significantly lower.

¹¹ The following six substances are recognized by DEC and others as GHGs: CO₂, methane (CH₄), N₂O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Actual operation of the boilers and heaters are expected to be approximately 25% of the total potential operating capacity. They are not expected to operate as often in the summer as in the colder months.¹² This results in expected actual increase in GHG emissions of approximately 6400 tpy.

The Project will not result in a significant amount of GHG emissions and will not have a significant adverse impact on climate change.

12.1.3 Indirect Impacts

The Terminal provides a connection between fuel producers and refiners and their customers. To date, DEC has not established any regulation that would attribute GHG emissions associated with the production of a particular product to the middleman responsible for transferring that product in commerce from the producer to the consumer. Accordingly, no further analysis of these off-site indirect impacts is required.

12.1.4 Implications of CLCPA

In 2019, New York enacted the Climate Leadership and Community Protection Act (CLCPA), which requires reductions in statewide GHG emissions to 60% of 1990 levels by 2030 and 15% of 1990 levels by 2050. The CLCPA—which is codified primarily at N.Y. Environmental Conservation Law (ECL) Art. 75—calls for establishing a Climate Action Council, which will be responsible for preparing a scoping plan containing recommendations on regulations and other

¹² Further evidence that petroleum terminals generally are not significant sources of GHG emissions is provided by other GHG programs. For example, petroleum terminals are not included on the list of sources required to submit annual reports of their GHG emissions under 40 CFR Part 98, EPA's GHG reporting rule. This reflects EPA's conclusion that terminals are not a significant source of GHG emissions. Under EPA's Prevention of Significant Deterioration (PSD) program—the attainment equivalent of the nonattainment NSR program—EPA adopted special tailored applicability thresholds for new and modified sources of GHGs after concluding that the statutory thresholds for other pollutants were so low that they would result in an unmanageable expansion of the PSD program if applied to GHGs. 75 Fed. Reg. 31514 (June 3, 2010). Although the rule was eventually vacated by the U.S. Supreme Court, it provides a useful point of comparison for purposes of assessing the significance of GHG emissions. The so-called "GHG tailoring rule" established a 100,000 tpy major source threshold for GHG emissions measured in CO₂ equivalent, while the significant modification threshold was 75,000 tpy CO₂ equivalent.

state measures to achieve necessary GHG reductions. By January 2024 (the law's fourth anniversary), DEC must adopt regulations to ensure compliance with the statewide emission reduction limits and assist other state agencies in developing their own regulations, as necessary. Section 7(2) of the CLCPA requires all state agencies to consider whether permitting, licensing, and other administrative approvals and decisions are inconsistent with or will interfere with the attainment of the statewide GHG emission reduction mandates established in ECL Article 75.

The enactment of the CLCPA should not significantly affect the determinations required to be made under SEQR for the Project. As a preliminary matter, the data establishes that the Terminal is not a significant source of GHG emissions nor will it become one following implementation of the Project. Given the relatively minor GHG emissions associated with the Project, granting the requested permit modification will not interfere with attainment of the CLCPA's GHG reduction mandate and thus does not implicate Section 7.2 of the Act. Moreover, specific regulatory and other requirements under the CLCPA are at least four years away. Under these circumstances, the CLCPA does not affect the conclusion that the Project will not have a significant impact with respect to climate change.

12.2 Sea Level Rise

The Project does not call for the installation of extensive additional equipment at the Terminal. As previously discussed, Global is proposing to several small, exempt boilers and heaters to manage biodiesel, and additional loading positions at the truck and rail racks. The Project thus will not significantly increase the risks to the Terminal associated with climate change, including sea level rise. Moreover, as set forth below, Global is in the process of assessing the Terminal as part of a company-wide review of climate resiliency concerns. The results of that review may lead to changes at the Terminal to address climate resiliency issues.

In 2014, the NYS Legislature enacted the Community Risk and Resiliency Act (CRRRA) to ensure that decisions regarding certain State permits and expenditures consider climate risk, including sea level rise. The CRRRA requires DEC to: adopt regulations establishing sea level

rise projections; identify programs in which applicants, DEC and other agencies must consider climate risk, including the impact of sea level rise; and requires DEC and DOS to issue guidance on implementing the CRRA. In 2017, DEC adopted a regulation, set forth at 6 NYCRR Part 490, containing a range of five sea level rise projections (low, low-medium, medium, high-medium, and high) for three regions of the State (Mid-Hudson, New York City/Lower Hudson Region, and Long Island Region).

Part 490 does not impose obligations on facilities. See DEC, 6 NYCRR Part 490 Regulatory Impact Statement (“There is no compliance schedule required by the establishment of Part 490 because the rule does not impose any compliance obligations on any entity”). Although the CRRA required DEC and DOS to issue guidance on implementation by January 1, 2017, no guidance has been made available for public comment, let alone issued. Applicants for permits or funding are not be required to consider Part 490 sea level rise projections until DEC and DOS issue guidance explaining how sea level impacts are to be addressed. Finally, the list of State permits covered by the CRRA does not include air permits. Thus, even if the CRRA had been fully implemented, it would not have applied to the permit currently under review.

Based on the most recent Federal Emergency Management Agency (FEMA) map of the Terminal site (Map No. 36001CO194D, Effective March 16, 2015), the majority of the Terminal site is located within the 100-year floodplain of the Hudson River. For purposes of the CRRA, the City of Albany (including the Terminal location) is in the Mid-Hudson Region.

As previously noted, the Project does not include the construction of new structures or installation of significant amounts of new equipment. Moreover, the Project does not include the placement of fill or other encroachments into floodways or floodplains that could raise base flood elevations or otherwise impact the potential path of floodwaters. As a result, no significant impacts relating to flooding (including potential sea level rise) are expected from the Project.

Despite the lack of anticipated flooding/sea level rise-related impacts associated with the Project, Global nevertheless takes its obligations to address climate resiliency seriously.

Planning and response procedures for floods and other natural disasters are incorporated into the Terminal's spill prevention and response plans. These plans are reviewed periodically and response procedures are updated based on FEMA flood projections and sea level rise projections associated with climate change. This evaluation process helps ensure that the Terminal is not adversely affected by sea level rise attributable to climate change.

13.0 VISUAL ANALYSIS¹³

As discussed in Section 2.1 above, the Terminal is located in an existing industrial area along the Hudson River adjacent to the existing Port of Albany, a major industrial/commercial facility. The Terminal has been in its current location for almost a century. In fact, the Terminal has fewer storage tanks than were historically located on the property.

The only construction associated with the Project that could potentially affect the Facility from a visual perspective is the installation of additional loading positions at the truck rack and the rail rack and other minor appurtenances. (The new boilers and heaters will be installed inside existing structures and so will not have a visual impact.) A visual analysis was conducted of the truck rack expansion and the rail rack expansion. Photographs of the existing truck rack area and rail rack area from three (3) different angles each are included as Attachment H. As seen from the images, the nature and character of the site is not impacted, and views of the area are not substantially affected. A rendering of the additional bays at the truck loading rack is also included in Attachment H.

¹³ With respect to visual impacts, the EAF inquires whether "the project site is within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?" This question reflects the fact that not all visual impacts are required to be assessed for SEQR purposes. As set forth in visual impacts must only be assessed when an action is proposed within the viewshed of a designated aesthetic resource such as a state park or national wildlife refuge. However, even if a project will be located within the viewshed of a designated historic resource, its significance will depend in large part on whether the area was designated for its aesthetic value. For further details, see DEC's Program Policy DEP-00-2, *Assessing and Mitigation Visual and Aesthetic Impacts* at <https://www.dec.ny.gov/permits/115147.html>. In this case, the Terminal is not located within five miles of any officially designated and publicly accessible federal, state or local scenic or aesthetic resource and so does not require a visual impact assessment. Nevertheless, Global has conducted an assessment of the impact of the Project from a visual perspective.

In the past, residents of Ezra Prentice Homes have expressed concerns about the visual presence of railcars located in Kenwood Yard immediately behind the homes after cars have been emptied. As a preliminary matter, the rail siding at issue, and Kenwood Yard as a whole, was in place well before Ezra Prentice was constructed by the Albany Housing Authority. More importantly, Global has no control over where CP Rail stages its railcars. Railcars parked on the Kenwood Yard siding are considered to be “in transit” and are staged based on CP Rail’s own logistical and operational needs. As previously discussed in the Section 10.0 relating to noise, Global—despite lacking any authority to insist on railway operation changes—has reached out to CP Rail and asked them to minimize use of the rail spur immediately behind Ezra Prentice. Global also has provided additional infrastructure in the rail offload area located at the Terminal that allows CP Rail to build outgoing trains in the offload area rather than pulling the cars to the staging area near Ezra Prentice. In addition, when possible, CP Rail delivers railcars directly into the Global railcar area, rather than staging the railcars near Ezra Prentice. These voluntary measures have been implemented to reduce the visual impact of staged railcars on the residents of Ezra Prentice. As previously noted, however, CP Rail is ultimately responsible for determining how railcars will be staged.

14.0 DEC ENVIRONMENTAL JUSTICE POLICY

Global has taken—and will continue to take—steps to ensure that the members of the South End community and their representatives are fully informed about changes at the Terminal that could affect the community. As set forth in greater detail below, in recent years, Global has reached out to and engaged with the community in numerous ways, including hiring a community liaison. With respect to the Project, Global has prepared and is implementing a formal public participation plan (PPP) designed to inform the community about the proposed changes and obtain their input.

Global is committed to working with community members and stakeholders to ensure everyone’s voice is heard and has taken numerous steps recently to fulfill that commitment, as detailed below.

- In June 2018, Global sent a letter to community members updating them on the permit modification status. The letter was mailed to all residential addresses in roughly a one-mile radius around the Terminal.
- Global employees including executives, met with community leaders and neighbors on a regular basis.
- In August 2019, Global hired a full-time community liaison for the company with more than 35 years of community involvement experience in Albany.
- In November 2019, Global conducted a tour of the Terminal for local political leaders and others to familiarize them with Terminal operations.
- Global recently leased an office located at 40 South Pearl Street, Albany, NY, to facilitate community outreach. The office will be open regular hours and by appointment.
- Global supports K-12 education and recreation programs, community organizations, and public safety programs in Albany. Global also donates home heating oil to help families in need.
- Global contributes to numerous local organizations, including the Albany Police Athletic League, the Albany Boys and Girls Club, and Lark Street Business Improvement District (including *Movies Under the Stars* sponsorship), among many others.

Going forward, Global is committed to ensuring community engagement with respect to major projects at the Terminal. The Terminal is situated in an area that is identified as a potential environmental justice (EJ) area. Based on a review of GIS mapping and demographic application layers, DEC previously determined that census blocks meeting the EJ criteria are situated in the area north and west of the Terminal.

Because of the Project's proximity to EJ areas, Global has prepared a comprehensive PPP pursuant to DEC Commissioner's Policy CP-29, *Environmental Justice and Permitting*, with the goal of ensuring that members of EJ communities in the vicinity of the Terminal and other stakeholders are informed about the Project and provided with opportunities to provide input. The specific goals of the PPP are to:

- Establish avenues for members of the South End community and other stakeholders to learn about the planned changes at the Terminal and provide input.
- Create opportunities that foster open and effective dialogue with stakeholders.
- Build relationships with community members and other stakeholders.
- Provide forums to hear and respond to concerns.
- Identify any actions that minimize impacts on the community and the environment.

Consistent with these goals, the PPP identifies key stakeholders and establishes a program for communicating information about the Project that includes:

- A letter to stakeholders several weeks in advance of an open house concerning the Project;
- A letter to stakeholders concerning the Project will be sent after the Application has been submitted to DEC;
- A public meeting concerning the Project to be held after submission of the Application;
- Updating the website for the Terminal to include information concerning the Project;
- Making key documents available on the Terminal website and in various local document repositories.

As of the date of submission of Global's Application, Global had submitted a copy of its PPP to DEC for review. In addition, Global held an open house concerning the Project in the Community Room at Ezra Prentice Homes on February 25, 2020. Three weeks prior to the open house, notice was sent to individuals residing within an approximately one mile radius of the Terminal as well as numerous other stakeholders identified in the PPP. In addition, notice of the open house was posted in various locations throughout the community. Approximately 40 individuals attended the open house. The complete details of Global's public participation program are set forth in the PPP.

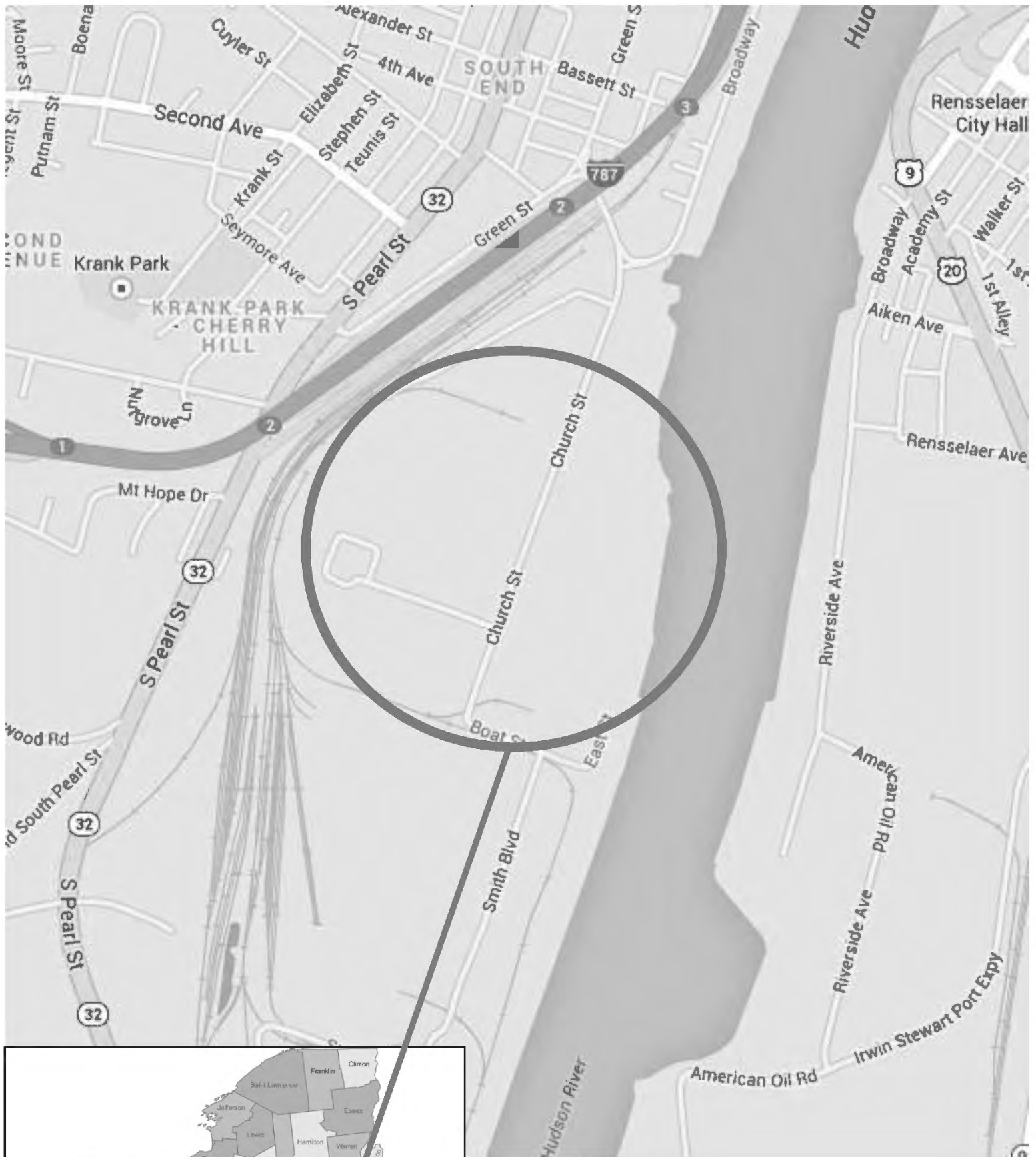
These public outreach efforts concerning the Project are in addition to those mandated by the State Administrative Procedures Act and DEC's implementing regulations.

Global will consider the information obtained during these public outreach efforts in its discussions with DEC concerning the Project. It will also prepare a document responding to the comments received. Consistent with CP-29, Global also will prepare status updates concerning its public outreach efforts.

15.0 REFERENCES

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Attachment A
Site Location Map

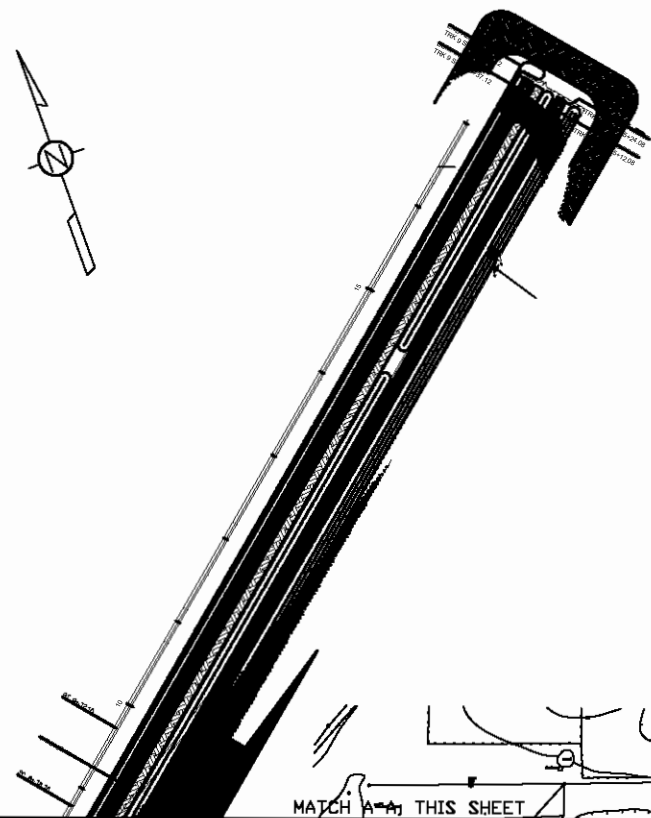


TITLE:	ATTACHMENT A - SITE LOCATION MAP
LOCATION:	50 CHURCH STREET ALBANY, NEW YORK
	
16 Computer Drive West Albany, NY 12205 Phone: 518.453.2203 Fax: 518.453.2204 www.envirospeceng.com	

Attachment B

Site Plan

MATCH A-AJ THIS SHEET



NEW BOILER BUILDING
(1) 4 MMBTU/HR BOILER
(1) 6 MMBTU/HR BOILER
IN EXISTING STRUCTURE

(4) 9.9-MMBTU/HR BOILERS
IN EXISTING STRUCTURE

ADDITIONAL RAIL LOADING
POSITIONS

RAIL SIDING

PIPING

CONTAINMENT 68,000 GAL
TANK RT-2

TANK A-2
125' DIA
20,000 GAL

VAPOR
COMBUSTION
UNIT

TANK A-RED
DYE 2

CONTAINMENT 68,000 GAL
TANK RT-1

LOADING RACK
RAIL CONTAINMENT
60,000 GAL

ADDITIONAL
LOADING BAY

REPLACEMENT VRU

(1) 4 MMBTU/HR HEATER
IN EXISTING STRUCTURE

TANK A33
125' DIA

TANK A32
125' DIA

TANK A31
125' DIA

TANK A30
125' DIA

TANK A29
125' DIA

TANK A28
125' DIA

TANK A39
125' DIA

TANK A64
125' DIA

TANK A63
80' DIA
TREATED WATER

TANK A120
80' DIA

TANK A119
80' DIA

TANK A118
120' DIA

TANK A114
120' DIA

TANK A121
120' DIA

TANK A117
120' DIA

TANK A115
120' DIA

NEW MARINE VCU

OLD MARINE VCU

TANK A-5

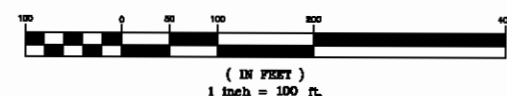
DOCK SAFETY UNIT

TRANSFER AREA

TANK F-100X

LEGEND:

- CHALK LINE FENCE
- FIRE HYDRANT
- ★ LIGHT
- POSTS
- FIRE HOSE
- LIMITS OF DISTURBANCE



envirospec
ENGINEERING, LLC

340 NORTHERN BLVD.
ALBANY, NY 12204
PHONE: 518.438.8800
FAX: 518.438.8827

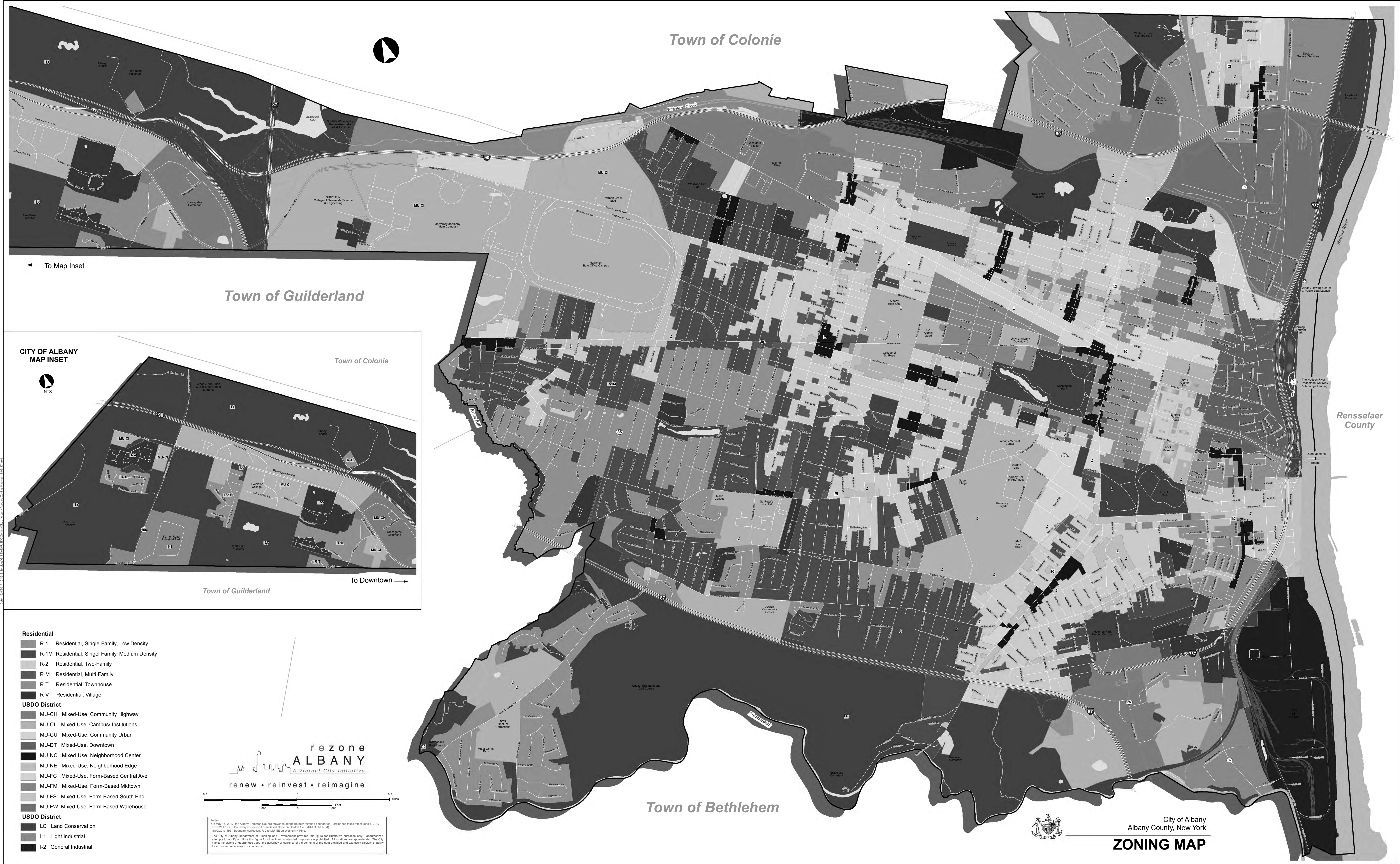
REV	DATE	DESCRIPTION	DESIGNED	CHECKED	APPROVED
1	03/20	PROPOSED PROJECT REVISION			

DIAGRAM #1
PORT OF ALBANY TERMINAL

1 ALBANY TERMINAL SITE PLAN
SP-1 SCALE: AS SHOWN

Attachment C

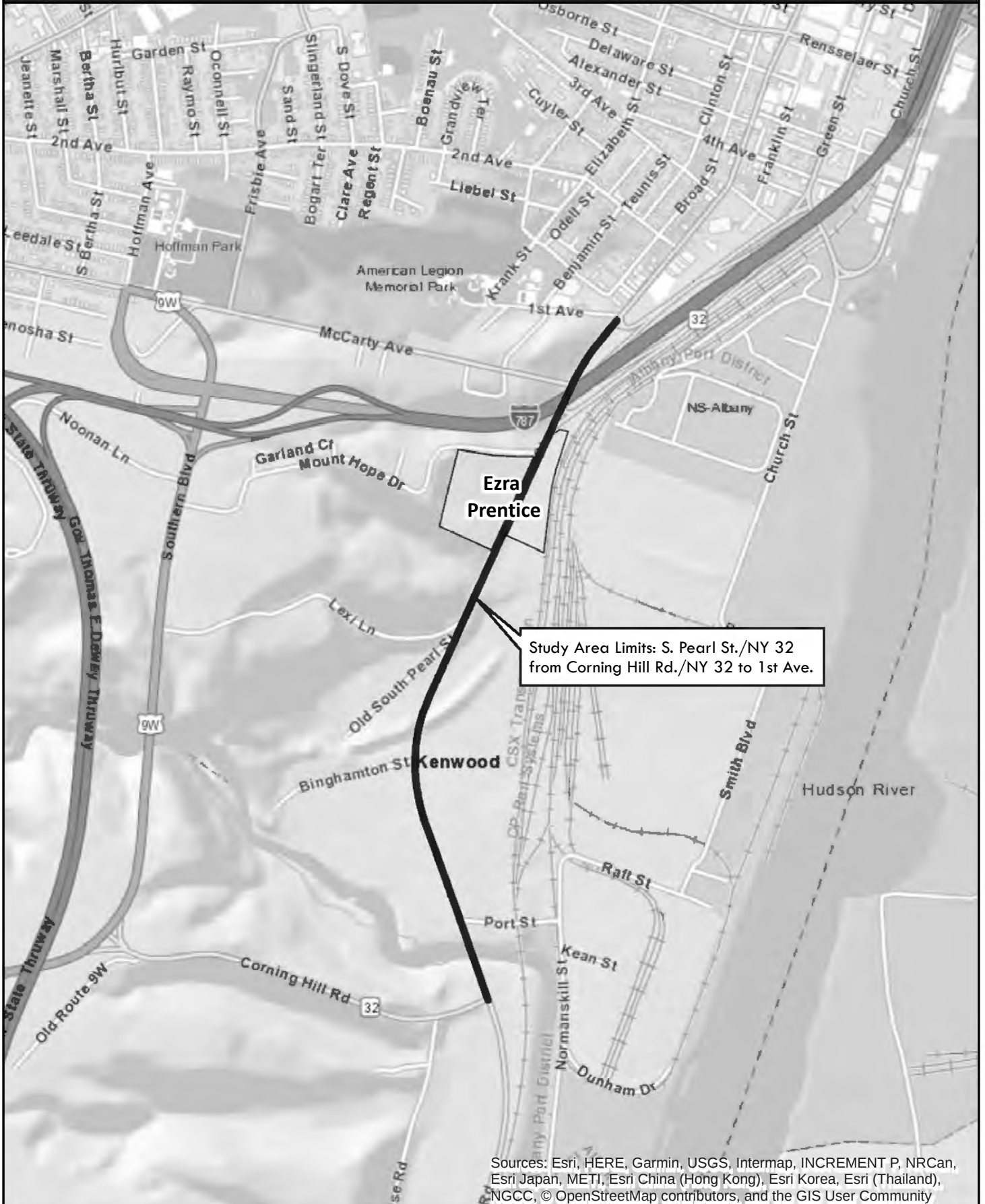
Zoning Map



Attachment D

Map of Capital District Transportation Committee Study Area

Figure 1: Study Area



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study



0 500 1,000 2,000 Feet
1 in = 1,500 feet

Date Produced: April 15, 2016

Attachment E

Global Truck Route Study

GLOBAL COMPANIES LLC TRUCK ROUTE STUDY

November 11, 2019

PREPARED BY:



INTRODUCTION

In July 2019, Alta Planning + Design was retained to perform a license plate survey on behalf of the Global Companies LLC. Global Companies has a facility at the Port of Albany in Albany, NY, and specializes in land-based liquid fuel transport using tanker trucks (see Fig. 1). The scope of this survey was to note the identification (including license plate number and/or company name) of fuel tanker trucks leaving the Global terminal at the Port, and comparing them to the identities of fuel tanker trucks observed traveling on NYS Route 32 (South Broadway) in the City of Albany, between the trucking facility and Ezra Prentice Homes on S Pearl Street (Rt. 32). The data collected from the two observation sites was then cross-referenced to find all, if any, matches between tanker trucks leaving the Global facility and tanker trucks traveling on NYS Route 32. The detailed methodology and results are shared below.

METHODOLOGY

The license plate, company name, time of day, and direction of travel for passing tanker trucks was collected over two 12.5-hour periods between the hours of 4:00 am and 4:00 pm via camcorders, still photos and hand-written notes at the following locations:

- “North” site: Global Companies terminal, 50 Church Street, Albany, NY
- “South” site: Ezra Prentice Homes, 625 South Pearl Street (Rt. 32), Albany, NY

Full data accuracy was hindered by limited visual conditions, such as darkness, truck speed, illegible license plates, tanker trucks with no obvious markings, and other cars blocking the truck plates. It was noted that a detour was posted at intersection of S Pearl Street and the exit/entrance ramps to I-787, which could



Figure 1. A typical tanker truck observed during the study.

have potentially manipulated traffic, but it is unlikely given the location and route of the detour.

Upon completion of the data collection, license plate numbers, tanker numbers, times, and/or company names were compared between north and southbound tanker trucks on S Pearl Street and tanker trucks exiting the Global Facility. The data was analyzed to identify definitive and possible matches.

DATA SUMMARY

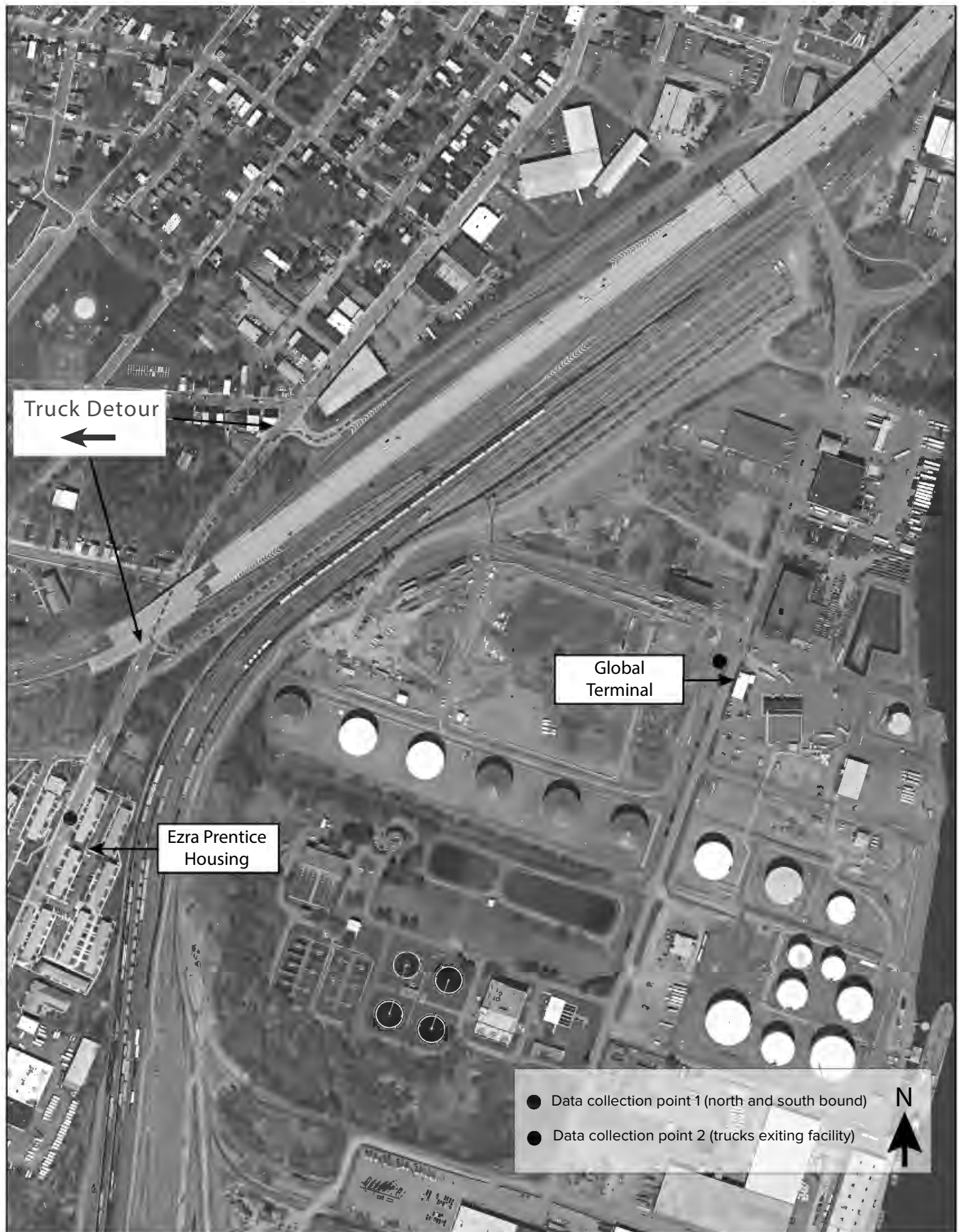
Item	Tuesday	Wednesday	Total	Average
Total Tanker Data Captured	336	369	705	352
Total Tankers on South Pearl I	198	221	419	209
Total Tankers Northbound	106	113	219	109
Total Tankers Southbound	92	108	200	100
Total Tankers Leaving Global	138	148	286	143

SUMMARY OF STUDY FINDINGS

Type of Match	Counts	% of Tanker Trucks on S. Pearl (419)
Definitive Matches: Leaving Global/Captured Southbound on South Pearl	21	5%
Possible Matches: Leaving Global to South Pearl	6	1%
Total Matches	27	6%

Of the 419 tanker trucks counted on South Pearl Street, only 5% matched and 1% possibly matched to those exiting or entering the Global facility. Of the 286 total trucks that left the global facility over the course of the two-day count, less than 10% routed to South Pearl Street.

DATA COLLECTION SITES



Attachment F

Global Odor Study



Odor Science & Engineering, Inc.

**ODOR EVALUATION OF THE GLOBAL ALBANY TERMINAL
AND SURROUNDING AREA
PORT OF ALBANY NY**

**Prepared for:
Global Companies LLC**

**Prepared by:
Odor Science & Engineering, Inc.**

October 23, 2019

OS&E Project No. 2153-M-00

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2.	METHODOLOGY	2-1
3.	ODOR SURVEYS	3-1
	3.1 ON-SITE SURVEYS.....	3-1
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Figures

ON-SITE ODOR SURVEYS.....	3-5 – 3-8
OFF-SITE ODOR SURVEYS.....	3-9 – 3-20

1. INTRODUCTION

Odor Science & Engineering, Inc. (OS&E) was retained by Global Companies LLC to conduct ambient odor monitoring at Global's tank farm/terminal located at 50 Church Street in Albany, NY and in the surrounding area. The Global terminal site is located in an industrial area at the Port of Albany on the west bank of the Hudson River shown in Figure 1. The tank farm consists of 17 tanks containing products including ethanol, gasoline and diesel. Tank loading and unloading is conducted at on-site rail, truck and marine loading stations all of which are equipped with vapor control and treatment systems. Potential sources of odor at the Global terminal and surrounding area include a municipal waste water treatment facility, the Global facility and other tank farm and terminal operations, asphalt storage tanks, an asphalt plant and grain/feed operations. In addition, the land to the east (across the Hudson and on the east bank) is occupied by a number of industrial facilities in the Port of Rensselaer. Potential odor sources on the east bank include cogeneration power plants, a large metal salvage yard, Albany Asphalt Plant, as well several active bulk storage and petroleum distribution facilities.

The objective of the ambient odor monitoring was to provide an odor baseline for the Global facility determining the distance to which any Global terminal-related odors could be detected off-site as well as documenting the odor impact of other sources in the surrounding area. The odor monitoring was conducted over the 5-day period: September 9th – 13th, 2019.

Four (4) on-site and twelve (12) off-site odor surveys were conducted by OS&E over the 5-day period. The surveys were conducted at various times of the day and night to document the full range of diurnal meteorological patterns. During the surveys, the location, odor concentration, intensity, character and likely source of any odor detected were documented along with the meteorological conditions. The methodology used in quantifying and characterizing the odors is described in Section 2 of this report. The findings from this investigation are presented in Section 3.

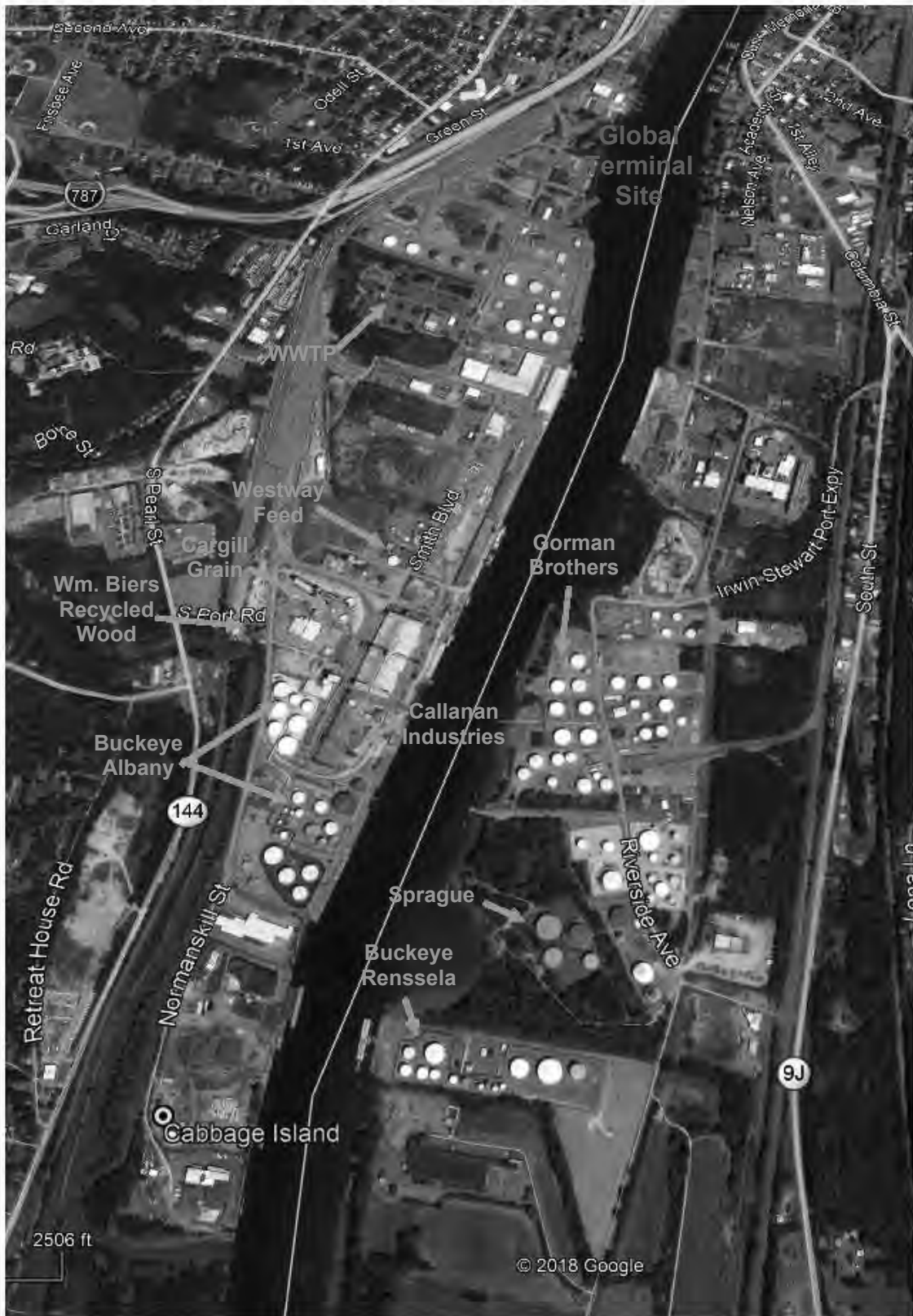


Figure 1. Global Terminal Site & Surrounding Area – Port of Albany

1-2

2. METHODOLOGY

Measurement of Odor Concentration with Portable Olfactometer

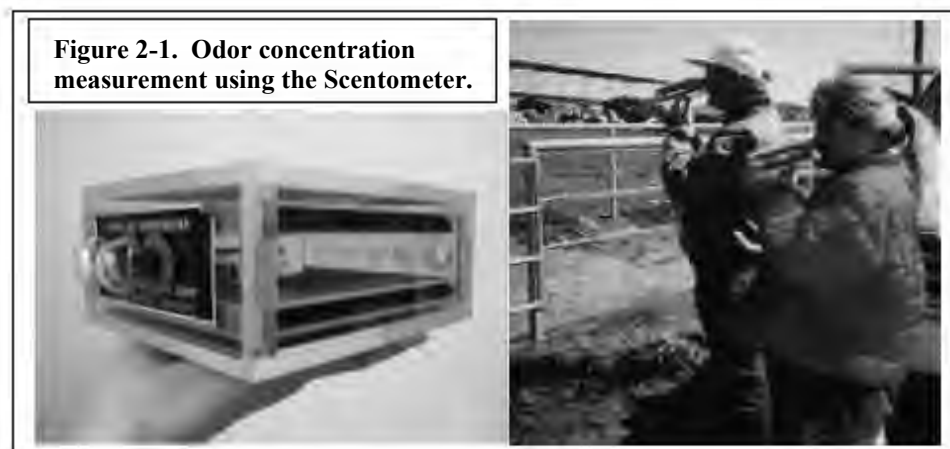
Odor concentration provides a measure of how many times an odor needs to be diluted to be reduced to the threshold level, at which only 50% of normal human population is able to detect the odor.

Accordingly, odor concentration is often measured by a statistical procedure utilizing a panel of odor observers. This procedure, referred to as dynamic dilution olfactometry, follows the methodology specified in the ASTM Recommended Practice E679-04. The procedure is performed using odor samples collected in suitable containers, typically flexible bags made of inert and impervious material such as Tedlar. This procedure is not well suited for low level ambient level odors, in large part due to potential deterioration of such samples associated with sample storage and transport. For this reason, the analysis of ambient odors is typically performed in the field using portable olfactometers such as a Scentometer described below and shown in Figure 2-1.

Odor concentration does not provide as direct an indication of how objectionable an odor may be as does odor intensity, as described below. The reason is that different odors with the same odor concentration may have significantly different intensities. Nevertheless, some states and other jurisdictions have developed regulations limiting ambient odors based on odor concentration as measured by a portable olfactometer. In most cases the limit (maximum allowable odor concentration) has been set at 7 to 1 dilutions to threshold (D/T). Odors with very low concentration, such as a 2 to 1 dilution or < 2 D/T, are so close to threshold level that they would be very unlikely to be considered objectionable.

Ambient odor levels were measured using a Scentometer. This instrument provides a number of pre-set dilutions to measure the concentration of ambient odors. These dilutions are generated with a stream of activated carbon filtered air. The flow of both the uncontrolled odorous ambient air and the carbon filtered air used for dilution is generated by breathing through the instrument. The rate at which ambient air is introduced into the instrument is controlled by the observer who successively opens a series of inlet orifices of increasing size. Thus, the odor concentration evaluated by the observer increases successively until it becomes sufficiently high for the observer to detect the odor. In this sense the

instrument functions like a gas mask with a pre-set series of controlled and calibrated leaks. The reported odor concentration is the lowest concentration at which the odor is detected.



Odor Intensity

Odor intensity is the perceived strength of the odor sensation. More than any other property of odor, perceived odor intensity is what triggers odor complaints. It is measured by comparing the intensity of the odor perceived to that noted when sniffing standardized concentrations of a reference odorant. In this country, n-butanol is used as the reference odorant as prescribed by ASTM Method E544-18, “Recommended Standard Practices for Referencing Suprathreshold Odor Intensity”. The now widely used n-butanol odor intensity scale is based on n-butanol vapor as the odorant at eight concentration levels or steps. The concentration increases by a factor of 2 at each intensity step starting with approximately 15 ppm at step 1 and ending with approximately 2000 ppm at step 8.

OS&E has developed a field kit which uses aqueous solutions of n-butanol to produce the standard vapor concentrations in the head space of the eight individual containers. In comparing intensities of various odors the differences in odor character are ignored as in comparing the intensities of lights of different colors. Numerous field investigations, as well as laboratory evaluations, have established that odors generally become objectionable when their intensity reaches 3 on the n-butanol scale. This guideline has also been verified in many OS&E field studies conducted across the country and internationally has been found to be essentially a universal standard except, in areas where the

population has become sensitized to odors because of very frequent exposure to relatively high intensities of ambient odors. In these cases, such “sensitized individuals” may complain about odors of materially lower intensities than 3.0 on the n-butanol scale.

The following description is provided as an aid in interpreting the odor intensity measurements reported in this study.

odor intensity (E544-18)	description of perceived odor
0.5 – 1	odor is detectable and recognizable but would generally be noticed only if specifically targeted, such as during an odor survey
2	odor is clearly recognizable but is likely not to be considered objectionable except in sensitized communities
3 and higher	odor is sufficiently intense to cause a distraction of a person fully occupied by some activity, such as conversation. Odor would typically be considered objectionable and would be expected to cause odor complaints

Community Odor Surveying

The purpose of the community odor surveys conducted was to locate and quantify odors present in the community and to identify their character and the likely source. Specific attention was paid to the closest residential neighborhoods to the west of the Global terminal site on both sides of RT 32 S. Pearl Street. Community surveillance was accomplished by slowly driving or walking in the areas surrounding the Global facility. When an odor was perceived, the location, time, odor character and odor intensity were recorded. Observed meteorological conditions (wind speed and direction and cloud cover) were also recorded. Local meteorological data was obtained from both AccuWeather.com and ground level measurements made using a hand held Extech Thermo-Anemometer.

Odor intensity was measured using a portable standard n-butanol reference scale, as described in the preceding section.

3.0. ODOR SURVEYS

Over the 5-day period: September 9th through September 13th, 2019 OS&E conducted odor monitoring both on-site at the Global Albany Terminal and off-site in the areas surrounding the Global terminal property. The odor surveys were conducted to document the extent of any off-site impact from Global sources as well as the impact from other odor sources in the area which could potentially cause odor complaints from nearby residents particularly the Albany Housing Authority area located to the northwest of Global.

3.1 ON-SITE ODOR SURVEYS

Four (4) on-site odor surveys were conducted inside the Global Albany Terminal property during the following times and wind conditions:

Day	Date	Time	Wind	
			direction	Speed (mph)
Tues.	9/10/19	10:45-11:45	SE-SSE	1-4
Weds.	9/11/19	15:30-17:00	Calm-S-WSW	0-3
Thurs.	9/12/19	07:00-08:15	NNE-NE	2-6 During Railcar Unloading
Fri.	9/13/19	10:45-11:30	E-ESE	1-6

The results of the on-site surveys are shown in Figures 3-1 through 3-4. The surveys were conducted by walking the areas along the storage tanks and downwind of any product transfer activities that were taking place at the time. The locations of any detectable odors are shown in red on the map, labeled in the order that they were detected. The numbers correspond to the entries in the tables on each figure which provide detailed information on the individual odor observations: intensity, character and the likely source of the odors. The meteorological conditions at the time of the survey are also included in the summary tables.

Any Global terminal-related odors detected on-site were found to be very light “gasoline/petroleum” odors which ranged in intensity from 0.25 -1.0 on the 8-point n-butanol intensity scale and measured <2 D/T. These odors were localized to the immediate areas around the tanks. No odors were detected in any areas downwind of railcar unloading activities taking place during the 9/12/19 on-site survey (Figure 3-3).

When the winds had a southerly component (Figures 3-1 and 3-4) stronger odors (up to intensity 1.5) were detected on the Global Site from other sources including the Wastewater Treatment Plant (WWTP), Westerly Feed and the Buckeye Albany asphalt plant located to the south of Global.

3.2 OFF-SITE SURVEYS

A series of twelve (12) odor surveys was conducted in the areas surrounding the Global Terminal site. Whenever an odor was detected, regardless of the potential source, its location was recorded on the map of the area along with its intensity, concentration, character and the likely source. The surveys were conducted at various times of day and night under a range of meteorological conditions. The results of the off-site surveys are presented in Figures 3-5 through 3-16.

Each survey included investigation in the closest residential neighborhoods to the northwest of the Global terminal site on both sides of RT 32 S. Pearl Street. The shaded area on each figure represents the boundary of the areas investigated during the survey. The locations of the individual zones of odors detected are shown in red, numbered in the order in which the observations were made. Any Global-related odor observations are highlighted in yellow. The numbers correspond to the entries in the table on each figure which provide the details of each odor observance. The tabular inserts in Figures 3-5 through 3-16 show the intensity of the odors on the n-butanol scale, odor concentration (in terms of “dilutions to threshold”, D/T), the character and the likely source of the odor.

In summary, Global-related odors were detected in only 3 of the 12 off-site surveys (Figures 3-9, 3-10 and 3-16). The morning survey conducted on 9/11/19 is shown in Figure 3-9. During this survey, light winds were from the S-SSW. “Gasoline/petroleum” mixed with “asphalt” odors were observed immediately adjacent to the Global site (locations 2) and a little further north on Broadway (locations 11). These odors had a maximum intensity of 1.5 and measured between <2-2 D/T.

The survey conducted later that same afternoon is shown in Figure 3-10. During this survey light winds remained from the south. Light “gasoline/petroleum” odors were detected areas immediately adjacent to the Global site shown at location 5 and along Church Street at locations 6 and 7. These odors had a maximum intensity of 1.5 and measured between <2-2 D/T.

The survey conducted during the afternoon hours on 9/13/19 is shown in Figure 3-16. During this survey winds were variable between S, SE and ESE. Any detectable odors attributable to Global were again in the immediate vicinity as shown by locations 1, 2 and 3. These odors ranged in intensity from 0.5-1.5 and measured <2-2 D/T. In these cases the “gasoline/petroleum” odor was mixed with odors from other sources as well including the WWTP and from barge unloading activities taking place on the east side of the river associated with Gorman Brothers terminal. Odors from the WWTP and Gorman Brothers were found to extend further northwest of Global into the residential areas during this survey shown by locations 11 through 16.

Railcar unloading activities were taking place at the Global terminal during the surveys shown in Figures 3-7, 3-11, 3-13 and 3-14. No odors were detectable in any areas downwind of the railcar unloading during any of these surveys.

The results of the baseline odor survey have shown that any odors associated with the Global Albany terminal are well below typical objectionable levels. Any odors detected beyond the Global terminal site attributable to activities at the Global terminal were both infrequent and at very low intensity levels ranging from 0.5-1.5 in the butanol scale. Odors at these intensity levels would be characterized as:

n-butanol intensity level (0-8) ASTM E544-18	description of perceived odor
0.5 – 1	Very Faint: An odor that would ordinarily not be noticed by the average person, but could be detected by the experienced inspector or a hypersensitive individual.
1-< 2	Faint: An odor so weak that the average person might detect if his attentions are called to it, but that would not otherwise attract his attention.

Odors of such intensity level would not typically be the cause of odor complaints. Our experience has shown that odor complaints are usually initiated at an odor intensity value of 3.0 or greater on the 8-point n-butanol intensity scale. This has been verified in many of our field studies across the country for a wide variety of industries and their neighboring communities. Only when a community has become “sensitized” (developed a disproportionate lack of tolerance for certain odors) is the objectionability level significantly below 3.0.

The background odors in the general Port of Albany area consist of more frequently detectable and higher intensity odors from other local industrial sources some of which are described below.

3.3 OTHER ODOR SOURCES

While specifically looking for Global-related odors, several other odor sources were identified in the Port of Albany Area. Although most odors were detected in relatively close proximity to their sources, the more significant sources in terms of observed odor intensity and odor concentration included:

Source		Maximum Odors Observed During Off-Site Surveys			
Code ^(a)	Name	Character	Odor Intensity ^(b)	Odor Conc. (D/T) ^(b)	Figure No.
F	Buckeye Albany	asphalt/petroleum	2.0-3.0	15-31	3-7
		asphalt/sulfur	1.0-3.0	2-31	3-8
		gas/asphalt/solvent	2.0-4.0	31-170	3-9
		oily/petroleum/asphalt/gasoline	1.5-3.0	31-170	3-10
		petroleum/asphalt	1.0-2.0	2-7	3-11
		asphalt/petroleum/sharp	1.0-4.0	2-170	3-16
B	WWTP	Sewage	1.0-2.5	2-15	3-6
		Sewage	1.0-2.0	2-7	3-7
		Sewage	1.0-2.0	2-7	3-8
		Sewage	1.0-2.5	2-31	3-11
		sour/sewage	1.0-2.5	7-15	3-13
		Sewage	0.5-2.0	2-7	3-16
D	Cargill Grain	sour grain/meal	1.0-2.0	7-15	3-7
		sour/rotten/grain/feed	1.0-2.5	7-15	3-8
		rotten meat/grain	1.5-2.75	7-15	3-12
C	Westway Feed	sour molasses	1.5-2.0	2-7	3-12
		sweet/sour/molasses	1.0-2.0	7-15	3-13
		sweet/sour/molasses	2.0-3.0	15-31	3-14
E	Wood Recycling	fresh wood chips	1.0-2.0	7-15	3-8
		fresh wood chips	1.5-2.0	2-7	3-9
		wood chips/mulch	1.5-2.5	2-15	3-11
		sour wood chips/mulch	1.5-2.75	7-15	3-12
		sour wood chips/mulch	0.5-2.5	7-15	3-13
		wood chips/mulch	1.0-3.0	2-31	3-14
		wood chips/mulch	1.5-3.0	2-31	3-16

- a) letter indicated for source location on off-site odor survey maps
b) odor intensity on the n-butanol intensity scale 0-8 (ASTM E544-18)
c) D/T = dilutions to threshold as measured by Scentometer

ON-SITE ODOR SURVEYS



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.5	<2	light gasoline	Global	6	0.5	<2	sweet/solvent/gas	Westway/Global
2	0.5	<2	light gasoline	Global	7	0.5-1.5	<2-2	mercaptan/sewage	WWTP
3	0.5	<2	light gasoline/petroleum	Global	8	0.5	<2	stagnant water/aeration	WWTP
4	0.5	<2	gasoline	Global	9	0.5-1.5	<2-2	rotten sludge water	WWTP
5	0.5-1.0	<2	gasoline	Global	10	0.5-0.75	<2	oily/diesel	Global
Wind: SE-SSE, 1-4 mph, gusts 5 mph, 73°F, 75% cloud cover, mostly cloudy									

Figure 3-1. Tank Farm odor survey No. 1 (09/10/2019 10:30-11:45)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.5	<2	light sulfur	Global	3	0.25	<2	gasoline	Global
2	0.5	<2	sweet	Westway Feed	4	0.5	<2-2	paint solvent	?
Wind: S-WSW, 0-3 mph, gusts 5 mph, 89°F, 40% cloud cover, mostly sunny									

Figure 3-2. Tank Farm odor survey No. 2 (09/11/2019 15:30-17:00)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.25	<2	gasoline	Global	4	0.5	<2	gasoline/petroleum	Global
2	0.5-1.0	<2	gasoline/solvent	Global	5	0.5-1.0	<2-2	bread baking	bakery
3	0.5	<2	gasoline/petroleum	Global	6	0.5	<2	petroleum/solvent	Global
Wind: NNE-NE, 2-6 mph, gusts 14 mph, 64°F, 100% cloud cover, cloudy									

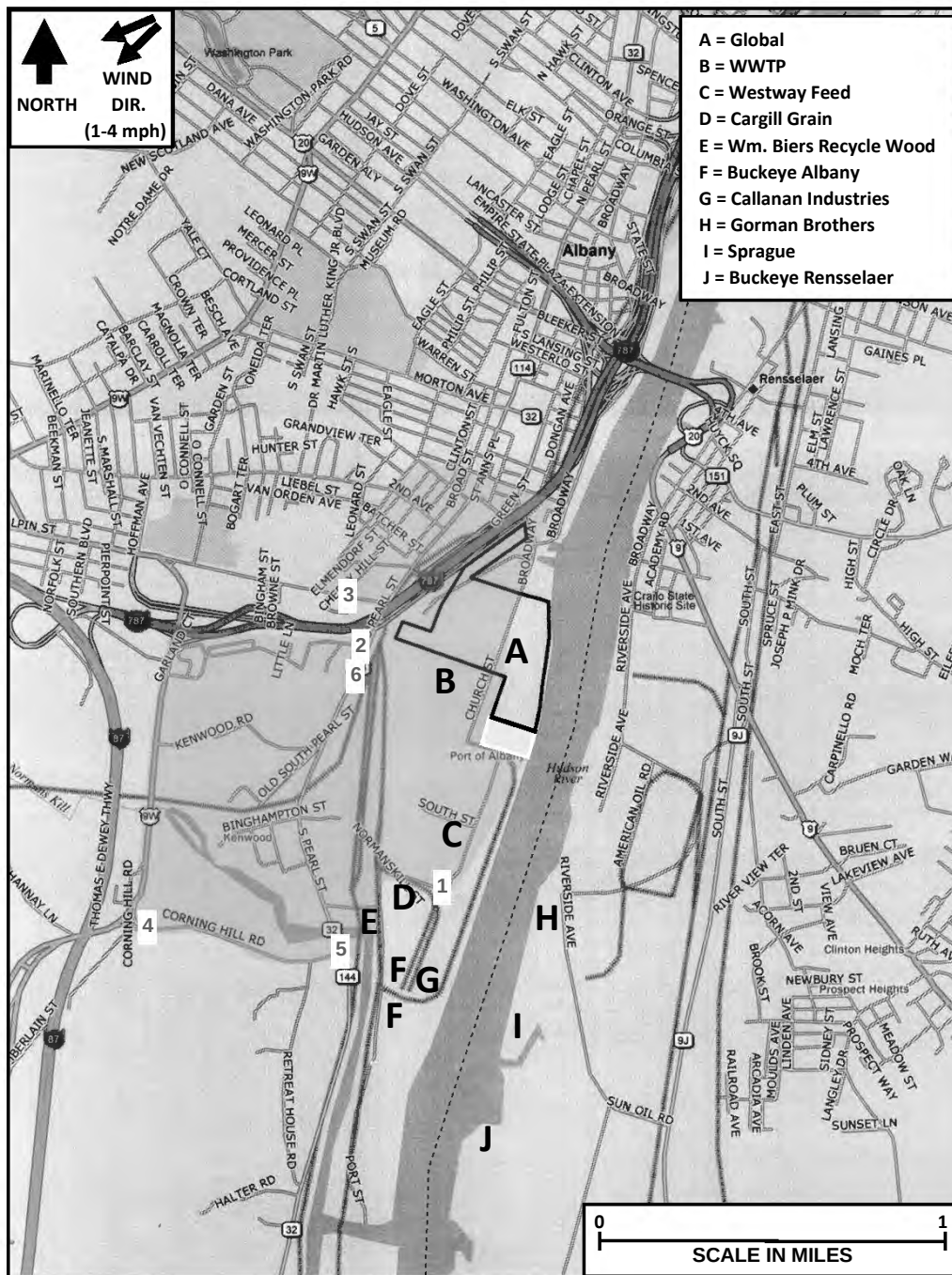
Figure 3-3. Tank Farm odor survey No. 3 (09/12/2019 07:00-08:15)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.25-0.5	<2	oily/petroleum	Offsite?	6	0.25	<2	gasoline	Global
2	0.25-0.5	<2	oily/petroleum	Offsite?	7	0.25	<2-2	oily/petroleum	Global
3	0.5-1.0	<2	gasoline	Global	8	0.25-1.5	<2-2	sewage	WWTP
4	0.5-1.0	<2	gas/asphalt/solvent	Global/ Asphalt Plant	9	0.5	<2-2	sour/musty/sewage	WWTP
5	0.25-0.5	<2	gasoline/petroleum	Global	10	1.0	<2	petroleum/asphalt	Asphalt Plant
Wind: E-ESE, 1-6 mph, gusts 12 mph, 70°F, 35% cloud cover, partly cloudy									

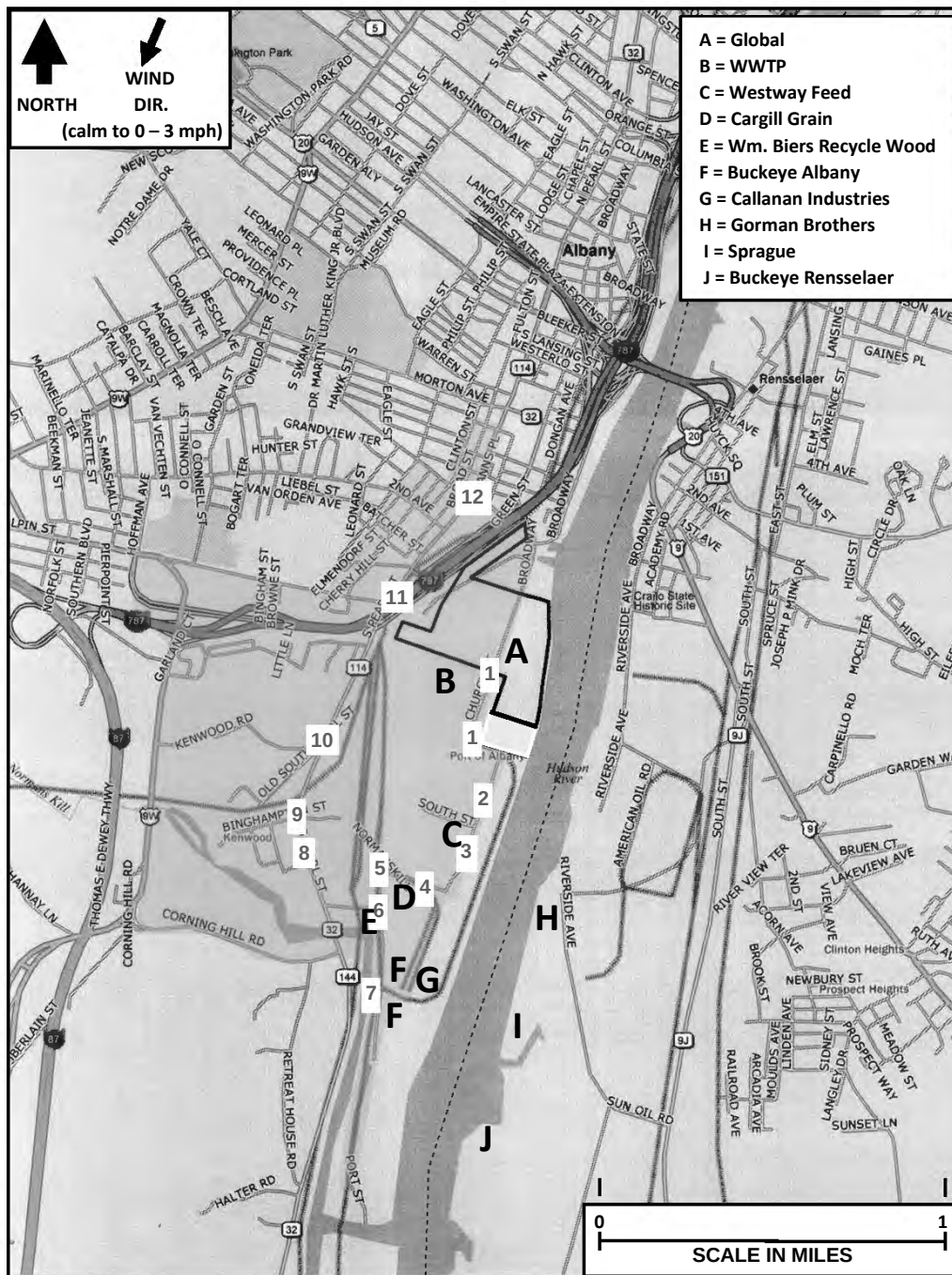
Figure 3-4. Tank Farm odor survey No. 4 (09/13/2019 10:45-11:30)

OFF-SITE ODOR SURVEYS



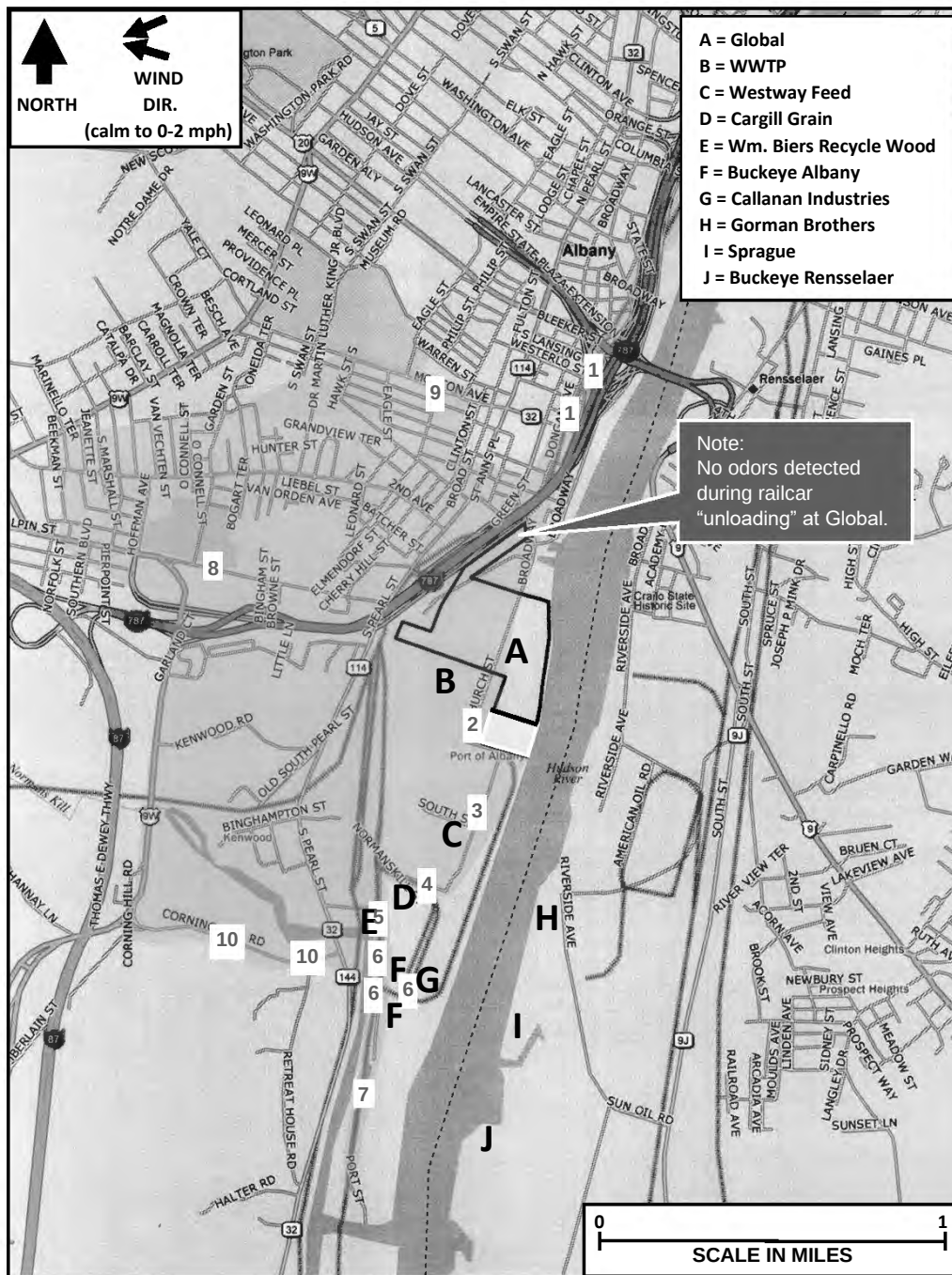
loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.5	<2	oily/petroleum	H	4	0.5	<2	sewage	WWTP
2	0.5-1.0	<2	oily/petroleum /chemical	railcars on tracks C P Kenwood?	5	0.5-1.0	<2	petroleum/asphalt /pesticide	F/H?
3	0.5	<2	asphalt	newly paved road	6	0.5	<2	food cooking	local homes
Wind: ENE-NE, 1-4 mph, 71°F, 65% cloud cover, mostly cloudy									

Figure 3-5. Community odor survey No. 1 (09/09/2019 13:15-15:15)



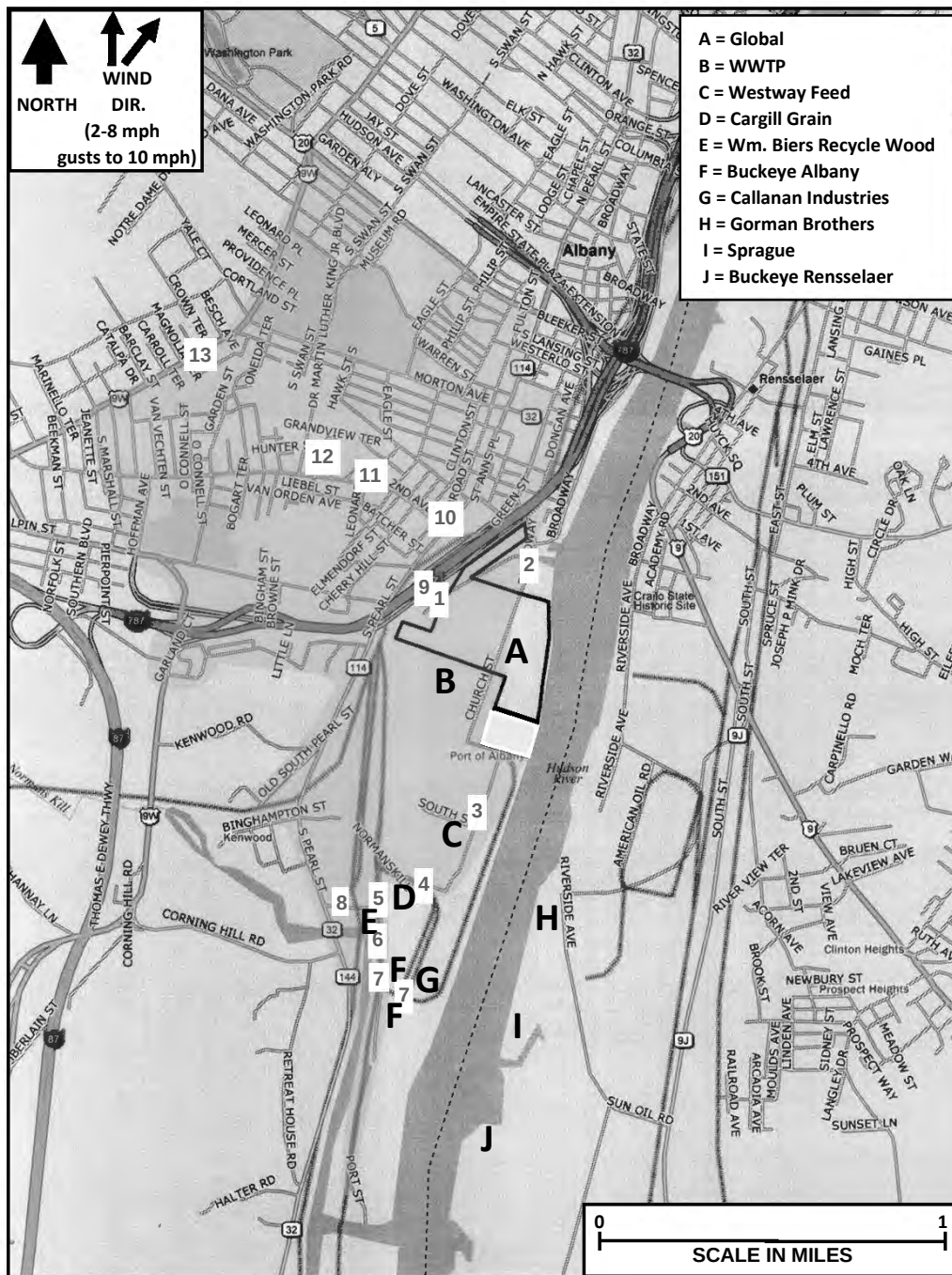
loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-2.5	2-15	sewage	B	7	0.5-1.0	<2	burnt metal	scrap yard
2	1.0-1.5	<2-2	oily, petroleum, skunky	asphalt trucks	8	1.0-1.5	<2-2	sour garbage	County Waste Recycle
3	0.5-1.0	<2	sour grain	C	9	0.5	<2	sour grain	C
4	1.0-2.0	2-15	petroleum/asphalt	F	10	0.5	<2	sewage	B
5	0.5-1.0	<2	sour grain	D	11	0.5	<2	sewage	B
6	0.5-1.0	<2	sour grain	D	12	0.5-1.0	<2	garbage	local homes
Wind: ENE-NE, calm to 0-3 mph, 69°F, 85% cloud cover, mostly cloudy									

Figure 3-6. Community odor survey No. 2 (09/09/2019 19:30-21:20)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-1.5	<2-2	baked bread	local bakery	6	1.0-2.0	7-15	sour grain/meal	D
2	1.0-2.0	<2-7	sewage	B	7	1.0-1.5	<2-2	petroleum	F
3	0.5	<2	sewage	B	8	0.5	<2	sewage	sewer drains
4	0.5-1	<2	animal feed/grain	C/D	9	1.0-1.5		sewage	sewer drains
5	2.0-3.0	15-31	asphalt/petroleum	F	10	1.0-2.0		oily/petroleum	J?
Wind: ENE-ESE, 0-2 mph, 66°F, 50% cloud cover, partly sunny									

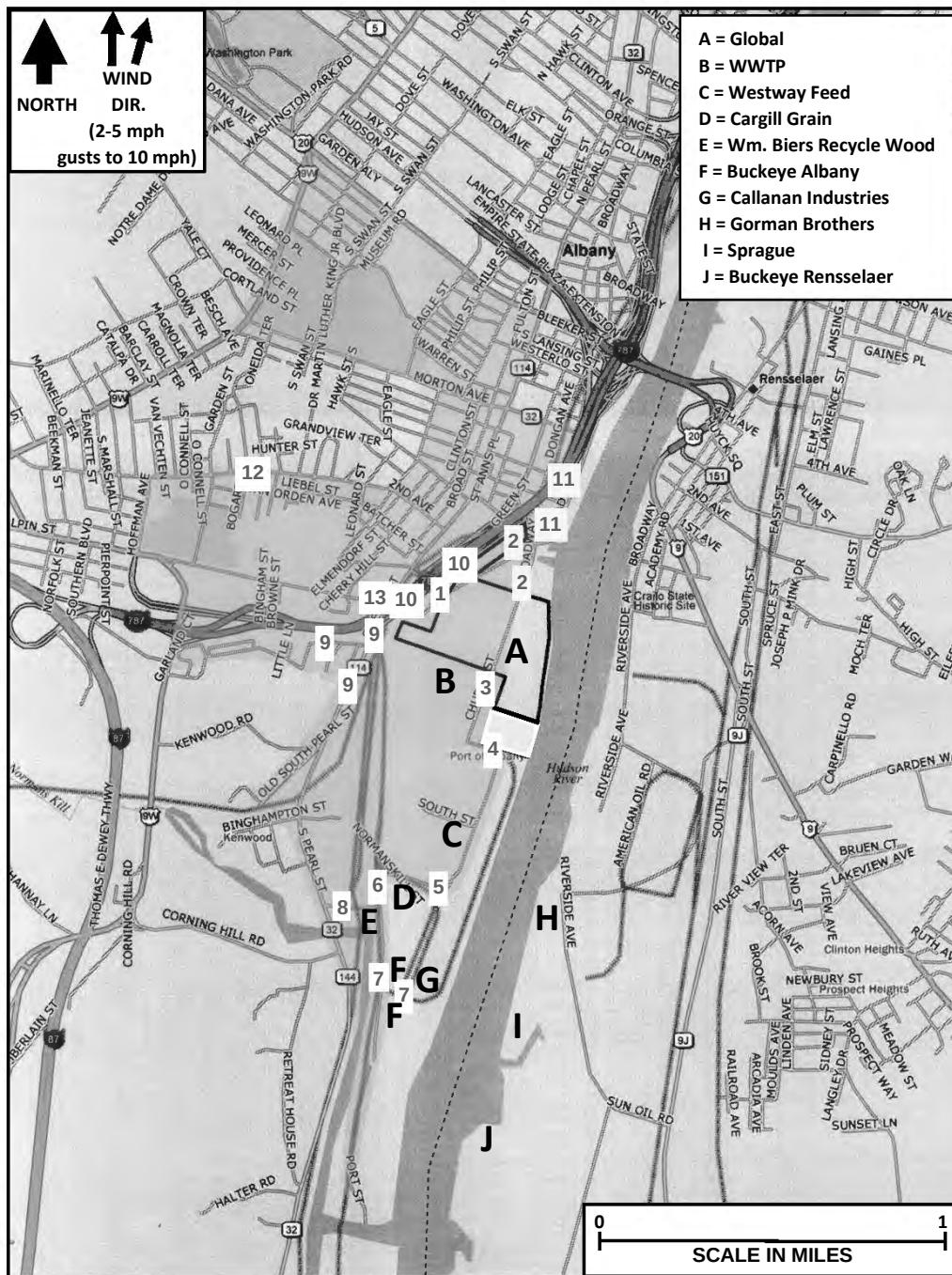
Figure 3-7. Community odor survey No. 3 (09/10/2019 07:30-09:40)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-2.0	2-7	sewage	B	8	1.0-2.0	7-15	fresh wood chips	E
2	1.0-1.5	<2	food cooking	local rest.	9	0.5-1.0	<2	sewage	B
3	0.5-1.5	<2-2	gasoline	F?	10	0.5	<2	sewage	B
4	1.0-2.5	7-15	sour, rotten grain/feed	D	11	0.5	<2	sewage	sewer drain
5	1.0-2.0	2-7	sour, rotten, petroleum	F	12	1.0-1.5	<2	food cooking	loc. restaurant.
6	1.0-1.5	<2-2	asphalt/sulfur	F	13	1.0-2.0	2-7	fried food	loc. restaurant.
7	1.0-3.0	2-31	asphalt/sulfur	F					

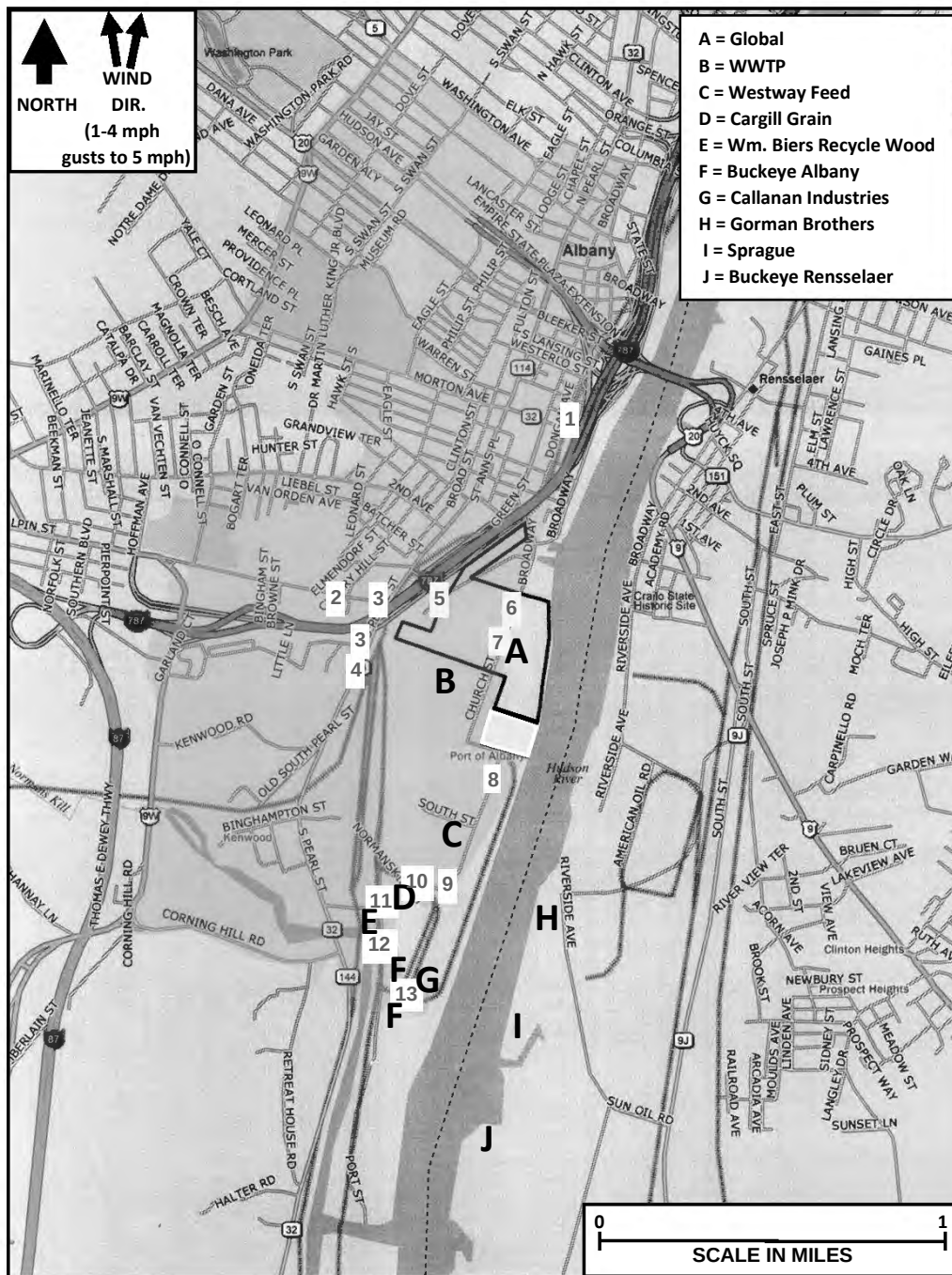
Wind: S-SW, 2-8 mph, gusts 10 mph, 75°F, 65% cloud cover, mostly cloudy

Figure 3-8. Community odor survey No. 4 (09/10/2019 15:30-18:00)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-1.5	<2	sewage	B	8	1.5-2	2-7	fresh wood chips	E
2	1.0-1.5	<2-2	gas/petroleum/asphalt	A/F	9	0.5-1	<2	sour/grain/meal	D
3	0.5	<2	sewage	B	10	0.5-1.5	<2-2	sewage	B
4	0.5-1.5	<2-2	petroleum/asphalt	F	11	1.0	<2	petroleum/asphalt	A/F
5	1.0-1.5	<2-2	sour grain/meal	D	12	1.0	<2	sewage	sewer drain
6	1.0-1.75	2-7	gasoline/solvent	F	13	0.5	<2	sour grain/meal	D
7	2.0-4.0	31-170	gas/asphalt/solvent	F					
Wind: S-SSW, 2-5 mph, gusts 10 mph, 72°F, 80% cloud cover, mostly cloudy									

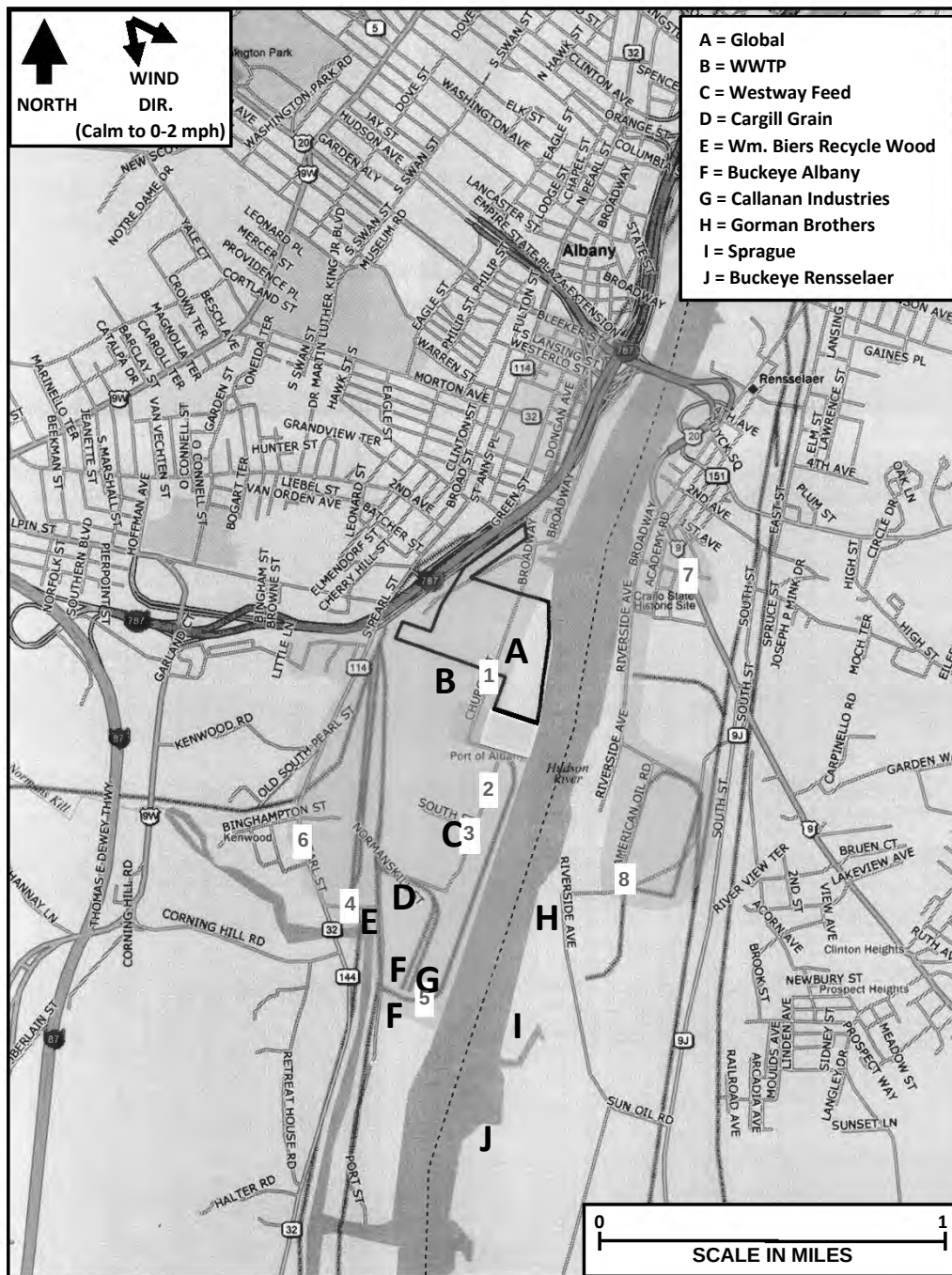
Figure 3-9. Community odor survey No. 5 (09/11/2019 06:45-09:15)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-2.0	2-7	sewage	pump station	8	0.5	<2	oily/petroleum	F/H
2	1.0-1.5	<2-2	asphalt	repaved driveway	9	0.5	<2	sour grain/feed	D
3	1.0-1.5	<2-2	sewage	B	10	1.0	<2	petroleum/asphalt	F
4	1.0-1.5	<2-2	asphalt	repaved B-Ball court	11	0.5-1.0	<2	fresh wood chips	E
5	0.5	<2	petroleum	A	12	0.5-1.0	<2	oily/petroleum	F
6	1.0-1.5	<2-2	gasoline	A	13	1.5-3.0	31-170	oily/petroleum/asphalt/ gasoline	F
7	0.5	<2	puffs of gasoline	A					

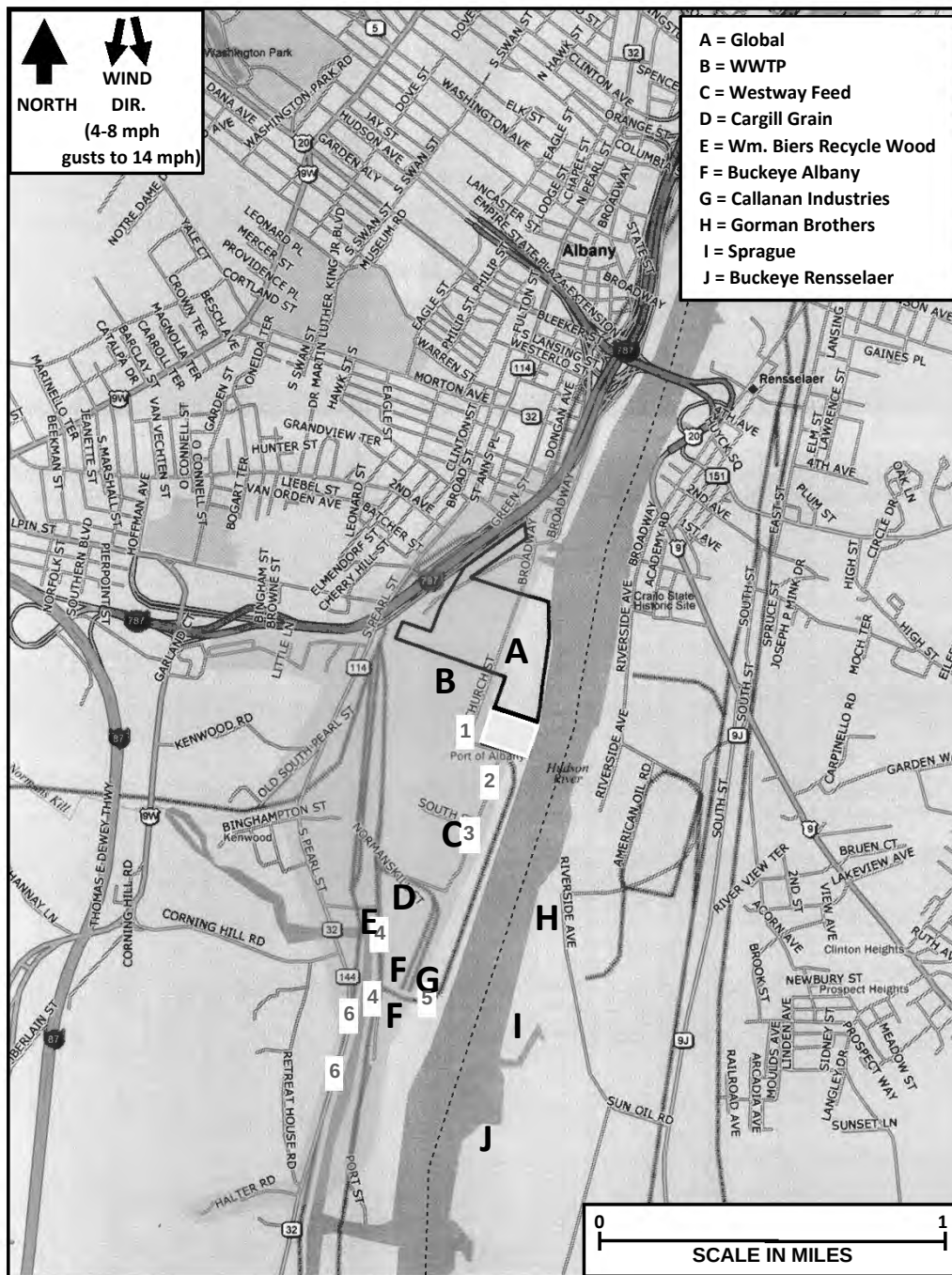
Wind: SSE-SSW, 1-4 mph, gusts 5 mph, 87°F, 50% cloud cover, partly sunny

Figure 3-10. Community odor survey No. 6 (09/11/2019 12:30-14:50)



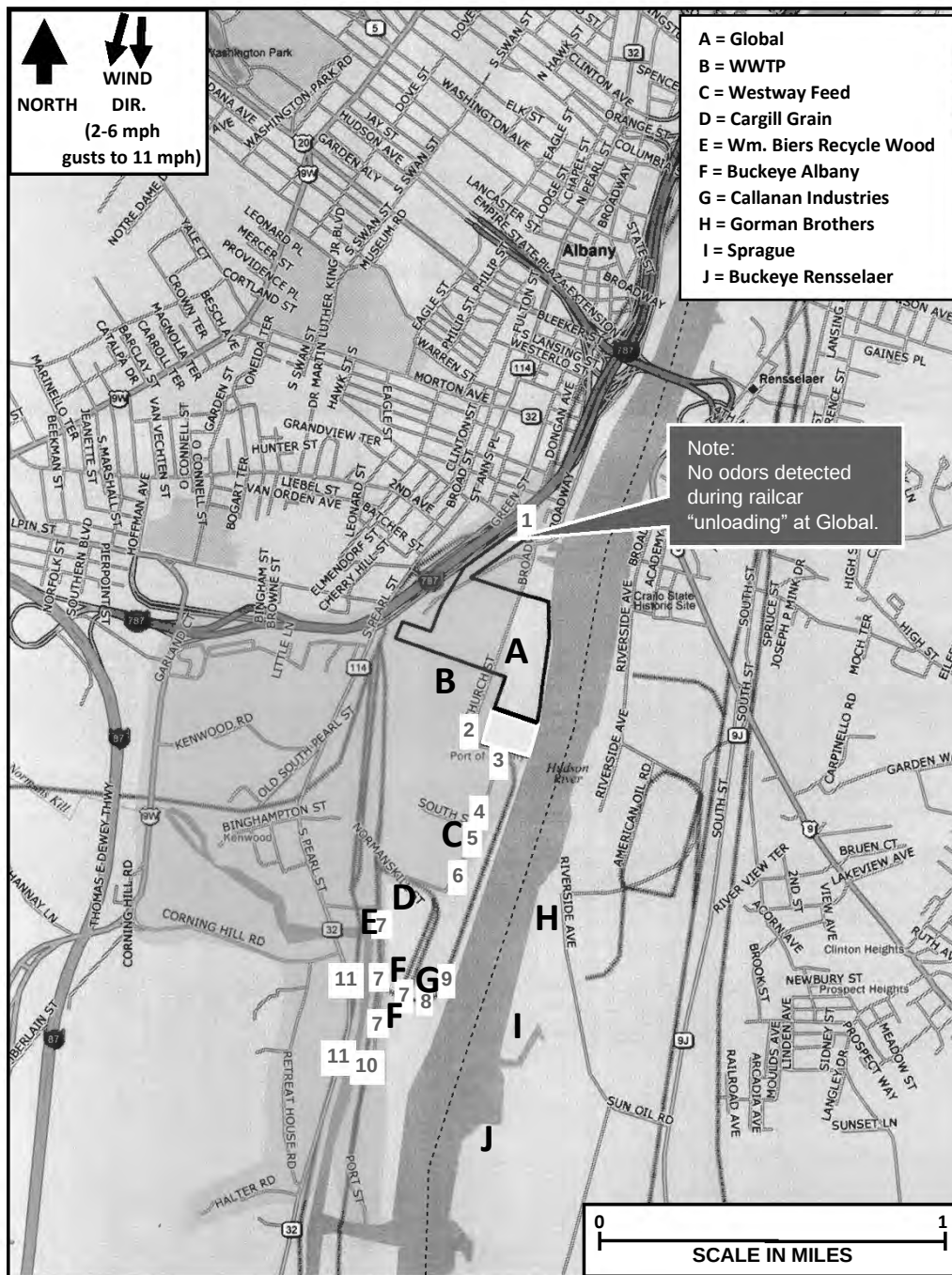
loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-2.5	2-31	sewage	B	5	1.0-2.0	2-7	petroleum/asphalt	F
2	0.5	<2	light metallic	scrap yard	6	1.5-2.0	2-7	garbage	County Waste Recycle
3	0.5-1.0	<2	sour grain/meal	C	7	1.0	<2	petroleum	gas station
4	1.5-2.5	2-15	wood chips/mulch	E	8	0.5	<2	sour petroleum	New Castle asphalt plant
Wind: NNW-WNW, 0-2 mph, 78°F, 20% cloud cover, mostly clear									

Figure 3-11. Community odor survey No. 7 (09/11/2019 20:30-22:00)



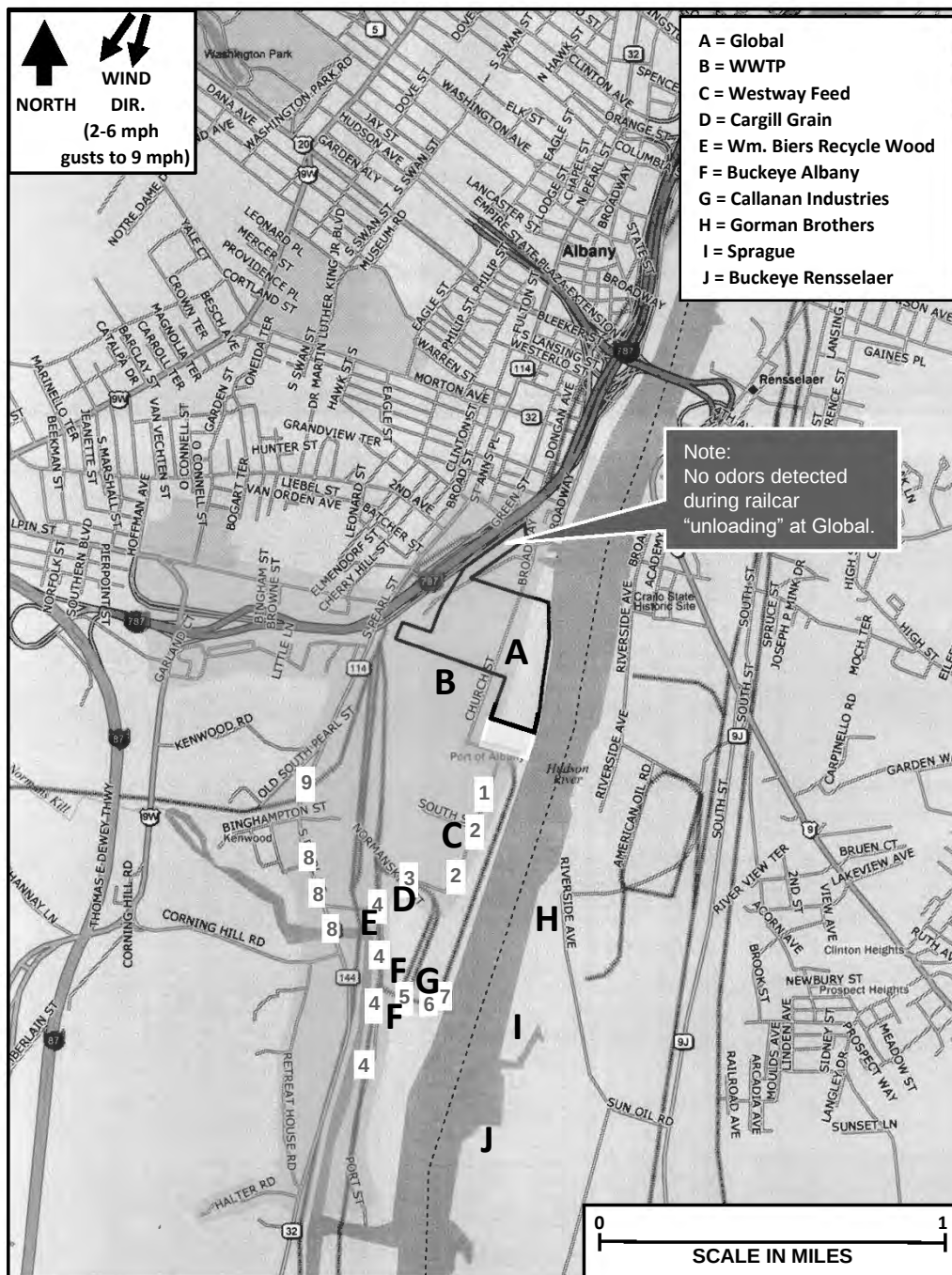
loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-1.75	<2-2	sewage/burnt sludge	B	4	1.5-2.75	7-15	sour woodchips/mulch	E
2	1.0-2.0	2-7	sour food/grain/meal	C	5	1.5-2.75	7-15	rotten meat/grain	D
3	1.5-2.0	2-7	sour molasses	C	6	0.5-1.0	<2	rotten meat/sour mulch	D/E
Wind: NNW-WNW, 4-8 mph, gust to 14 mph, 61°F, 100% cloud cover, cloudy									

Figure 3-12. Community odor survey No. 8 (09/12/2019 09:05-10:35)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-2.0	2-7	food cooking	local restaurant	7	0.5-2.5	7-15	sour mulch, wood chips	E
2	1.0-1.75	2	sour, rotten sewage	B	8	0.5-1.0	<2	sour grain	D
3	0.5	<2	sour, wet cardboard	Waste Management	9	0.5-1.0	<2	asphalt/sour grain	F/D
4	1.0-2.5	7-15	sour sewage	B	10	0.5-1.5	<2	asphalt/sour grain, wood chips	F/D/E
5	1.0-2.0	7-15	sweet/sour molasses	C	11	0.5-1.0	<2	wood chips	E
6	1.0-1.5	<2	new cardboard	C					
Wind: N-NNE, 2-6 mph, gusts 11 mph, 65°F, 100% cloud cover, cloudy									

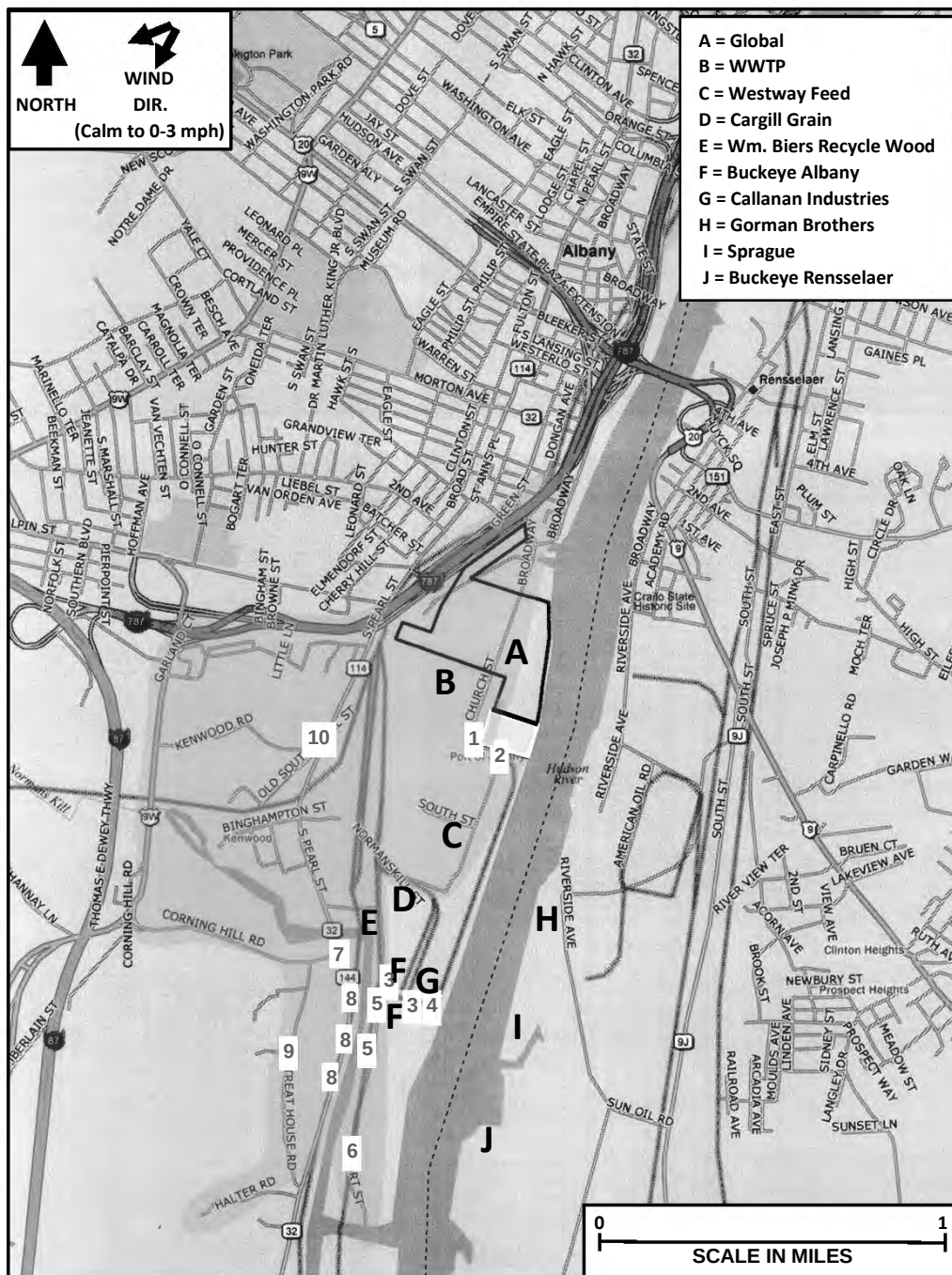
Figure 3-13. Community odor survey No. 9 (09/12/2019 14:10-16:00)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	1.0-1.5	<2-2	sewage, sulfur, H ₂ S	B	6	1.0	<2	cooked grain	D
2	2.0-3.0	15-31	sweet/sour molasses	C	7	1.0-1.5	<2	petroleum/asphalt	G
3	0.25	<2	sewage	B	8	0.5-1.5	<2-2	sour garbage	County Waste Recycle
4	1.0-3.0	2-31	woodchips, mulch	E	9	1.0-1.75	<2-2	wood smoke	local homes
5	0.5-1.0	<2	molasses	C					

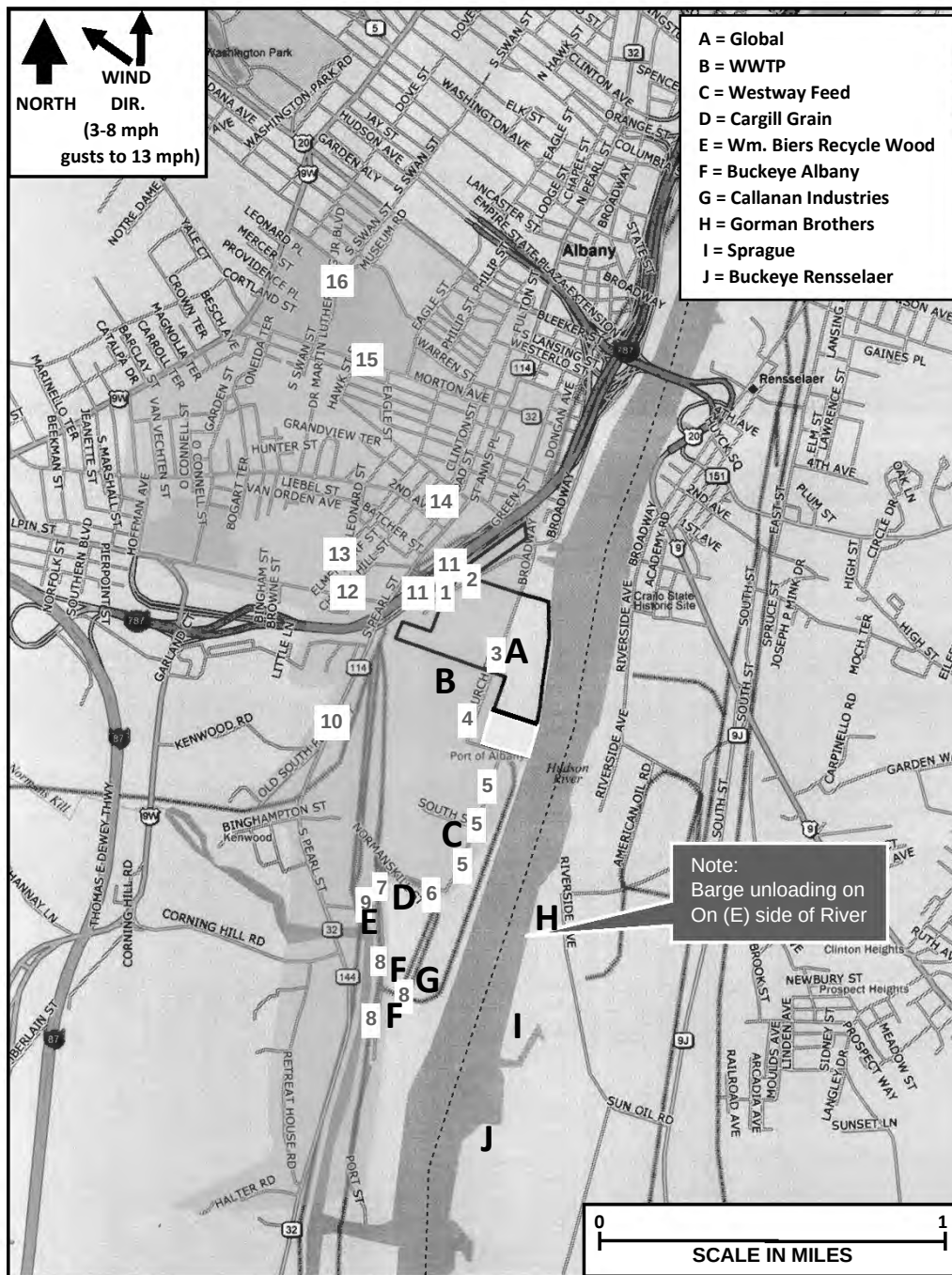
Wind: NE-NNE, 2-6 mph, gusts 9 mph, 61°F, 25% cloud cover, mostly clear

Figure 3-14. Community odor survey No. 10 (09/12/2019 20:30-22:00)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.5-1.0	<2	petroleum	oil truck	6	0.25	<2	light metallic	scrap yard
2	0.25	<2	petroleum/oily	oil truck	7	0.5-1.0	<2	wood chips/sour grain/meal	E/D
3	0.5-1.0	<2	petroleum/gasoline	G	8	0.5-1.0	<2	petroleum/asphalt	F
4	0.25-0.5	<2	asphalt/rotten grain	G/D	9	0.5	<2	petroleum/asphalt	F
5	0.5-2.0	2-7	petroleum/asphalt/oily/food	F/D	10	1.0-1.5	<2	asphalt	road repair
Wind: NE-ENE, 0-3 mph, 58°F, 25% cloud cover, mostly sunny									

Figure 3-15. Community odor survey No. 11 (09/13/2019 08:30-10:15)



loc.	int.	d/t	character	source	loc.	int.	d/t	character	source
1	0.5-1.5	<2-2	sewage/gasoline	B/A	9	1.5-3.0	2-31	wood chips/mulch	E
2	1.0	<2	gasoline/petroleum	A	10	0.5-1.0	<2	sour petroleum	H
3	0.5-1.5	<2	gas/petroleum/sulfur	A/H?	11	0.5-2.0	2-7	sewage	B
4	0.5-1.0	<2	gas/petroleum	H	12	0.5-1.0	<2	sewage	B
5	1.0-1.5	<2-2	sulfur/asphalt	H/F	13	0.25	<2	sour petroleum	H
6	1.0-1.5	<2-2	rancid grain/meal	D	14	0.5	<2	sewage	B
7	0.5-1.5	<2	sour grain/meal	D	15	0.5	<2	petroleum	H
8	1.0-4.0	2-170	asphalt/petroleum/sh arp	F	16	0.5	<2	petroleum	H

Wind: S-ESE, 3-8 mph, gusts 13 mph, 72°F, 40% cloud cover, mostly sunny

Figure 3-16. Community odor survey No. 12 (09/13/2019 14:20-17:00)

Attachment G

Global Noise Study



December 12, 2019

Ms. Gianna Aiezza, P.E.
Principal Engineer
Envirospec Engineering, PLLC.
349 Northern Blvd.
Albany, New York 12204

Subject: Baseline Environmental Noise Study – Summary Report
Global Companies-Port of Albany
JMT Project No. 19-01944

Dear Ms. Aiezza:

This letter report summarizes the findings of the Baseline Environmental Noise Study conducted by JMT of New York, Inc. (JMT) for Global Companies' (Global) Port of Albany terminal. Global is a facility that is in operation 24 hours a day, 7 days a week. JMT conducted two, 24-hour baseline monitoring events on October 14-15, 2019 and October 23-24, 2019. Monitoring protocol and study results are described below. Contained within Appendix A are the sound level meter location map, detailed summary noise results presented in Table 1, and transcribed field notes and photographs of monitoring locations. Appendix B contains tabulated sound level meter data output tables.

PROTOCOL

JMT monitored five (5) locations during the study, as depicted on the attached Figure 1 and as described below:

Location 1	Albany Housing Authority - Ezra Prentice Homes – Park
Location 2	Albany Housing Authority - Ezra Prentice Homes – Yard
Location 3	Global Companies Terminal – Rail Siding
Location 4	Global Companies Terminal – Westernmost Tank
Location 5	Global Companies Terminal – Main Facility (Truck Rack)

Meters were pre-programmed to monitor several sound parameters, and to record observations at five (5) minute intervals for a period of 24-hours. Microphone height was set at approximately 5.0 feet above ground. The Photographic Log (see Appendix A) shows the setup of each sound level meter.

Field staff noted the predominant sound source at all locations to be vehicular traffic. At Location 5, this included on-site traffic and distant highway traffic. At all other locations, the predominant sound source noted was highway traffic associated with Interstate 787 (I-787) and, to a lesser extent, NYS Route 32. Additional sources of sound associated with nearby transportation and utility construction activities were noted at Location 1.

Locations 1 and 2 provided monitoring results for two, 24-hour data series. Locations 3, 4 and 5 provided reliable results for approximately 17 hours each, including daytime and overnight observations. Each location provided statistically valid results for both daytime and nighttime environmental sound levels.

RESULTS

Table 1 presents the observed results of the study in LAeq and Lmax for the length of the test, and for day and night periods. LAeq is defined as the A-weighted¹ equivalent continuous sound level in decibels measured over the stated time period. In more simplified terms, LAeq is analogous to the “average” sound level for a given period, tailored to human hearing. Lmax is the maximum observed sound level during the stated time period. LAeq and Lmax are useful in discussion of environmental noise as they provide “average” and maximum sound levels, respectively, for a given period of observation, or a subset of that period, regardless of recording interval. Appendix B contains additional metrics, including percentile (Ln) metrics. Percentile metrics are useful in describing environmental noise over the recording interval (5 minutes in this study); however, they cannot be averaged over larger periods, and are therefore excluded from Appendix A, Table 1.

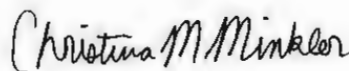
Detailed results are provided in Appendix A, Table 1, and a full record of recorded data is provided in Appendix B. In general, recorded “average” ambient sound levels (LAeq) ranged from a low of approximately 55.5 dB(A) near the Ezra Prentice Homes during night hours, to a high of approximately 68.8 dB(A) during daytime hours, also at the Ezra Prentice Homes. These results are consistent with urban and commercial areas per the Federal Highway Administration document, *Techniques for Reviewing Noise Analyses and Associated Noise Reports*. These levels are also consistent with residential areas proximal to highways.

In general, while there is some variability, LAeq levels recorded at the Ezra Prentice Homes and within Global’s facility are effectively identical. LAeq values observed at Location 5, which is at the core of Global’s facility operation were below values observed at Location 2 at Ezra Prentice Homes for day, night, and combined monitoring periods. These results support anecdotal observations from the field staff that highway traffic is the predominant source of environmental sound in the area, including at Ezra Prentice Homes. From a sound projection standpoint, these results also make sense, as sound levels decay with distance from a sound source in general accordance with the inverse square law. Global’s primary focus of activity, represented by Location 5, is approximately 2,000 feet from Locations 1 and 2. At this distance, contributions to observed sound levels at the Ezra Prentice Homes from Global’s focus of operations would be minimal.

Observed Lmax values further indicate that Global’s Port of Albany facility has little to no impact on surrounding sound levels. In all cases, based on timing of the recorded Lmax for the observation period, Lmax values observed within Global’s facility did not correlate to Lmax values observed outside the facility. Even within Global’s facility, there was no correlation between Lmax timing.

If you have any questions or need further information, please do not hesitate to contact me at 518-218-5949 or by email at cminkler@jmt.com, or Ed Davidson, Project Manager, at edavidson@jmt.com.

Sincerely,
JMT of New York, Inc.



Christina M. Minkler, PE
Vice President
CMM/egd

¹ A-weighting is a frequency weighting formula/filter that correlates well with human perceptions of loudness by “weighting” sound level observations based on their frequency when calculating a single, combined sound level.

APPENDIX A
NOISE MONITORING SITE MAP

SUMMARY NOISE RESULTS

PHOTO LOG

FIELD NOTES



LEGEND

- APPROXIMATE SITE LOCATION
- ALBANY HOUSING AUTHORITY
- 1 NOISE MONITORING LOCATIONS (APPROX.)



19 British American Blvd., Latham, New York 12110
P: (518) 782-0882 F: (518) 782-0973 www.jmt.com

NOISE MONITORING LOCATIONS
GLOBAL COMPANIES, LLC.
PORT OF ALBANY

TOWN OF ALBANY

ALBANY CO., NY

JMT of New York, Inc.
Baseline Environmental Noise Study - Global Companies - Port of Albany
TABLE 1 - SUMMARY NOISE RESULTS

<u>Location ID</u>	<u>Meter ID</u>	<u>Test #</u>	<u>Start Time</u>	<u>End Time</u>	<u>Total Hours</u>	<u>Overall</u>		<u>Day (6 AM - 8 PM)*</u>			<u>Night (8 PM - 6 AM)*</u>		
						<u>LAeq</u>	<u>Lmax</u>	<u>LAeq</u>	<u>Lmax</u>	<u>Lmax Time</u>	<u>LAeq</u>	<u>Lmax</u>	<u>Lmax Time</u>
1	C	1	10/14/19 18:00	10/15/19 18:00	24	61.0	92.7	62.8	92.7	10/15 06:40	55.5	82.8	10/14 21:10
2	E	1	10/14/19 18:00	10/15/19 18:00	24	59.8	94.1	59.9	92.5	10/14 19:10	59.6	94.1	10/14 21:40
1	C	2	10/23/19 12:00	10/24/19 12:00	24	60.8	91.1	61.7	91.1	10/23 18:40	59.1	89.5**	10/24 05:25
2	E	2	10/23/19 12:00	10/24/19 12:00	24	67.5	102.6	68.8	102.1	10/24 11:35	64.8	102.6**	10/24 05:20
3	B	2	10/23/19 12:00	10/24/19 4:35	16.6	61.9	88.3	62.7	83.7	10/23 18:05	61.0	88.3	10/23 20:10
4	A	2	10/23/19 12:00	10/24/19 5:30	17.5	66.9	101.8	66.6	101.8	10/23 16:30	67.2	95.1	10/23 22:35
5	Rental	2	10/23/19 12:00	10/24/19 4:35	16.6	63.5	93.2	64.7	93.2	10/23 13:35	62.1	85.1	10/23 23:50

*Locations 3, 4 and 5 did not observe the full period; parameters reflect hours monitored during each respective period.

**Lmax at Locations 1 and 2 occurred outside recorded period of Locations 3, 4 and 5. Adjusting "Night" period to end at 4:35 AM for all Locations results in Lmax values of 79.7 at Location 1 and 84.4 at Location 2, occurring at 10/23 22:00 and 10/24 04:15, respectively.

JMT of New York, Inc.
Baseline Environmental Noise Study – Global Companies – Port of Albany
Photographic Log



Location 1 – Facing East



Location 2 – Facing Southeast

JMT of New York, Inc.
Baseline Environmental Noise Study – Global Companies – Port of Albany
Photographic Log



Location 3 - Facing West



Location 4 – Facing West

JMT of New York, Inc.
Baseline Environmental Noise Study – Global Companies – Port of Albany
Photographic Log



Location 5 - Facing Northeast

JMT of New York, Inc.

Baseline Environmental Noise Study

Global Companies – Port of Albany

Transcribed Field Notes

10/14/19-

KO,ED,DS, Darren & Nicole onsite at 14:00.

Set up Location 5- 005

Calibration: 92.8

14:20- Set time 10/14 18:00:00 to 10/15 18:00:00

Set up Location 3-003

Calibration: 92.8

14:40- Set time 10/14 18:00:00 to 10/15 18:00:00

Set up Location 4

Set up Location 1

Location moved to playground fence, located behind garbage area

Set up Location 2

Location moved to telephone pole.

10/15/19-

KO, DS onsite 17:50.

17:56 Location 5 picked up

18:15 Location 3 picked up

Meter knocked over down small embankment.

Reset to 18:20-08:00

18:25 Location 4 picked up

Meter A shut off due to low battery

Replaced with rental unit

Reset to 18:25-08:00

18:40 Location 1 picked up

Meter post calibrated

18:45 Location 2 picked up

Meter post calibrated

10/23/19

KO and AR onsite 10:15 am. Global employee escorts KO and AR to Locations 5 and Location 3 on Global site.

Global Sample Locations:

Location 5- Rental Meter

Data File: 0508

Set to Record 10/23 12:00:00 to 10/24 12:00:00

Location 3- Meter B

Data File: 0305

Set to Record 10/23 12:00:00 to 10/24 12:00:00

Location 4- Meter A

Set to Record 10/23 12:00:00 to 10/24 12:00:00

Housing Association:

Location 1- Meter C

Set to Record 10/23 12:00:00 to 10/24 12:00:00

Location 2- Meter D

Set to Record 10/23 12:00:00 to 10/24 12:00:00

10/24/19-

KO arrives onsite at approximately 12:30 pm to collect noise meters.

All meters were in correct positions and appeared to be undisturbed when meters were collected.

APPENDIX B

TABULATED NOISE DATA

METROSONICS db-3080 SN 1430 V1.20 TEST: 2 OF 2

REPORT PRINTED 10/31/19 AT 14:11:01

USER ID: 000001

EXCHANGE RATE: 3dB FILTER: A WT.
DOSE CRITERION: 90dB RESPONSE: SLOW
DOSE LENGTH: 8 hours

PRE-CALIBRATION TIME: N/A
PRE-CALIBRATION RANGE: 39.9dBA TO 139.9dBA

POST-CALIBRATION TIME: 10/31/19 AT 14:00:02
POST-CALIBRATION RANGE: 39.8dBA TO 139.8dBA

TEST STARTED: 10/23/19 AT 12:00:00
TEST LENGTH: 01 DAYS 00:00:00
TEST ENDED: 10/24/19 AT 12:00:00
TIME HISTORY INTERVAL: 00:05:00

Lavg..... 60.8dBA
Lavg (80)... 48.3dBA
Lavg (90)... 39.9dBA
SEL..... 110.0dBA

TWA..... 65.6dBA
TWA (80)... 53.1dBA
TWA (90)... 41.7dBA

Lmax: 91.1dBA ON 10/23/19 AT 18:43:58
Lpk: 128.4dBC ON 10/23/19 AT 18:58:53
TIME OVER 66dBA 00 DAYS 00:50:11.36

DOSE (80)..... 0.01%
PROJ. DOSE (80)..... > 8 HRS.
DOSE (90)..... 0.00%
PROJ. DOSE (90)..... > 8 HRS.

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax tBA	Lpk ?? dzC	L(10.0) t{A	L(90.0) g{}}íê10/23/19
12:00:00	61.7	76.1	<110.2	61	56
12:05:00	60.2	70.9	<110.2	62	55
12:10:00	65.1	80.8	<110.2	65	56
12:15:00	59.7	68.1	<110.2	61	56
12:20:00	60.9	71.1	<110.2	64	54
12:25:00	61.8	76.7	<110.2	63	57
12:30:00	59.3	63.5	<110.2	61	57
12:35:00	61.2	68.2	<110.2	63	57
12:40:00	62.3	72.0	<110.2	65	57
12:45:00	59.7	65.3	<110.2	62	56
12:50:00	62.2	73.7	<110.2	64	56
12:55:00	61.3	71.6	<110.2	63	57
13:00:00	60.3	68.9	<110.2	62	56
13:05:00	61.0	67.9	<110.2	63	58
13:10:00	60.1	67.3	<110.2	62	56
13:15:00	61.3	69.8	<110.2	63	57
13:20:00	62.2	75.2	<110.2	62	56
13:25:00	62.1	71.4	<110.2	65	57
13:30:00	61.0	67.0	<110.2	63	58
13:35:00	61.6	73.4	<110.2	64	57
13:40:00	63.4	79.1	<110.2	62	56
13:45:00	61.3	71.4	<110.2	64	57
13:50:00	60.2	68.7	<110.2	62	56
13:55:00	63.2	76.3	<110.2	66	57
14:00:00	60.5	68.5	<110.2	63	56
14:05:00	59.5	66.0	<110.2	61	57
14:10:00	61.0	69.4	<110.2	63	56
14:15:00	60.5	66.5	<110.2	63	56
14:20:00	60.3	66.8	<110.2	63	56
14:25:00	60.5	68.1	<110.2	63	56
14:30:00	59.8	65.6	<110.2	61	57
14:35:00	62.2	78.9	<110.2	63	56
14:40:00	60.9	69.4	<110.2	62	57
14:45:00	59.2	66.4	<110.2	61	56
14:50:00	60.1	67.1	<110.2	61	57
14:55:00	60.2	66.5	<110.2	61	57
15:00:00	60.6	67.8	<110.2	62	57

15:05:00	62.0	67.9	<110.2	64	59
15:10:00	60.8	67.2	<110.2	63	58
15:15:00	61.0	72.9	<110.2	63	58
15:20:00	61.3	73.5	<110.2	62	57
15:25:00	61.9	73.5	<110.2	63	59
15:30:00	60.9	65.3	<110.2	63	58
15:35:00	61.3	69.1	<110.2	62	59
15:40:00	61.5	69.6	<110.2	63	58
15:45:00	61.2	73.5	<110.2	62	57
15:50:00	61.2	70.0	<110.2	63	58
15:55:00	61.3	70.9	<110.2	63	58

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dzA	Lpk tB{ dBA	L(10.0) dBA	L(90.0) dBA
16:00:00	59.5	63.5	<110.2	60	57
16:05:00	60.9	67.4	<110.2	62	58
16:10:00	61.1	68.3	<110.2	63	58
16:15:00	60.8	66.0	<110.2	62	58
16:20:00	61.8	71.7	<110.2	63	58
16:25:00	61.9	73.1	<110.2	63	59
16:30:00	61.9	74.7	<110.2	63	59
16:35:00	61.3	72.3	<110.2	63	57
16:40:00	60.8	68.5	<110.2	62	58
16:45:00	60.9	70.3	<110.2	63	58
16:50:00	59.9	64.9	<110.2	61	58
16:55:00	61.2	76.0	<110.2	63	57
17:00:00	61.3	73.3	<110.2	63	57
17:05:00	61.5	71.1	<110.2	63	58
17:10:00	62.1	73.3	<110.2	63	58
17:15:00	60.3	69.9	<110.2	61	57
17:20:00	59.5	63.7	<110.2	60	57
17:25:00	58.9	63.1	<110.2	60	57
17:30:00	61.4	75.1	<110.2	61	57
17:35:00	61.3	76.0	<110.2	63	57
17:40:00	59.4	63.3	<110.2	61	56
17:45:00	58.9	62.7	<110.2	60	56
17:50:00	59.6	65.2	<110.2	60	57
17:55:00	61.2	72.3	<110.2	62	57
18:00:00	59.2	66.9	<110.2	61	56
18:05:00	62.4	73.1	<110.2	65	58
18:10:00	60.4	67.4	<110.2	61	58
18:15:00	58.8	62.5	<110.2	60	56
18:20:00	61.5	74.0	<110.2	62	58
18:25:00	59.2	65.9	<110.2	60	57

18:30:00	59.4	65.0	<110.2	60	57
18:35:00	59.4	62.9	<110.2	60	58
18:40:00	68.5	91.1	128.4	68	59
18:45:00	60.9	77.7	<110.2	60	57
18:50:00	62.6	77.6	<110.2	65	58
18:55:00	70.0	90.3	128.4	70	59
19:00:00	59.3	64.0	<110.2	61	57
19:05:00	58.8	69.5	<110.2	59	56
19:10:00	59.3	66.7	<110.2	61	56
19:15:00	59.0	63.8	<110.2	60	57
19:20:00	59.3	66.7	<110.2	61	56
19:25:00	58.0	67.3	<110.2	59	55
19:30:00	58.5	69.5	<110.2	59	55
19:35:00	62.6	73.3	<110.2	65	58
19:40:00	57.9	62.2	<110.2	59	55
19:45:00	57.7	64.3	<110.2	59	55
19:50:00	57.7	64.7	<110.2	60	55
19:55:00	60.9	69.5	<110.2	64	55

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax ?dzA	Lpk dCC ?	L(10.0) ζtB}	L(90.0) ζζtz}íëíë	20:00:00	60.0	75.3	<110.2	63	54
20:05:00	56.7	64.5	<110.2	59	53						
20:10:00	58.9	69.3	<110.2	61	54						
20:15:00	57.3	62.3	<110.2	59	53						
20:20:00	56.2	63.3	<110.2	58	53						
20:25:00	57.4	65.8	<110.2	59	54						
20:30:00	55.7	61.9	<110.2	57	52						
20:35:00	55.8	62.0	<110.2	57	53						
20:40:00	55.9	63.5	<110.2	58	52						
20:45:00	58.1	69.3	<110.2	59	53						
20:50:00	56.7	65.9	<110.2	58	53						
20:55:00	56.5	63.4	<110.2	58	53						
21:00:00	58.1	65.5	<110.2	61	53						
21:05:00	55.9	60.3	<110.2	57	54						
21:10:00	55.9	62.2	<110.2	57	53						
21:15:00	55.1	61.5	<110.2	57	51						
21:20:00	54.7	59.7	<110.2	56	52						
21:25:00	54.9	60.3	<110.2	56	51						
21:30:00	56.1	62.8	<110.2	57	54						
21:35:00	54.8	63.6	<110.2	56	52						
21:40:00	56.0	64.3	<110.2	57	53						
21:45:00	56.1	64.7	<110.2	57	52						
21:50:00	62.1	71.5	<110.2	66	53						
21:55:00	55.2	60.8	<110.2	57	53						

22:00:00	65.7	79.7	<110.2	65	58
22:05:00	57.9	68.0	<110.2	63	51
22:10:00	59.1	66.1	<110.2	62	52
22:15:00	60.3	67.2	<110.2	63	52
22:20:00	56.2	67.8	<110.2	58	50
22:25:00	56.8	67.9	<110.2	59	51
22:30:00	59.9	67.8	<110.2	63	51
22:35:00	64.0	72.3	<110.2	67	58
22:40:00	55.8	61.6	<110.2	58	53
22:45:00	63.5	73.2	<110.2	67	53
22:50:00	56.3	64.1	<110.2	61	51
22:55:00	54.6	61.7	<110.2	56	51
23:00:00	56.8	71.2	<110.2	56	51
23:05:00	54.3	63.2	<110.2	57	50
23:10:00	54.9	64.5	<110.2	57	50
23:15:00	53.5	57.9	<110.2	55	51
23:20:00	54.6	64.4	<110.2	57	51
23:25:00	54.3	62.6	<110.2	56	51
23:30:00	53.0	59.1	<110.2	55	50
23:35:00	53.9	61.2	<110.2	57	50
23:40:00	54.2	63.0	<110.2	57	49
23:45:00	64.1	76.9	<110.2	68	51
23:50:00	56.4	67.9	<110.2	59	50
23:55:00	57.9	68.1	<110.2	61	50

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dzA	Lmax dzA	Lpk gBC	L(10.0) wBA	L(90.0) dzA
00:00:00	64.4	75.5	<110.2	68	50
00:05:00	53.9	60.8	<110.2	56	50
00:10:00	63.0	75.1	<110.2	66	51
00:15:00	60.4	70.7	<110.2	65	50
00:20:00	53.8	64.0	<110.2	56	49
00:25:00	52.3	60.0	<110.2	54	49
00:30:00	52.7	62.0	<110.2	54	49
00:35:00	52.0	59.5	<110.2	54	48
00:40:00	51.9	61.0	<110.2	53	48
00:45:00	56.9	70.0	<110.2	61	50
00:50:00	56.6	67.3	<110.2	60	51
00:55:00	59.9	66.9	<110.2	63	52
01:00:00	60.1	75.1	<110.2	64	52
01:05:00	60.1	69.3	<110.2	64	51
01:10:00	57.0	66.6	<110.2	61	50
01:15:00	52.1	59.1	<110.2	54	49
01:20:00	53.0	67.3	<110.2	54	50

01:25:00	50.9	55.3	<110.2	52	49
01:30:00	51.8	58.3	<110.2	54	48
01:35:00	52.0	58.1	<110.2	53	49
01:40:00	55.2	64.0	<110.2	58	50
01:45:00	51.9	60.3	<110.2	53	49
01:50:00	53.0	62.5	<110.2	55	49
01:55:00	51.9	55.6	<110.2	53	50
02:00:00	52.9	59.5	<110.2	54	50
02:05:00	56.7	76.5	<110.2	57	50
02:10:00	59.5	78.4	<110.2	57	49
02:15:00	52.4	59.3	<110.2	54	49
02:20:00	53.0	59.0	<110.2	55	50
02:25:00	53.7	60.8	<110.2	55	51
02:30:00	54.6	62.9	<110.2	57	51
02:35:00	53.2	62.0	<110.2	55	50
02:40:00	54.1	63.5	<110.2	56	50
02:45:00	54.4	63.1	<110.2	57	51
02:50:00	52.1	57.5	<110.2	55	49
02:55:00	52.7	59.2	<110.2	54	49
03:00:00	51.9	57.9	<110.2	54	49
03:05:00	53.2	58.1	<110.2	55	50
03:10:00	53.3	62.7	<110.2	55	50
03:15:00	52.4	59.4	<110.2	54	50
03:20:00	54.7	66.9	<110.2	56	51
03:25:00	55.5	63.6	<110.2	57	52
03:30:00	54.1	60.3	<110.2	55	52
03:35:00	55.5	62.9	<110.2	57	50
03:40:00	54.6	63.2	<110.2	56	50
03:45:00	56.4	66.4	<110.2	59	52
03:50:00	54.3	63.6	<110.2	56	51
03:55:00	54.3	66.6	<110.2	56	50

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav	Lmax	Lpk	L(10.0)	L(90.0)					
	dBa	dzA	dCC	¿tB} ¿¿¿¿t{Aíëïë						
04:00:00	53.5	64.3	<110.2	55	50					
04:05:00	56.7	71.3	<110.2	59	50					
04:10:00	55.0	65.6	<110.2	57	51					
04:15:00	53.7	63.9	<110.2	56	49					
04:20:00	53.9	60.7	<110.2	56	50					
04:25:00	58.4	74.7	<110.2	57	50					
04:30:00	52.8	59.9	<110.2	55	50					
04:35:00	54.5	63.2	<110.2	57	50					
04:40:00	55.4	66.4	<110.2	57	50					
04:45:00	53.3	57.5	<110.2	55	50					
04:50:00	53.0	59.6	<110.2	55	50					

04:55:00	54.8	62.8	<110.2	57	52
05:00:00	60.3	73.6	<110.2	64	51
05:05:00	58.0	64.7	<110.2	60	53
05:10:00	56.2	62.8	<110.2	58	53
05:15:00	56.5	67.1	<110.2	59	52
05:20:00	71.8	85.3	<110.2	75	55
05:25:00	71.1	89.5	<110.2	75	53
05:30:00	57.5	67.8	<110.2	60	52
05:35:00	65.0	78.9	<110.2	68	55
05:40:00	66.7	80.3	<110.2	69	58
05:45:00	58.9	70.1	<110.2	62	53
05:50:00	58.9	67.8	<110.2	61	54
05:55:00	57.3	64.5	<110.2	59	54
06:00:00	59.3	77.6	<110.2	59	55
06:05:00	59.5	77.1	<110.2	60	54
06:10:00	59.8	67.1	<110.2	62	56
06:15:00	59.1	66.7	<110.2	61	56
06:20:00	59.6	67.5	<110.2	62	55
06:25:00	59.4	64.3	<110.2	61	57
06:30:00	61.9	76.3	<110.2	63	57
06:35:00	62.4	69.5	<110.2	65	59
06:40:00	62.7	73.6	<110.2	64	59
06:45:00	60.6	66.7	<110.2	62	58
06:50:00	64.6	82.9	<110.2	65	59
06:55:00	61.5	77.6	<110.2	63	58
07:00:00	63.6	73.3	<110.2	67	58
07:05:00	60.8	69.8	<110.2	62	57
07:10:00	61.3	65.2	<110.2	63	59
07:15:00	61.9	69.7	<110.2	64	59
07:20:00	62.4	74.2	<110.2	64	58
07:25:00	62.2	69.9	<110.2	63	59
07:30:00	62.0	68.9	<110.2	63	59
07:35:00	62.2	73.5	<110.2	63	59
07:40:00	65.6	77.9	<110.2	67	60
07:45:00	62.3	68.9	<110.2	64	60
07:50:00	61.9	70.7	<110.2	64	59
07:55:00	62.7	69.0	<110.2	65	60

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax ?dBA	Lpk dzC ħ	L(10.0) tC}	L(90.0) tz}íëí
08:00:00	62.4	74.2	<110.2	64	60
08:05:00	61.6	68.1	<110.2	64	58
08:10:00	62.9	70.8	<110.2	65	59
08:15:00	62.9	77.0	<110.2	63	59
08:20:00	61.0	65.8	<110.2	63	58

08:25:00	61.3	67.8	<110.2	63	59
08:30:00	63.3	82.1	<110.2	64	57
08:35:00	63.8	72.1	<110.2	66	58
08:40:00	64.1	81.2	<110.2	63	58
08:45:00	63.1	78.5	<110.2	65	58
08:50:00	61.7	76.8	<110.2	62	57
08:55:00	61.6	73.1	<110.2	63	58
09:00:00	60.1	73.4	<110.2	61	57
09:05:00	60.1	65.7	<110.2	62	56
09:10:00	59.7	66.8	<110.2	61	56
09:15:00	59.5	66.2	<110.2	62	56
09:20:00	66.8	75.6	<110.2	71	57
09:25:00	59.8	65.2	<110.2	62	56
09:30:00	59.6	67.6	<110.2	62	56
09:35:00	58.6	65.1	<110.2	60	56
09:40:00	60.2	71.0	<110.2	61	56
09:45:00	59.9	72.7	<110.2	62	55
09:50:00	60.1	69.6	<110.2	63	55
09:55:00	60.7	68.3	<110.2	64	55
10:00:00	58.9	66.0	<110.2	61	55
10:05:00	59.7	70.4	<110.2	61	56
10:10:00	58.6	64.9	<110.2	61	55
10:15:00	59.3	68.4	<110.2	61	55
10:20:00	59.7	64.8	<110.2	61	57
10:25:00	58.9	70.4	<110.2	60	55
10:30:00	58.8	65.4	<110.2	61	55
10:35:00	62.6	78.7	<110.2	62	54
10:40:00	60.0	74.0	<110.2	62	55
10:45:00	61.4	71.8	<110.2	63	57
10:50:00	66.3	73.5	<110.2	70	58
10:55:00	66.2	72.0	<110.2	69	60
11:00:00	63.7	73.1	<110.2	66	55
11:05:00	59.0	66.9	<110.2	61	55
11:10:00	59.5	66.4	<110.2	62	55
11:15:00	63.2	77.5	<110.2	65	55
11:20:00	59.2	67.5	<110.2	61	55
11:25:00	59.4	67.9	<110.2	62	55
11:30:00	62.1	70.9	<110.2	64	59
11:35:00	69.0	78.8	<110.2	72	62
11:40:00	65.3	79.1	<110.2	67	56
11:45:00	61.7	72.7	<110.2	65	56
11:50:00	59.3	67.7	<110.2	62	55
11:55:00	59.0	68.4	<110.2	61	55

REPORT PRINTED 10/31/19 AT 14:11:32

USER ID: 000001

EXCHANGE RATE: 3dB FILTER: A WT.
DOSE CRITERION: 90dB RESPONSE: SLOW
DOSE LENGTH: 8 hours

PRE-CALIBRATION TIME: N/A
PRE-CALIBRATION RANGE: 39.9dBA TO 139.9dBA

POST-CALIBRATION TIME: 10/15/19 AT 18:41:42
POST-CALIBRATION RANGE: 39.8dBA TO 139.8dBA

TEST STARTED: 10/14/19 AT 18:00:00
TEST LENGTH: 01 DAYS 00:00:00
TEST ENDED: 10/15/19 AT 18:00:00
TIME HISTORY INTERVAL: 00:05:00

Lavg..... 61.0dBA
Lavg (80)... 52.0dBA
Lavg (90)... 47.3dBA
SEL..... 110.2dBA

TWA..... 65.8dBA
TWA (80)... 56.8dBA
TWA (90)... 52.1dBA

Lmax: 92.7dBA ON 10/15/19 AT 06:43:15
Lpk: 116.6dBC ON 10/15/19 AT 14:20:45
TIME OVER 66dBA 00 DAYS 00:50:29.60

DOSE (80)..... 0.04%
PROJ. DOSE (80)..... > 8 HRS.
DOSE (90)..... 0.01%
PROJ. DOSE (90)..... > 8 HRS.

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk wB{ ? ċ dB}	L(10.0) ċt{}}îēî10/14/19	L(90.0)
18:00:00	63.4	72.4	<110.2	66	59
18:05:00	61.4	68.7	<110.2	63	58
18:10:00	63.6	77.6	<110.2	63	58
18:15:00	61.1	70.5	<110.2	63	57
18:20:00	60.1	72.7	<110.2	61	57
18:25:00	58.3	62.2	<110.2	60	56
18:30:00	58.9	68.7	<110.2	61	55
18:35:00	58.8	64.3	<110.2	60	56
18:40:00	60.5	74.0	<110.2	62	55
18:45:00	60.5	67.8	<110.2	63	56
18:50:00	57.9	64.8	<110.2	59	55
18:55:00	57.8	61.9	<110.2	59	55
19:00:00	58.9	74.4	<110.2	59	54
19:05:00	57.6	65.6	<110.2	58	55
19:10:00	58.9	66.7	<110.2	60	56
19:15:00	60.9	78.3	<110.2	61	56
19:20:00	59.1	64.8	<110.2	61	56
19:25:00	58.8	65.0	<110.2	60	56
19:30:00	58.0	64.7	<110.2	59	56
19:35:00	56.9	64.7	<110.2	58	54
19:40:00	64.4	76.7	<110.2	68	57
19:45:00	58.9	64.7	<110.2	60	55
19:50:00	56.5	60.3	<110.2	58	54
19:55:00	58.0	66.5	<110.2	59	54
20:00:00	59.1	70.8	<110.2	59	55
20:05:00	57.2	60.7	<110.2	59	55
20:10:00	63.1	82.8	<110.2	61	54
20:15:00	58.4	65.9	<110.2	61	54
20:20:00	57.0	62.9	<110.2	59	54
20:25:00	56.3	61.4	<110.2	58	53
20:30:00	57.8	61.6	<110.2	59	54
20:35:00	57.7	73.5	<110.2	58	53
20:40:00	59.5	74.7	<110.2	61	54
20:45:00	56.4	61.5	<110.2	57	54
20:50:00	58.3	72.1	<110.2	60	54
20:55:00	55.5	59.4	<110.2	57	53
21:00:00	56.2	66.9	<110.2	58	52
21:05:00	55.3	64.9	<110.2	57	52
21:10:00	55.8	64.8	<110.2	57	52
21:15:00	54.5	65.5	<110.2	55	52
21:20:00	54.2	59.9	<110.2	55	51
21:25:00	55.3	60.7	<110.2	57	52
21:30:00	55.0	69.6	<110.2	56	52
21:35:00	55.5	62.7	<110.2	57	52
21:40:00	57.4	70.5	<110.2	60	51

21:45:00	64.7	75.4	<110.2	67	54
21:50:00	61.6	76.3	<110.2	64	50
21:55:00	53.3	58.7	<110.2	55	50

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk ?tzC ?	L(10.0) wzA ??	L(90.0) wzAííë					
22:00:00	62.0	76.3	<110.2	67	52					
22:05:00	53.3	59.6	<110.2	55	51					
22:10:00	52.9	57.5	<110.2	54	50					
22:15:00	52.8	58.4	<110.2	55	50					
22:20:00	54.1	62.8	<110.2	56	50					
22:25:00	53.0	60.9	<110.2	55	49					
22:30:00	54.3	63.5	<110.2	56	50					
22:35:00	52.2	57.5	<110.2	54	49					
22:40:00	53.8	59.5	<110.2	56	50					
22:45:00	53.5	61.5	<110.2	55	49					
22:50:00	58.5	77.5	<110.2	60	49					
22:55:00	55.5	67.1	<110.2	57	51					
23:00:00	53.1	59.5	<110.2	56	48					
23:05:00	57.0	72.3	<110.2	59	50					
23:10:00	52.8	58.4	<110.2	54	49					
23:15:00	60.3	76.4	<110.2	59	50					
23:20:00	54.0	61.7	<110.2	56	50					
23:25:00	58.7	77.6	<110.2	60	50					
23:30:00	54.2	65.1	<110.2	57	47					
23:35:00	53.7	72.2	<110.2	54	47					
23:40:00	52.6	62.0	<110.2	55	47					
23:45:00	52.0	61.8	<110.2	54	47					
23:50:00	52.0	62.7	<110.2	55	46					
23:55:00	57.4	74.4	<110.2	55	47					
10/15/19										
00:00:00	51.0	59.1	<110.2	55	46					
00:05:00	52.9	60.7	<110.2	55	49					
00:10:00	52.6	58.8	<110.2	54	49					
00:15:00	52.6	62.4	<110.2	55	49					
00:20:00	53.0	64.5	<110.2	56	49					
00:25:00	50.2	54.6	<110.2	52	48					
00:30:00	52.7	63.5	<110.2	55	48					
00:35:00	50.0	55.1	<110.2	51	48					
00:40:00	53.9	69.5	<110.2	56	49					
00:45:00	50.7	58.3	<110.2	52	47					
00:50:00	51.5	61.5	<110.2	53	47					
00:55:00	50.7	57.8	<110.2	54	45					
01:00:00	49.2	59.6	<110.2	51	44					
01:05:00	50.1	56.5	<110.2	53	44					

01:10:00	48.1	54.5	<110.2	51	44
01:15:00	51.0	57.5	<110.2	53	47
01:20:00	50.0	56.3	<110.2	53	46
01:25:00	57.0	74.7	<110.2	55	45
01:30:00	51.0	61.2	<110.2	53	46
01:35:00	50.5	63.5	<110.2	53	44
01:40:00	48.9	58.1	<110.2	51	45
01:45:00	49.9	58.9	<110.2	53	45
01:50:00	50.8	60.3	<110.2	54	45
01:55:00	48.6	57.1	<110.2	51	44

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav	Lmax	Lpk	L(=0.0)	L(90.0)
	dBA	dBA	dBC	dBA ?	?wzA
ë					
02:00:00	48.9	57.6	<110.2	52	44
02:05:00	50.0	62.3	<110.2	51	45
02:10:00	50.6	57.5	<110.2	53	46
02:15:00	52.2	68.9	<110.2	53	47
02:20:00	52.0	61.5	<110.2	55	46
02:25:00	51.8	60.8	<110.2	55	45
02:30:00	56.5	73.4	<110.2	55	46
02:35:00	50.3	61.2	<110.2	52	45
02:40:00	49.8	57.5	<110.2	52	46
02:45:00	52.5	63.1	<110.2	54	47
02:50:00	50.9	58.8	<110.2	53	47
02:55:00	52.3	60.0	<110.2	55	47
03:00:00	51.6	61.9	<110.2	53	47
03:05:00	54.9	63.9	<110.2	57	50
03:10:00	51.3	61.2	<110.2	53	46
03:15:00	52.8	60.3	<110.2	55	48
03:20:00	52.5	61.5	<110.2	54	48
03:25:00	50.8	61.9	<110.2	52	46
03:30:00	51.2	58.3	<110.2	53	47
03:35:00	52.8	60.9	<110.2	56	47
03:40:00	53.4	61.5	<110.2	55	49
03:45:00	53.5	60.3	<110.2	55	48
03:50:00	53.3	61.8	<110.2	56	49
03:55:00	52.2	58.7	<110.2	55	48
04:00:00	54.4	63.1	<110.2	57	49
04:05:00	50.4	54.3	<110.2	52	48
04:10:00	54.3	64.1	<110.2	57	48
04:15:00	60.8	78.4	<110.2	63	47
04:20:00	52.7	61.7	<110.2	55	47
04:25:00	56.4	70.9	<110.2	58	49

04:30:00	52.8	62.3	<110.2	55	48
04:35:00	52.2	61.9	<110.2	54	48
04:40:00	54.2	63.6	<110.2	56	50
04:45:00	54.4	62.9	<110.2	58	49
04:50:00	55.9	64.1	<110.2	58	51
04:55:00	52.2	60.6	<110.2	54	47
05:00:00	52.9	62.9	<110.2	55	47
05:05:00	54.3	61.9	<110.2	58	47
05:10:00	54.2	63.2	<110.2	56	49
05:15:00	54.0	59.9	<110.2	56	50
05:20:00	55.2	63.7	<110.2	57	51
05:25:00	56.1	64.1	<110.2	59	52
05:30:00	57.2	62.3	<110.2	59	53
05:35:00	57.9	65.9	<110.2	60	53
05:40:00	56.6	64.4	<110.2	58	53
05:45:00	58.9	68.8	<110.2	61	55
05:50:00	57.5	63.6	<110.2	59	54
05:55:00	57.8	66.5	<110.2	59	54

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk tB{	L(10.0) tz}¿	L(90.0) ?? tz}í
06:00:00	64.5	80.3	<110.2	68	55
06:05:00	57.6	63.4	<110.2	59	55
06:10:00	57.9	63.9	<110.2	59	55
06:15:00	57.8	64.1	<110.2	60	54
06:20:00	61.5	74.7	<110.2	63	56
06:25:00	58.7	63.8	<110.2	60	55
06:30:00	60.2	66.4	<110.2	62	57
06:35:00	60.4	68.6	<110.2	62	57
06:40:00	75.8	92.7	<110.2	72	59
06:45:00	62.3	71.7	<110.2	64	58
06:50:00	60.5	65.7	<110.2	62	57
06:55:00	59.7	65.0	<110.2	61	57
07:00:00	62.4	72.6	<110.2	65	58
07:05:00	63.1	73.9	<110.2	66	57
07:10:00	61.8	67.9	<110.2	63	59
07:15:00	62.5	69.2	<110.2	65	59
07:20:00	62.1	68.4	<110.2	64	59
07:25:00	69.1	79.9	<110.2	73	60
07:30:00	61.4	65.8	<110.2	62	60
07:35:00	61.9	70.4	<110.2	63	59
07:40:00	66.2	75.7	<110.2	70	60
07:45:00	73.2	83.6	<110.2	78	62
07:50:00	63.2	69.6	<110.2	64	62

07:55:00	63.1	67.5	<110.2	64	61
08:00:00	70.1	78.8	<110.2	75	62
08:05:00	70.2	79.1	<110.2	75	61
08:10:00	65.9	76.7	<110.2	66	61
08:15:00	62.9	78.0	<110.2	63	60
08:20:00	61.2	71.7	<110.2	61	59
08:25:00	61.2	70.8	<110.2	63	58
08:30:00	61.2	66.8	<110.2	62	59
08:35:00	62.2	69.2	<110.2	63	60
08:40:00	61.3	65.5	<110.2	62	60
08:45:00	68.0	74.9	<110.2	73	60
08:50:00	62.6	70.7	<110.2	64	59
08:55:00	66.7	74.8	<110.2	72	59
09:00:00	61.8	70.9	<110.2	63	58
09:05:00	66.5	77.1	<110.2	71	59
09:10:00	61.0	69.5	<110.2	62	58
09:15:00	60.8	65.3	<110.2	62	58
09:20:00	65.3	84.7	<110.2	65	58
09:25:00	62.3	78.3	<110.2	64	58
09:30:00	60.0	65.9	<110.2	62	56
09:35:00	61.3	68.0	<110.2	64	57
09:40:00	60.4	74.3	<110.2	61	57
09:45:00	58.6	64.6	<110.2	60	56
09:50:00	62.9	80.7	<110.2	64	56
09:55:00	62.3	67.3	<110.2	64	59

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav tBA	Lmax dBA	Lpk dBC	L(10.0) dB	L(90.0) dB
10:00:00	67.7	80.8	<110.2	69	59
10:05:00	65.8	74.5	<110.2	68	59
10:10:00	61.6	69.7	<110.2	64	58
10:15:00	63.3	70.0	<110.2	66	56
10:20:00	61.2	72.4	<110.2	64	54
10:25:00	65.0	71.2	<110.2	66	59
10:30:00	67.4	81.1	<110.2	68	64
10:35:00	60.2	68.3	<110.2	64	55
10:40:00	59.1	67.3	<110.2	62	54
10:45:00	59.1	70.7	<110.2	61	55
10:50:00	57.8	68.1	<110.2	59	53
10:55:00	59.4	68.5	<110.2	61	56
11:00:00	60.2	76.7	<110.2	61	55
11:05:00	60.5	69.5	<110.2	62	57
11:10:00	61.0	74.9	<110.2	62	57
11:15:00	59.8	69.2	<110.2	62	56

11:20:00	60.6	67.7	<110.2	63	56
11:25:00	57.5	61.9	<110.2	59	55
11:30:00	59.1	67.0	<110.2	61	55
11:35:00	60.3	65.3	<110.2	63	55
11:40:00	58.3	66.3	<110.2	60	55
11:45:00	60.1	75.5	<110.2	61	55
11:50:00	57.6	65.7	<110.2	59	54
11:55:00	58.9	68.7	<110.2	61	54
12:00:00	58.0	66.9	<110.2	60	54
12:05:00	58.7	65.1	<110.2	61	55
12:10:00	59.8	70.8	<110.2	61	55
12:15:00	57.9	66.7	<110.2	59	53
12:20:00	56.8	63.2	<110.2	58	54
12:25:00	56.9	65.1	<110.2	58	54
12:30:00	61.2	72.3	<110.2	63	56
12:35:00	60.1	68.3	<110.2	63	56
12:40:00	57.8	65.2	<110.2	59	54
12:45:00	58.2	63.9	<110.2	60	55
12:50:00	58.7	67.7	<110.2	61	55
12:55:00	59.1	70.1	<110.2	61	54
13:00:00	62.6	70.4	<110.2	67	58
13:05:00	60.6	66.8	<110.2	63	57
13:10:00	59.3	65.1	<110.2	61	56
13:15:00	59.9	68.4	<110.2	61	57
13:20:00	59.0	66.0	<110.2	60	56
13:25:00	60.7	72.0	<110.2	62	56
13:30:00	60.1	68.5	<110.2	62	56
13:35:00	62.8	81.6	<110.2	63	56
13:40:00	59.1	65.5	<110.2	61	57
13:45:00	60.4	69.1	<110.2	61	57
13:50:00	61.0	67.1	<110.2	63	57
13:55:00	59.1	64.8	<110.2	61	56

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dB}	Lpk dC{ ?	L(10.0) dzA	L(90.0) ¿¿¿¿w{A
14:00:00	61.5	74.8	<110.2	62	56
14:05:00	61.0	75.6	<110.2	63	55
14:10:00	59.3	70.5	<110.2	61	56
14:15:00	59.5	65.5	<110.2	61	56
14:20:00	65.5	86.8	116.6	60	55
14:25:00	59.5	70.7	<110.2	61	55
14:30:00	59.2	66.7	<110.2	61	55
14:35:00	65.3	84.5	<110.2	65	56
14:40:00	62.5	75.5	<110.2	63	55

14:45:00	60.4	71.1	<110.2	63	56
14:50:00	60.6	70.9	<110.2	64	55
14:55:00	58.1	63.2	<110.2	60	55
15:00:00	61.6	74.7	<110.2	62	55
15:05:00	59.6	71.3	<110.2	62	55
15:10:00	57.5	62.0	<110.2	59	55
15:15:00	61.8	74.3	<110.2	63	56
15:20:00	61.1	77.6	<110.2	62	56
15:25:00	59.1	66.1	<110.2	61	55
15:30:00	62.5	73.5	<110.2	66	56
15:35:00	60.1	72.3	<110.2	61	55
15:40:00	58.7	66.0	<110.2	59	56
15:45:00	59.5	66.9	<110.2	61	56
15:50:00	58.7	64.3	<110.2	60	56
15:55:00	59.0	72.4	<110.2	59	55
16:00:00	58.8	66.7	<110.2	60	55
16:05:00	58.8	64.4	<110.2	61	56
16:10:00	62.5	76.5	<110.2	64	56
16:15:00	61.6	76.3	<110.2	62	56
16:20:00	59.2	68.7	<110.2	60	56
16:25:00	60.6	74.0	<110.2	62	57
16:30:00	58.5	63.5	<110.2	60	56
16:35:00	59.4	73.9	<110.2	60	56
16:40:00	61.2	80.1	<110.2	62	56
16:45:00	58.7	67.5	<110.2	60	56
16:50:00	57.9	61.9	<110.2	59	56
16:55:00	62.3	80.9	<110.2	63	57
17:00:00	62.3	74.9	<110.2	65	56
17:05:00	59.6	70.9	<110.2	61	56
17:10:00	59.8	73.9	<110.2	59	56
17:15:00	59.2	67.9	<110.2	61	56
17:20:00	58.2	63.9	<110.2	59	55
17:25:00	61.6	74.7	<110.2	64	56
17:30:00	63.2	76.9	<110.2	66	56
17:35:00	65.6	75.3	<110.2	68	59
17:40:00	62.5	80.8	<110.2	64	56
17:45:00	66.3	76.5	<110.2	70	61
17:50:00	68.4	82.5	<110.2	71	58
17:55:00	58.9	64.2	<110.2	60	57

METROSONICS db-3080 SN 5899 V1.20 TEST: 2 OF 2

REPORT PRINTED 10/31/19 AT 14:13:53

USER ID: 000002

EXCHANGE RATE: 3dB FILTER: A WT.
DOSE CRITERION: 90dB RESPONSE: SLOW
DOSE LENGTH: 8 hours

PRE-CALIBRATION TIME: 09/20/19 AT 10:59:28
PRE-CALIBRATION RANGE: 42.2dBA TO 142.2dBA

POST-CALIBRATION TIME: 10/31/19 AT 14:01:26
POST-CALIBRATION RANGE: 42.2dBA TO 142.2dBA

TEST STARTED: 10/23/19 AT 12:00:00
TEST LENGTH: 01 DAYS 00:00:00
TEST ENDED: 10/24/19 AT 12:00:00
TIME HISTORY INTERVAL: 00:05:00

Lavg..... 67.6dBA
Lavg (80)... 66.8dBA
Lavg (90)... 65.9dBA
SEL..... 116.8dBA

TWA..... 72.3dBA
TWA (80)... 71.6dBA
TWA (90)... 70.6dBA

Lmax: 102.6dBA ON 10/24/19 AT 05:21:56
Lpk: 120.1dBC ON 10/24/19 AT 05:21:56
TIME OVER 66dBA 00 DAYS 00:49:08.24

DOSE (80)..... 1.41%
PROJ. DOSE (80)..... > 8 HRS.
DOSE (90)..... 1.14%
PROJ. DOSE (90)..... > 8 HRS.

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dzA	Lpk dB{	L(10.0) ? tCA	L(90.0) ??dzA
10/23/19					
12:00:00	63.0	81.8	<112.5	60	52
12:05:00	53.8	62.8	<112.5	55	51
12:10:00	59.3	70.4	<112.5	63	53
12:15:00	56.7	68.8	<112.5	58	51
12:20:00	53.8	60.9	<112.5	56	50
12:25:00	54.0	64.8	<112.5	55	51
12:30:00	54.2	60.4	<112.5	56	51
12:35:00	53.7	59.7	<112.5	55	52
12:40:00	61.1	74.8	<112.5	62	52
12:45:00	54.8	60.1	<112.5	57	51
12:50:00	55.4	64.0	<112.5	58	51
12:55:00	55.3	60.0	<112.5	57	52
13:00:00	53.8	61.4	<112.5	56	51
13:05:00	55.0	65.0	<112.5	57	52
13:10:00	54.4	58.8	<112.5	56	52
13:15:00	55.2	59.9	<112.5	56	53
13:20:00	54.3	64.4	<112.5	55	50
13:25:00	55.0	63.2	<112.5	57	52
13:30:00	53.3	56.3	<112.5	54	51
13:35:00	55.3	65.7	<112.5	56	52
13:40:00	54.3	60.8	<112.5	55	51
13:45:00	53.9	58.0	<112.5	55	51
13:50:00	54.4	59.6	<112.5	56	51
13:55:00	56.7	65.7	<112.5	60	52
14:00:00	53.5	57.3	<112.5	55	51
14:05:00	55.6	62.1	<112.5	57	53
14:10:00	54.3	57.7	<112.5	55	52
14:15:00	53.6	60.5	<112.5	55	50
14:20:00	54.2	60.9	<112.5	56	51
14:25:00	54.5	61.2	<112.5	56	52
14:30:00	53.8	57.2	<112.5	55	51
14:35:00	53.4	62.4	<112.5	54	51
14:40:00	54.8	68.1	<112.5	56	51
14:45:00	53.9	58.1	<112.5	55	52
14:50:00	53.8	56.5	<112.5	55	52
14:55:00	53.5	57.3	<112.5	55	51

15:00:00	55.6	63.2	<112.5	57	53
15:05:00	59.2	69.0	<112.5	62	53
15:10:00	53.4	57.6	<112.5	54	52
15:15:00	55.4	62.9	<112.5	57	53
15:20:00	55.1	59.2	<112.5	57	52
15:25:00	55.7	59.3	<112.5	57	54
15:30:00	55.8	58.5	<112.5	57	54
15:35:00	56.8	60.8	<112.5	58	54
15:40:00	56.7	60.5	<112.5	58	54
15:45:00	55.9	63.2	<112.5	57	53
15:50:00	55.6	59.2	<112.5	56	54
15:55:00	55.7	59.2	<112.5	57	54

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax tBA ??	Lpk dBC ?	L(10.0) dBA	L(90.0) tCAíêí	16:00:00	55.2	57.9	<112.5	56	52
16:05:00	54.8	57.6	<112.5	56	53						
16:10:00	55.9	61.6	<112.5	57	53						
16:15:00	55.9	59.2	<112.5	57	54						
16:20:00	57.0	66.1	<112.5	58	54						
16:25:00	57.7	72.1	<112.5	59	54						
16:30:00	57.6	70.9	<112.5	59	54						
16:35:00	56.8	64.4	<112.5	59	53						
16:40:00	55.1	58.4	<112.5	56	52						
16:45:00	58.4	67.4	<112.5	62	54						
16:50:00	55.0	62.4	<112.5	56	52						
16:55:00	64.8	85.6	<112.5	62	51						
17:00:00	59.2	77.1	<112.5	58	52						
17:05:00	55.7	71.7	<112.5	56	52						
17:10:00	62.0	80.0	<112.5	63	53						
17:15:00	54.9	61.4	<112.5	56	53						
17:20:00	54.9	57.3	<112.5	56	53						
17:25:00	54.2	57.2	<112.5	55	52						
17:30:00	57.1	74.5	<112.5	56	52						
17:35:00	56.3	68.5	<112.5	58	53						
17:40:00	54.5	58.1	<112.5	55	52						
17:45:00	55.5	67.2	<112.5	56	53						
17:50:00	55.9	58.1	<112.5	56	54						
17:55:00	55.8	61.2	<112.5	57	53						
18:00:00	55.4	58.3	<112.5	56	53						
18:05:00	63.6	74.0	<112.5	66	55						
18:10:00	59.8	67.4	<112.5	61	57						
18:15:00	56.8	60.0	<112.5	58	55						
18:20:00	59.4	74.8	<112.5	60	57						
18:25:00	58.1	61.6	<112.5	59	56						

18:30:00	56.9	60.4	<112.5	58	54
18:35:00	57.0	64.0	<112.5	58	55
18:40:00	58.4	68.1	<112.5	60	56
18:45:00	65.4	84.4	<112.5	63	56
18:50:00	68.4	86.3	<112.5	71	58
18:55:00	67.7	81.0	<112.5	68	57
19:00:00	58.7	63.6	<112.5	60	56
19:05:00	57.3	66.6	<112.5	58	54
19:10:00	58.6	70.9	<112.5	60	55
19:15:00	59.3	62.8	<112.5	61	56
19:20:00	59.1	68.6	<112.5	61	56
19:25:00	57.1	60.4	<112.5	58	56
19:30:00	57.9	60.8	<112.5	59	56
19:35:00	65.4	78.0	<112.5	69	59
19:40:00	55.9	66.8	<112.5	58	53
19:45:00	54.0	56.4	<112.5	55	52
19:50:00	56.4	67.5	<112.5	55	52
19:55:00	69.0	82.9	<112.5	72	52

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dz}	Lpk ? ¿wBC	L(10.0) ? dBA?¿ ¿¿?wB}	L(90.0) í
20:00:00	60.1	74.0	<112.5	64	53
20:05:00	54.7	58.5	<112.5	56	51
20:10:00	54.9	64.4	<112.5	55	52
20:15:00	54.2	56.5	<112.5	55	52
20:20:00	54.2	57.4	<112.5	55	53
20:25:00	54.4	58.1	<112.5	56	52
20:30:00	52.5	55.3	<112.5	53	51
20:35:00	53.2	56.5	<112.5	54	51
20:40:00	52.5	58.0	<112.5	53	51
20:45:00	54.2	64.9	<112.5	54	52
20:50:00	53.4	57.0	<112.5	54	52
20:55:00	54.4	59.6	<112.5	56	52
21:00:00	55.2	62.4	<112.5	57	53
21:05:00	53.7	58.5	<112.5	54	52
21:10:00	54.7	62.0	<112.5	55	53
21:15:00	52.7	54.9	<112.5	53	51
21:20:00	53.1	59.3	<112.5	53	52
21:25:00	53.3	55.7	<112.5	54	52
21:30:00	53.4	57.5	<112.5	54	52
21:35:00	54.1	63.3	<112.5	55	51
21:40:00	55.3	64.9	<112.5	56	52
21:45:00	53.1	56.8	<112.5	53	52
21:50:00	65.5	75.7	<112.5	70	52

21:55:00	62.4	74.5	<112.5	64	59
22:00:00	67.5	77.6	<112.5	68	64
22:05:00	54.6	66.5	<112.5	53	50
22:10:00	60.6	67.3	<112.5	64	51
22:15:00	62.6	68.5	<112.5	66	51
22:20:00	56.0	66.0	<112.5	60	49
22:25:00	58.8	74.5	<112.5	61	50
22:30:00	65.1	81.8	<112.5	67	50
22:35:00	66.6	82.9	<112.5	69	52
22:40:00	54.9	67.6	<112.5	56	50
22:45:00	67.8	83.3	<112.5	71	56
22:50:00	53.0	62.0	<112.5	54	50
22:55:00	50.9	53.7	<112.5	51	50
23:00:00	53.2	65.9	<112.5	53	50
23:05:00	51.0	55.1	<112.5	52	50
23:10:00	51.5	54.4	<112.5	52	50
23:15:00	51.6	54.4	<112.5	52	50
23:20:00	51.6	54.8	<112.5	52	50
23:25:00	52.0	58.4	<112.5	53	50
23:30:00	51.1	55.8	<112.5	52	50
23:35:00	50.4	56.0	<112.5	51	49
23:40:00	50.7	54.5	<112.5	52	49
23:45:00	66.9	77.7	<112.5	71	51
23:50:00	59.9	73.7	<112.5	63	50
23:55:00	60.4	71.7	<112.5	64	50

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk ? dBC?¿¿	L(10.0) dBA¿ ?	L(90.0) tz}íë
10/24/19					
00:00:00	66.9	76.9	<112.5	72	50
00:05:00	51.5	56.7	<112.5	52	50
00:10:00	63.8	72.9	<112.5	67	50
00:15:00	58.0	69.8	<112.5	60	50
00:20:00	50.6	53.3	<112.5	51	49
00:25:00	50.8	55.2	<112.5	51	49
00:30:00	50.4	54.4	<112.5	51	49
00:35:00	49.5	52.8	<112.5	50	48
00:40:00	49.3	52.7	<112.5	50	48
00:45:00	60.8	75.2	<112.5	64	49
00:50:00	58.6	67.6	<112.5	64	50
00:55:00	62.6	71.7	<112.5	65	52
01:00:00	63.1	75.7	<112.5	67	52
01:05:00	62.2	74.4	<112.5	67	53
01:10:00	59.9	69.9	<112.5	65	50

01:15:00	51.0	54.6	<112.5	51	50
01:20:00	51.7	65.2	<112.5	52	50
01:25:00	51.0	54.3	<112.5	51	49
01:30:00	50.1	52.5	<112.5	50	49
01:35:00	50.7	53.2	<112.5	51	49
01:40:00	54.5	60.0	<112.5	57	50
01:45:00	51.0	52.8	<112.5	51	50
01:50:00	50.7	55.7	<112.5	52	49
01:55:00	50.0	54.9	<112.5	50	49
02:00:00	58.7	78.4	<112.5	54	49
02:05:00	55.3	72.9	<112.5	57	48
02:10:00	63.8	83.8	<112.5	56	48
02:15:00	50.2	55.2	<112.5	51	48
02:20:00	53.1	59.3	<112.5	55	50
02:25:00	53.8	60.9	<112.5	56	51
02:30:00	52.9	62.3	<112.5	56	49
02:35:00	49.9	53.6	<112.5	51	48
02:40:00	49.8	54.3	<112.5	50	48
02:45:00	50.9	63.7	<112.5	52	48
02:50:00	49.7	54.8	<112.5	51	47
02:55:00	52.3	58.8	<112.5	54	49
03:00:00	54.5	62.8	<112.5	59	49
03:05:00	55.8	66.4	<112.5	62	48
03:10:00	50.3	54.0	<112.5	51	49
03:15:00	49.5	52.8	<112.5	50	48
03:20:00	53.3	66.4	<112.5	54	50
03:25:00	57.8	71.5	<112.5	61	52
03:30:00	57.5	65.6	<112.5	61	53
03:35:00	59.6	70.9	<112.5	63	50
03:40:00	53.7	63.7	<112.5	55	50
03:45:00	53.7	69.6	<112.5	53	50
03:50:00	51.5	55.4	<112.5	52	50
03:55:00	52.6	66.4	<112.5	52	50

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax gBA	Lpk dBC	L(10.0) gBA	L(90.0) tB}
í					
04:00:00	55.8	71.0	<112.5	56	50
04:05:00	61.8	84.4	<112.5	54	51
04:10:00	51.8	55.0	<112.5	53	50
04:15:00	51.1	54.4	<112.5	52	50
04:20:00	52.3	58.0	<112.5	54	50
04:25:00	61.1	79.7	<112.5	57	50
04:30:00	51.9	56.5	<112.5	53	50

04:35:00	51.2	54.6	<112.5	52	50
04:40:00	51.4	54.9	<112.5	52	50
04:45:00	52.4	54.6	<112.5	53	51
04:50:00	53.0	55.2	<112.5	53	51
04:55:00	54.5	57.1	<112.5	55	53
05:00:00	55.8	60.1	<112.5	57	54
05:05:00	61.3	78.0	<112.5	60	54
05:10:00	55.7	66.0	<112.5	56	53
05:15:00	53.2	57.0	<112.5	54	51
05:20:00	82.5	102.6	120.1	79	55
05:25:00	80.1	101.9	117.7	78	53
05:30:00	54.3	61.7	<112.5	56	52
05:35:00	65.0	84.9	<112.5	60	53
05:40:00	61.4	76.8	<112.5	63	54
05:45:00	54.2	60.9	<112.5	55	52
05:50:00	55.0	64.5	<112.5	56	53
05:55:00	54.7	63.6	<112.5	55	53
06:00:00	64.9	87.6	<112.5	58	52
06:05:00	64.4	86.9	<112.5	55	52
06:10:00	54.5	58.9	<112.5	56	53
06:15:00	53.9	58.5	<112.5	55	52
06:20:00	54.4	59.7	<112.5	55	52
06:25:00	53.7	57.3	<112.5	55	52
06:30:00	55.3	61.2	<112.5	57	53
06:35:00	61.9	76.9	<112.5	65	55
06:40:00	62.3	75.1	<112.5	65	55
06:45:00	57.2	70.9	<112.5	59	54
06:50:00	67.7	89.3	<112.5	66	54
06:55:00	60.7	81.7	<112.5	58	54
07:00:00	62.2	77.3	<112.5	64	55
07:05:00	56.9	61.2	<112.5	58	54
07:10:00	57.0	60.6	<112.5	58	55
07:15:00	57.6	68.4	<112.5	58	55
07:20:00	56.9	70.0	<112.5	57	55
07:25:00	60.1	75.3	<112.5	62	56
07:30:00	57.1	64.0	<112.5	57	55
07:35:00	61.2	71.7	<112.5	65	56
07:40:00	68.7	82.9	<112.5	67	57
07:45:00	59.1	62.2	<112.5	60	57
07:50:00	56.7	61.4	<112.5	57	55
07:55:00	61.5	81.2	<112.5	60	56

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dB	L(90.0- dC}
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08:00:00	57.0	64.0	<112.5	58	55
08:05:00	58.3	67.9	<112.5	60	56
08:10:00	59.3	66.1	<112.5	61	56
08:15:00	63.4	82.5	<112.5	58	55
08:20:00	55.6	61.2	<112.5	56	54
08:25:00	58.7	67.7	<112.5	61	55
08:30:00	69.6	91.9	<112.5	59	54
08:35:00	69.8	89.6	<112.5	68	54
08:40:00	59.3	74.2	<112.5	61	54
08:45:00	64.5	87.2	<112.5	58	54
08:50:00	62.7	82.0	<112.5	59	53
08:55:00	57.0	66.4	<112.5	58	54
09:00:00	56.8	61.9	<112.5	58	54
09:05:00	62.8	71.6	<112.5	66	55
09:10:00	56.1	58.9	<112.5	57	54
09:15:00	56.1	64.9	<112.5	58	54
09:20:00	73.0	83.0	<112.5	78	57
09:25:00	61.4	77.2	<112.5	63	56
09:30:00	57.9	71.7	<112.5	58	55
09:35:00	56.9	60.0	<112.5	58	55
09:40:00	58.5	70.9	<112.5	60	55
09:45:00	58.8	76.9	<112.5	60	54
09:50:00	57.8	64.4	<112.5	61	54
09:55:00	58.6	69.3	<112.5	61	55
10:00:00	57.7	64.6	<112.5	59	55
10:05:00	57.5	61.6	<112.5	59	54
10:10:00	57.5	62.1	<112.5	59	55
10:15:00	56.4	61.9	<112.5	58	54
10:20:00	56.4	64.9	<112.5	58	54
10:25:00	58.3	63.2	<112.5	60	55
10:30:00	57.9	61.5	<112.5	59	55
10:35:00	66.4	84.8	<112.5	60	55
10:40:00	61.6	79.4	<112.5	60	54
10:45:00	63.3	81.3	<112.5	61	55
10:50:00	58.4	62.4	<112.5	60	54
10:55:00	59.6	62.5	<112.5	61	58
11:00:00	58.7	63.1	<112.5	60	55
11:05:00	56.5	62.5	<112.5	58	54
11:10:00	63.3	82.9	<112.5	58	55
11:15:00	64.0	83.1	<112.5	61	54
11:20:00	57.5	66.5	<112.5	59	54
11:25:00	58.9	63.5	<112.5	60	56
11:30:00	67.8	77.2	<112.5	72	58
11:35:00	90.0	102.1	117.3	92	74
11:40:00	78.2	95.6	<112.5	74	55
11:45:00	58.1	65.3	<112.5	60	54
11:50:00	56.9	61.7	<112.5	58	54
11:55:00	58.3	62.0	<112.5	60	56

METROSONICS db-3080 SN 5899 V1.20 TEST: 1 OF 2

REPORT PRINTED 10/31/19 AT 14:14:24

USER ID: 000002

EXCHANGE RATE: 3dB FILTER: A WT.
DOSE CRITERION: 90dB RESPONSE: SLOW
DOSE LENGTH: 8 hours

PRE-CALIBRATION TIME: 09/20/19 AT 10:59:28
PRE-CALIBRATION RANGE: 42.2dBA TO 142.2dBA

POST-CALIBRATION TIME: 10/15/19 AT 18:47:13
POST-CALIBRATION RANGE: 42.2dBA TO 142.2dBA

TEST STARTED: 10/14/19 AT 18:00:00
TEST LENGTH: 01 DAYS 00:00:00
TEST ENDED: 10/15/19 AT 18:00:00
TIME HISTORY INTERVAL: 00:05:00

Lavg..... 59.9dBA
Lavg (80)... 56.1dBA
Lavg (90)... 46.7dBA
SEL..... 109.1dBA

TWA..... 64.6dBA
TWA (80)... 60.8dBA
TWA (90)... 51.5dBA

Lmax: 94.1dBA ON 10/14/19 AT 21:40:24
Lpk: 115.3dBC ON 10/14/19 AT 21:40:24
TIME OVER 66dBA 00 DAYS 00:32:08.08

DOSE (80)..... 0.11%
PROJ. DOSE (80)..... > 8 HRS.
DOSE (90)..... 0.01%

PROJ. DOSE (90)..... > 8 HRS.

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
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10/14/19					
18:00:00	55.5	59.6	<112.5	57	53
18:05:00	54.7	58.4	<112.5	55	53
18:10:00	56.9	68.0	<112.5	58	53
18:15:00	55.1	60.4	<112.5	56	53
18:20:00	54.3	60.9	<112.5	55	52
18:25:00	54.6	58.5	<112.5	56	52
18:30:00	55.0	60.4	<112.5	56	53
18:35:00	55.0	59.8	<112.5	57	52
18:40:00	65.8	86.0	<112.5	66	55
18:45:00	56.0	64.0	<112.5	57	53
18:50:00	56.1	62.4	<112.5	58	53
18:55:00	66.0	86.4	<112.5	68	52
19:00:00	52.4	58.6	<112.5	53	51
19:05:00	52.8	55.7	<112.5	54	51
19:10:00	70.3	92.5	114.5	60	52
19:15:00	55.8	61.7	<112.5	57	53
19:20:00	55.1	61.1	<112.5	57	52
19:25:00	55.1	60.5	<112.5	56	52
19:30:00	52.7	55.3	<112.5	54	51
19:35:00	58.0	67.9	<112.5	62	50
19:40:00	63.3	77.3	<112.5	67	53
19:45:00	54.0	61.6	<112.5	56	51
19:50:00	52.4	56.0	<112.5	53	51
19:55:00	54.6	63.9	<112.5	56	51
20:00:00	52.2	54.4	<112.5	53	50
20:05:00	56.8	70.4	<112.5	59	52
20:10:00	54.5	65.7	<112.5	56	51
20:15:00	52.7	56.8	<112.5	54	51
20:20:00	52.4	56.4	<112.5	53	50
20:25:00	54.3	61.7	<112.5	57	51
20:30:00	53.5	64.0	<112.5	54	51
20:35:00	54.9	67.7	<112.5	56	51
20:40:00	57.1	68.6	<112.5	60	51
20:45:00	58.9	76.5	<112.5	58	50
20:50:00	56.7	74.8	<112.5	58	50
20:55:00	50.5	54.9	<112.5	51	49
21:00:00	51.8	59.2	<112.5	53	49
21:05:00	59.5	81.3	<112.5	52	49

21:10:00	58.2	79.6	<112.5	53	50
21:15:00	50.3	52.4	<112.5	51	49
21:20:00	50.2	53.2	<112.5	51	48
21:25:00	50.8	54.5	<112.5	52	49
21:30:00	64.8	84.9	<112.5	52	48
21:35:00	65.1	83.0	<112.5	65	49
21:40:00	72.0	94.1	115.3	72	51
21:45:00	67.9	74.9	<112.5	70	62
21:50:00	50.2	54.8	<112.5	51	48
21:55:00	51.0	54.8	<112.5	52	49

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk ? dBC	L(10.0) ?dCA	L(90.0) ¿?tC}í
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22:00:00	63.9	80.3	<112.5	69	50
22:05:00	50.0	54.4	<112.5	50	48
22:10:00	49.6	51.7	<112.5	50	48
22:15:00	49.8	52.5	<112.5	51	48
22:20:00	50.8	54.3	<112.5	52	49
22:25:00	51.2	53.3	<112.5	52	50
22:30:00	50.8	54.1	<112.5	51	49
22:35:00	50.7	53.4	<112.5	52	49
22:40:00	51.3	55.8	<112.5	52	50
22:45:00	54.2	73.7	<112.5	52	50
22:50:00	57.2	72.5	<112.5	60	49
22:55:00	54.8	71.2	<112.5	55	49
23:00:00	56.8	73.7	<112.5	60	48
23:05:00	52.8	68.9	<112.5	53	49
23:10:00	57.8	76.9	<112.5	53	49
23:15:00	54.0	67.9	<112.5	53	50
23:20:00	54.7	73.3	<112.5	54	50
23:25:00	57.6	71.2	<112.5	62	51
23:30:00	51.0	54.5	<112.5	52	49
23:35:00	53.6	67.8	<112.5	52	48
23:40:00	49.9	53.2	<112.5	51	48
23:45:00	49.5	54.4	<112.5	50	48
23:50:00	62.1	81.7	<112.5	54	47
23:55:00	48.6	53.6	<112.5	49	47
10/15/19					
00:00:00	48.6	53.3	<112.5	50	46
00:05:00	50.3	53.6	<112.5	51	48
00:10:00	48.7	55.4	<112.5	50	47
00:15:00	55.9	66.5	<112.5	59	48
00:20:00	48.8	53.6	<112.5	49	47

00:25:00	48.5	52.4	<112.5	50	47
00:30:00	48.3	51.7	<112.5	49	47
00:35:00	48.2	52.5	<112.5	49	47
00:40:00	50.2	56.7	<112.5	52	47
00:45:00	48.5	52.9	<112.5	50	46
00:50:00	48.9	52.7	<112.5	50	47
00:55:00	48.6	52.8	<112.5	49	47
01:00:00	48.4	50.5	<112.5	49	47
01:05:00	49.2	52.7	<112.5	50	48
01:10:00	48.7	50.9	<112.5	49	47
01:15:00	48.5	52.4	<112.5	49	47
01:20:00	62.0	80.9	<112.5	56	47
01:25:00	48.6	52.4	<112.5	50	47
01:30:00	49.5	57.4	<112.5	50	47
01:35:00	48.3	52.4	<112.5	49	46
01:40:00	48.0	52.4	<112.5	49	46
01:45:00	48.5	53.0	<112.5	50	47
01:50:00	48.4	53.1	<112.5	49	47
01:55:00	48.3	51.0	<112.5	49	47

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk ? dC{	L(10.0) dCA	L(90.0) tBAíê
02:00:00	48.7	55.6	<112.5	50	47
02:05:00	49.4	52.9	<112.5	50	48
02:10:00	48.7	51.2	<112.5	49	47
02:15:00	53.3	63.2	<112.5	56	47
02:20:00	49.3	54.0	<112.5	51	47
02:25:00	61.8	80.4	<112.5	56	47
02:30:00	48.4	52.1	<112.5	49	47
02:35:00	49.3	53.2	<112.5	50	47
02:40:00	50.5	60.6	<112.5	52	48
02:45:00	50.2	57.1	<112.5	51	48
02:50:00	50.4	57.4	<112.5	52	47
02:55:00	50.3	55.3	<112.5	52	48
03:00:00	50.8	56.0	<112.5	52	48
03:05:00	51.6	56.6	<112.5	54	48
03:10:00	50.1	53.6	<112.5	51	48
03:15:00	51.2	54.4	<112.5	53	49
03:20:00	50.4	55.2	<112.5	52	48
03:25:00	49.7	54.4	<112.5	51	47
03:30:00	50.7	58.0	<112.5	52	48
03:35:00	50.8	58.8	<112.5	52	48
03:40:00	51.7	58.3	<112.5	54	48
03:45:00	53.0	58.5	<112.5	55	49

03:50:00	51.3	56.9	<112.5	53	49
03:55:00	50.8	53.7	<112.5	52	49
04:00:00	50.4	55.2	<112.5	52	48
04:05:00	51.8	65.2	<112.5	51	48
04:10:00	60.7	81.9	<112.5	60	49
04:15:00	62.9	84.4	<112.5	53	49
04:20:00	60.1	81.2	<112.5	54	49
04:25:00	54.3	69.3	<112.5	52	49
04:30:00	51.4	57.1	<112.5	52	49
04:35:00	51.2	54.1	<112.5	52	50
04:40:00	51.6	53.6	<112.5	52	50
04:45:00	51.9	54.8	<112.5	52	50
04:50:00	52.8	59.9	<112.5	54	50
04:55:00	51.2	64.1	<112.5	51	48
05:00:00	50.1	52.4	<112.5	51	49
05:05:00	51.3	59.2	<112.5	52	49
05:10:00	51.1	56.4	<112.5	52	50
05:15:00	51.2	53.7	<112.5	52	50
05:20:00	52.4	59.2	<112.5	54	50
05:25:00	52.5	56.4	<112.5	53	51
05:30:00	53.0	55.6	<112.5	54	51
05:35:00	53.1	57.1	<112.5	54	51
05:40:00	52.5	58.8	<112.5	54	51
05:45:00	52.8	55.3	<112.5	53	51
05:50:00	52.9	62.5	<112.5	53	51
05:55:00	53.9	60.3	<112.5	56	52

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk tBC? ??	L(10.0) wCA	L(90.0) ?? tz}íě
06:00:00	64.9	76.2	<112.5	70	53
06:05:00	53.2	56.5	<112.5	54	52
06:10:00	53.9	56.6	<112.5	54	52
06:15:00	53.8	56.1	<112.5	54	52
06:20:00	55.4	63.3	<112.5	57	53
06:25:00	53.5	56.0	<112.5	54	52
06:30:00	54.2	57.5	<112.5	55	53
06:35:00	65.0	76.6	<112.5	70	53
06:40:00	68.5	82.9	<112.5	73	54
06:45:00	55.4	59.6	<112.5	56	54
06:50:00	55.3	56.8	<112.5	56	54
06:55:00	55.4	58.5	<112.5	56	53
07:00:00	56.8	66.4	<112.5	58	54
07:05:00	65.2	86.9	<112.5	62	54
07:10:00	55.9	59.6	<112.5	56	55

07:15:00	56.4	62.4	<112.5	57	55
07:20:00	59.9	71.1	<112.5	63	55
07:25:00	57.4	66.6	<112.5	59	55
07:30:00	55.3	63.2	<112.5	56	54
07:35:00	55.3	58.8	<112.5	57	54
07:40:00	77.9	89.8	<112.5	83	56
07:45:00	58.1	62.1	<112.5	59	57
07:50:00	58.6	61.4	<112.5	59	57
07:55:00	59.8	62.7	<112.5	61	58
08:00:00	58.8	61.6	<112.5	60	57
08:05:00	58.3	64.0	<112.5	59	56
08:10:00	58.1	63.6	<112.5	59	56
08:15:00	57.7	61.1	<112.5	58	56
08:20:00	57.1	59.6	<112.5	58	55
08:25:00	55.5	62.0	<112.5	56	54
08:30:00	55.7	58.0	<112.5	56	54
08:35:00	57.0	59.8	<112.5	58	56
08:40:00	57.5	66.9	<112.5	58	56
08:45:00	57.9	64.0	<112.5	61	54
08:50:00	57.1	61.1	<112.5	58	55
08:55:00	56.9	64.0	<112.5	58	54
09:00:00	56.9	66.0	<112.5	59	54
09:05:00	56.2	62.3	<112.5	58	54
09:10:00	61.2	76.8	<112.5	62	55
09:15:00	56.5	73.6	<112.5	56	53
09:20:00	69.4	91.3	<112.5	67	54
09:25:00	57.6	68.1	<112.5	60	53
09:30:00	55.8	60.2	<112.5	57	53
09:35:00	60.4	70.5	<112.5	65	53
09:40:00	55.4	58.8	<112.5	56	53
09:45:00	59.5	72.1	<112.5	63	53
09:50:00	62.1	77.6	<112.5	66	55
09:55:00	56.3	64.8	<112.5	59	52

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk wBC?	L(10.0) gBA	L(90.0) ? tB}
í 10:00:00	57.5	72.3	<112.5	58	53
10:05:00	55.7	66.8	<112.5	56	51
10:10:00	59.1	71.5	<112.5	60	53
10:15:00	52.7	56.0	<112.5	54	50
10:20:00	52.8	56.5	<112.5	54	51
10:25:00	53.4	60.3	<112.5	55	51
10:30:00	53.0	56.4	<112.5	54	51
10:35:00	52.9	62.0	<112.5	54	50

10:40:00	54.4	65.5	<112.5	55	51
10:45:00	52.9	57.2	<112.5	54	51
10:50:00	52.0	55.0	<112.5	53	50
10:55:00	54.1	61.2	<112.5	56	51
11:00:00	52.8	61.2	<112.5	54	50
11:05:00	53.6	58.8	<112.5	54	52
11:10:00	54.2	58.9	<112.5	55	52
11:15:00	53.6	57.9	<112.5	54	52
11:20:00	54.1	65.5	<112.5	55	52
11:25:00	53.4	57.7	<112.5	54	52
11:30:00	53.5	59.2	<112.5	55	51
11:35:00	52.7	56.7	<112.5	55	50
11:40:00	51.4	55.6	<112.5	52	50
11:45:00	52.8	61.7	<112.5	54	51
11:50:00	52.9	61.5	<112.5	54	51
11:55:00	53.5	61.5	<112.5	54	52
12:00:00	52.7	56.6	<112.5	54	51
12:05:00	52.1	55.6	<112.5	53	51
12:10:00	52.5	56.1	<112.5	54	50
12:15:00	52.6	55.4	<112.5	53	51
12:20:00	51.3	54.8	<112.5	52	50
12:25:00	53.6	63.1	<112.5	54	50
12:30:00	53.7	68.8	<112.5	54	50
12:35:00	51.8	54.0	<112.5	53	50
12:40:00	53.0	57.8	<112.5	54	51
12:45:00	53.3	57.7	<112.5	54	52
12:50:00	53.8	58.4	<112.5	55	52
12:55:00	53.9	58.4	<112.5	55	52
13:00:00	54.9	60.5	<112.5	56	52
13:05:00	54.3	59.5	<112.5	56	52
13:10:00	54.1	62.6	<112.5	54	52
13:15:00	54.0	58.8	<112.5	55	52
13:20:00	53.4	56.5	<112.5	54	52
13:25:00	53.2	56.2	<112.5	54	51
13:30:00	54.2	60.1	<112.5	55	52
13:35:00	53.4	57.6	<112.5	55	51
13:40:00	52.5	55.2	<112.5	53	51
13:45:00	53.4	58.9	<112.5	54	52
13:50:00	53.9	58.4	<112.5	55	52
13:55:00	54.4	65.8	<112.5	55	51

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav	Lmax	Lpk	L(10.0)	L(90.0)
	dBa	dBa	? dBc	? ?dC} ¿¿	?dBA
í 14:00:00	51.8	54.9	<112.5	52	50

14:05:00	54.6	62.8	<112.5	56	51
14:10:00	54.0	57.4	<112.5	55	52
14:15:00	54.2	59.2	<112.5	55	53
14:20:00	55.3	58.0	<112.5	56	54
14:25:00	55.4	61.9	<112.5	56	53
14:30:00	54.9	61.7	<112.5	56	53
14:35:00	57.1	67.7	<112.5	60	52
14:40:00	53.6	56.4	<112.5	54	52
14:45:00	54.1	57.8	<112.5	55	52
14:50:00	53.8	57.6	<112.5	54	52
14:55:00	54.3	61.6	<112.5	55	53
15:00:00	54.8	58.0	<112.5	56	53
15:05:00	54.7	62.4	<112.5	55	53
15:10:00	54.4	57.7	<112.5	55	53
15:15:00	54.9	58.5	<112.5	56	53
15:20:00	54.3	60.0	<112.5	55	53
15:25:00	54.6	61.2	<112.5	55	53
15:30:00	54.4	57.2	<112.5	55	53
15:35:00	54.2	56.0	<112.5	54	53
15:40:00	55.1	59.3	<112.5	56	54
15:45:00	54.6	58.4	<112.5	55	53
15:50:00	54.3	56.9	<112.5	55	53
15:55:00	55.1	64.9	<112.5	56	53
16:00:00	54.6	58.8	<112.5	55	53
16:05:00	54.2	58.0	<112.5	55	53
16:10:00	59.4	80.1	<112.5	56	53
16:15:00	54.4	59.2	<112.5	55	53
16:20:00	61.2	82.4	<112.5	61	53
16:25:00	61.8	84.0	<112.5	60	52
16:30:00	54.1	58.0	<112.5	55	52
16:35:00	60.5	78.5	<112.5	61	53
16:40:00	54.5	65.3	<112.5	55	52
16:45:00	54.0	58.9	<112.5	54	53
16:50:00	54.5	63.3	<112.5	55	53
16:55:00	67.6	82.3	<112.5	67	55
17:00:00	67.0	81.8	<112.5	71	53
17:05:00	53.8	63.2	<112.5	55	52
17:10:00	53.8	55.8	<112.5	54	52
17:15:00	54.2	61.9	<112.5	55	52
17:20:00	54.2	66.1	<112.5	54	52
17:25:00	63.7	76.1	<112.5	68	53
17:30:00	67.1	78.5	<112.5	71	57
17:35:00	64.4	76.9	<112.5	68	52
17:40:00	68.5	88.8	<112.5	67	52
17:45:00	68.3	76.8	<112.5	73	58
17:50:00	73.0	89.4	<112.5	73	53
17:55:00	57.3	68.5	<112.5	60	52

CSV

[Setting]

[Property]

System Version,1.5

NX-42EX Version,1.5

NX-42WR Version,1.4

NX-42RT Version,1.5

NX-42FT Version,1.1

Serial Number,145380

[NL-42]

Store Name,0304

Type,NL-42

Index Number,1

Frequency Weighting,A

Time Weighting,S

Output Level Range Upper,120

Output Level Range Lower,40

Delay Time,Off

Windscreen Correction,WS-10

Diffuse Sound Field Correction,Off

LN Mode,Leq_1s

Display Leq,On

Display LE,Off

Display Lmax,On

Display Lmin,On

Display Ly,On

Display LN1,Off

Display LN2,Off

Display LN3,Off

Display LN4,On

Display LN5,Off

Display Time Level,On

Percentile 1,5

Percentile 2,10

Percentile 3,50

Percentile 4,90

Percentile 5,99.9

Ly Type,LCpeak

AC OUT,Z

DC OUT,Main

Comparator,Off

Comparator Level,66

Comparator Channel,Main

Battery Type,Alkaline

Communication Interface,USB

Baud Rate,9600

Language,English

[NX-42EX]

Lp Store Interval,Off

Leq Calculation Interval,5 m

Timer Auto Start Time,2019/10/23 12:00:00
Timer Auto Stop Time,2019/10/24 12:00:00
Timer Auto Interval,Off
Sleep Mode,Off

[Status]
Measurement Start Time,2019/10/23 12:00:00
Measurement Stop Time,2019/10/24 04:30:20
Lp Data Number,-
Leq Data Number,199
Measure Time,00d 16:30:20.0

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under
1	10/23/2019 12:00	00d 00:05:00.0	63.9	88.7	81.7	58.2	98.1	65.3	64.6	61.7	59.8	57.6	----	test 1 (10/23/19)-(10/24-19)
2	10/23/2019 12:05	00d 00:05:00.0	60.5	85.3	68	54.9	89.1	63.7	62.7	59.9	57.1	54.8	----	row row
3	10/23/2019 12:10	00d 00:05:00.0	60.8	85.6	71.4	55.6	91	64	62.9	60.1	57.1	55.4	----	Time Finish Start Stop LAEQ
4	10/23/2019 12:15	00d 00:05:00.0	65	89.8	72.5	55.1	93.9	67.9	66.4	64.6	63.3	54.4	----	""12:00-18:00"" 2 74
62.99723914	1993994.307	\$D\$2:\$D\$74			\$D\$2	\$D\$74								
5	10/23/2019 12:20	00d 00:05:00.0	64.7	89.5	68.3	63.1	90.1	66.1	65.7	64.6	63.7	63	----	""18:00-24:00"" 74 146
62.45440565	1759707.823	\$D\$74:\$D\$146			\$D\$74	\$D\$146								
6	10/23/2019 12:25	00d 00:05:00.0	64.8	89.6	70.5	62.5	93.1	66.8	66.2	64.3	63.6	62.3	----	00:00-04:35 146 200
58.1619773	654934.2908	\$D\$146:\$D\$200			\$D\$146	\$D\$200								
7	10/23/2019 12:30	00d 00:05:00.0	66.5	91.3	81.5	62.6	99.8	67.6	66.5	64.9	63.9	62.5	----	4 4 60.8
1202264.435	\$D\$4:\$D\$4	\$D\$4	\$D\$4											
8	10/23/2019 12:35	00d 00:05:00.0	65.4	90.2	71.3	63.2	96.8	67.8	67.2	64.9	64.2	63.1	----	14.5 hr avg 2 291
60.24787317	1058735.113	\$D\$2:\$D\$291			\$D\$2	\$D\$291								
9	10/23/2019 12:40	00d 00:05:00.0	65	89.8	68.7	63.5	93	66.3	66.1	64.9	63.9	63.5	----	4 4 60.8
1202264.435	\$D\$4:\$D\$4	\$D\$4	\$D\$4											
10	10/23/2019 12:45	00d 00:05:00.0	63.7	88.5	73.4	58	94	69.3	66.4	61.5	59.6	57.8	----	4 4 60.8
1202264.435	\$D\$4:\$D\$4	\$D\$4	\$D\$4											
11	10/23/2019 12:50	00d 00:05:00.0	61.1	85.9	67.1	56.7	92.1	64.3	63.5	60.5	58	56.1	----	
12	10/23/2019 12:55	00d 00:05:00.0	61.6	86.4	74.3	57	103.6	63.9	63.3	60.5	58.3	56.6	----	
13	10/23/2019 13:00	00d 00:05:00.0	62.8	87.6	68.1	57.4	92	65.7	65.2	62.3	59.6	57.4	----	
14	10/23/2019 13:05	00d 00:05:00.0	61.8	86.6	66.5	57.5	88.4	64.7	63.7	61.4	58.8	57.2	----	
15	10/23/2019 13:10	00d 00:05:00.0	62.7	87.5	67.1	58.3	90.8	65.8	64.8	62.3	59.5	58	----	
16	10/23/2019 13:15	00d 00:05:00.0	62.3	87.1	69.3	56.6	92.2	65.2	64.7	61.7	58.8	56.7	----	
17	10/23/2019 13:20	00d 00:05:00.0	61.7	86.5	71.4	57.1	94.2	64.7	63.8	60.8	58.5	57	----	
18	10/23/2019 13:25	00d 00:05:00.0	62.6	87.4	76.9	58.3	94.1	64.2	63.7	61.6	59.8	58.1	----	
19	10/23/2019 13:30	00d 00:05:00.0	62.6	87.4	66.4	57	93.1	64.9	64.3	62.4	60.4	56.8	----	
20	10/23/2019 13:35	00d 00:05:00.0	61.6	86.4	65	58.4	93.2	63.4	63	61.5	59.7	58.4	----	
21	10/23/2019 13:40	00d 00:05:00.0	63.4	88.2	74.1	56.8	96.9	66.5	64.6	62.2	58.8	56.8	----	
22	10/23/2019 13:45	00d 00:05:00.0	62.5	87.3	76.8	57.8	95.8	64.6	63.8	61.4	58.7	57.7	----	
23	10/23/2019 13:50	00d 00:05:00.0	61.9	86.7	67	57.1	89.4	65	64.1	61.3	58.5	56.8	----	
24	10/23/2019 13:55	00d 00:05:00.0	61.8	86.6	67.6	56.7	93.1	65	64	61.3	58.9	56.5	----	
25	10/23/2019 14:00	00d 00:05:00.0	62.6	87.4	74.4	57.6	99	65.7	64.9	60.8	58.9	57.3	----	
26	10/23/2019 14:05	00d 00:05:00.0	63.4	88.2	78.2	58.4	96.7	65.9	65.1	62.1	60	58.5	----	
27	10/23/2019 14:10	00d 00:05:00.0	62.5	87.3	67.6	59	92	65.8	64.9	61.9	60	58.6	----	
28	10/23/2019 14:15	00d 00:05:00.0	62.7	87.5	69.7	59	91.4	64.8	64.3	62.5	60.6	58.8	----	
29	10/23/2019 14:20	00d 00:05:00.0	60.9	85.7	64.4	55.5	88	63.5	63	60.7	57.5	55.5	----	
30	10/23/2019 14:25	00d 00:05:00.0	62.4	87.2	72.2	57.2	92.8	65.4	64.6	61.6	59.5	56.8	----	
31	10/23/2019 14:30	00d 00:05:00.0	62.2	87	67.4	58	95	64.9	64	61.7	59.6	57.9	----	
32	10/23/2019 14:35	00d 00:05:00.0	60.6	85.4	65.3	57.1	91.9	63.2	62.3	60.4	58.1	56.9	----	
33	10/23/2019 14:40	00d 00:05:00.0	61.8	86.6	68.5	57.9	96.8	64.1	63.6	61.2	59.2	57.4	----	
34	10/23/2019 14:45	00d 00:05:00.0	63	87.8	80.4	58.2	96.1	63.8	63.3	61.1	59.5	57.9	----	
35	10/23/2019 14:50	00d 00:05:00.0	61.2	86	70.8	57.2	94.9	63.3	62.8	60.8	59.1	57.1	----	
36	10/23/2019 14:55	00d 00:05:00.0	61.9	86.7	66.5	57.2	93.6	65.7	64.2	61.4	58.8	56.9	----	
37	10/23/2019 15:00	00d 00:05:00.0	60.7	85.5	65.8	57.5	88	63.3	62.5	60.4	58.5	57.5	----	
38	10/23/2019 15:05	00d 00:05:00.0	63.7	88.5	81.3	58.7	98.9	64.6	64	61.8	59.6	58.4	----	
39	10/23/2019 15:10	00d 00:05:00.0	63.2	88	70.8	59.4	97.4	66.6	64.6	62.4	61	59.4	----	
40	10/23/2019 15:15	00d 00:05:00.0	62.3	87.1	67.3	58.5	92.6	65.1	64	61.9	60.3	58.4	----	
41	10/23/2019 15:20	00d 00:05:00.0	63.8	88.6	70.5	58	91.3	66.7	65.8	63.3	59.8	58.1	----	
42	10/23/2019 15:25	00d 00:05:00.0	63.3	88.1	67.3	60.1	91.6	65.8	65.2	62.9	61.1	60	----	
43	10/23/2019 15:30	00d 00:05:00.0	63.1	87.9	71.9	60.2	87.8	65	64.5	62.8	61.3	60.1	----	
44	10/23/2019 15:35	00d 00:05:00.0	63.3	88.1	65.8	60.2	89.6	65.2	64.9	63	61.6	60.1	----	
45	10/23/2019 15:40	00d 00:05:00.0	62.8	87.6	65.8	59.7	88.6	64.6	64.1	62.7	61.2	59.6	----	
46	10/23/2019 15:45	00d 00:05:00.0	64.1	88.9	67.7	61.9	91.7	65.9	65.3	63.9	62.7	61.6	----	
47	10/23/2019 15:50	00d 00:05:00.0	63.3	88.1	67.8	60.2	90.8	65	64.7	63.1	61.5	60.4	----	
48	10/23/2019 15:55	00d 00:05:00.0	62.9	87.7	71.1	59.6	87.5	64.7	64.3	62.4	61.2	59.5	----	
49	10/23/2019 16:00	00d 00:05:00.0	61.8	86.6	67.7	58.1	89.9	63.6	63	61.9	59.8	58.2	----	
50	10/23/2019 16:05	00d 00:05:00.0	62.4	87.2	65.8	57.3	87.2	65	64.4	62.4	59.9	57.1	----	

51	10/23/2019 16:10	00d 00:05:00.0	63.8	88.6	69.2	59.4	94.7	66.1	65.4	63.6	61.2	59.4	----	----
52	10/23/2019 16:15	00d 00:05:00.0	62.9	87.7	72.4	60.1	99.6	65	64.4	62.3	60.8	60	----	----
53	10/23/2019 16:20	00d 00:05:00.0	64.2	89	73	60	95.2	67.2	65.8	63.4	61	60	----	----
54	10/23/2019 16:25	00d 00:05:00.0	63	87.8	68.2	59.5	88.9	64.6	64.3	62.9	61.3	59.5	----	----
55	10/23/2019 16:30	00d 00:05:00.0	64.2	89	73.5	60.4	90.8	66.7	65.8	63.5	62.3	60.3	----	----
56	10/23/2019 16:35	00d 00:05:00.0	63.9	88.7	69.7	60.6	90.3	65.7	65.4	63.8	61.9	60.4	----	----
57	10/23/2019 16:40	00d 00:05:00.0	62.4	87.2	71.7	58.8	88.8	64.3	63.9	62.2	60.2	58.5	----	----
58	10/23/2019 16:45	00d 00:05:00.0	62.4	87.2	66.3	59.1	95.6	64.3	63.9	62.3	60.4	59	----	----
59	10/23/2019 16:50	00d 00:05:00.0	62.4	87.2	70	58.5	91.8	65.2	64.3	61.7	60	58.2	----	----
60	10/23/2019 16:55	00d 00:05:00.0	62.9	87.7	67.4	58.5	94.3	65.9	65.3	62.2	60.8	58.4	----	----
61	10/23/2019 17:00	00d 00:05:00.0	64.9	89.7	76.9	58.4	100.7	69.7	68.5	62.8	60.8	58.2	----	----
62	10/23/2019 17:05	00d 00:05:00.0	63.1	87.9	68.4	59.5	94.1	66	65	62.7	60.4	59.4	----	----
63	10/23/2019 17:10	00d 00:05:00.0	61.7	86.5	66.7	57.8	89.6	63.6	63.1	61.6	59.3	57.7	----	----
64	10/23/2019 17:15	00d 00:05:00.0	62.1	86.9	64.5	59.7	88.6	64.1	63.5	61.8	60.7	59.6	----	----
65	10/23/2019 17:20	00d 00:05:00.0	63.4	88.2	71.9	59.6	92.7	66.3	65.1	62.7	61.1	59.5	----	----
66	10/23/2019 17:25	00d 00:05:00.0	63.1	87.9	73.3	60.4	90.2	64.5	63.7	62.6	61.3	60.2	----	----
67	10/23/2019 17:30	00d 00:05:00.0	62.9	87.7	65.8	59.1	86.3	65.1	64.7	62.8	60.9	58.9	----	----
68	10/23/2019 17:35	00d 00:05:00.0	63.4	88.2	72.5	58.6	92.5	66.4	64.8	62.8	60.2	58.7	----	----
69	10/23/2019 17:40	00d 00:05:00.0	61.8	86.6	64.7	58.6	86.6	63.2	63	61.8	60.1	58.5	----	----
70	10/23/2019 17:45	00d 00:05:00.0	63.9	88.7	78.5	58.3	93.4	64.5	63.9	62.2	60	58.1	----	----
71	10/23/2019 17:50	00d 00:05:00.0	62.6	87.4	65	60.1	85.6	64.1	63.8	62.4	61.3	60	----	----
72	10/23/2019 17:55	00d 00:05:00.0	63	87.8	66.3	60.7	89.3	64.6	64.2	62.8	61.8	60.5	----	----
73	10/23/2019 18:00	00d 00:05:00.0	62.2	87	67.3	57.9	88.9	64.3	63.7	62.1	59.7	57.8	----	----
74	10/23/2019 18:05	00d 00:05:00.0	66.3	91.1	83.7	60.2	96.3	66.1	64.3	62.4	61.1	60	----	----
75	10/23/2019 18:10	00d 00:05:00.0	63.1	87.9	69	59.9	86.6	65	64.3	62.9	61.7	59.9	----	----
76	10/23/2019 18:15	00d 00:05:00.0	62.1	86.9	65.3	60	83.8	63.6	63.2	62	60.8	59.8	----	----
77	10/23/2019 18:20	00d 00:05:00.0	63.2	88	66.9	59.2	87.4	65.4	64.8	63	61.3	59.1	----	----
78	10/23/2019 18:25	00d 00:05:00.0	63.6	88.4	66.2	60.7	85.4	65.3	64.8	63.6	62.1	60.7	----	----
79	10/23/2019 18:30	00d 00:05:00.0	61.3	86.1	71.9	58.1	88.2	63.1	62.7	60.9	59.2	58.1	----	----
80	10/23/2019 18:35	00d 00:05:00.0	61.9	86.7	64.6	59.1	83.9	63.6	63.2	61.7	60.7	58.9	----	----
81	10/23/2019 18:40	00d 00:05:00.0	61.9	86.7	65.2	59.4	88.5	64	63.4	61.6	60.5	59.4	----	----
82	10/23/2019 18:45	00d 00:05:00.0	62.9	87.7	65.8	59.1	85.4	65	64.7	62.9	60.1	59	----	----
83	10/23/2019 18:50	00d 00:05:00.0	62.7	87.5	71.6	59.4	87.5	64.8	64.2	62.4	60.7	58.8	----	----
84	10/23/2019 18:55	00d 00:05:00.0	62.4	87.2	66.3	59.7	87.1	64.2	63.9	62.2	61	59.8	----	----
85	10/23/2019 19:00	00d 00:05:00.0	62.1	86.9	66.6	59.9	85.8	64.5	63.3	61.8	60.6	59.8	----	----
86	10/23/2019 19:05	00d 00:05:00.0	59.5	84.3	63.9	55.8	84.6	62.1	61.4	59.1	57.2	55.6	----	----
87	10/23/2019 19:10	00d 00:05:00.0	58.2	83	61.7	55	82.9	60	59.7	58.2	56	54.8	----	----
88	10/23/2019 19:15	00d 00:05:00.0	58.3	83.1	71.6	55.1	87.4	60.7	59.5	57.5	56.1	55	----	----
89	10/23/2019 19:20	00d 00:05:00.0	59	83.8	64.4	55.6	89.9	61	60.3	58.7	57.2	55.5	----	----
90	10/23/2019 19:25	00d 00:05:00.0	59.4	84.2	63.1	57.3	86.4	61	60.5	59.2	58	57.2	----	----
91	10/23/2019 19:30	00d 00:05:00.0	58.2	83	61.2	55.2	82	59.8	59.4	58.2	56.7	55.1	----	----
92	10/23/2019 19:35	00d 00:05:00.0	59.6	84.4	72	55.8	87.8	61.6	61	59	57.5	55.8	----	----
93	10/23/2019 19:40	00d 00:05:00.0	59.9	84.7	65.1	56.6	87.4	62.2	61.8	59.4	57.7	56.6	----	----
94	10/23/2019 19:45	00d 00:05:00.0	61.3	86.1	74.4	57.6	98.7	63.6	62.9	60.4	58.7	57.3	----	----
95	10/23/2019 19:50	00d 00:05:00.0	59.6	84.4	63	56.5	84.8	61.8	61.3	59.4	57.6	56.5	----	----
96	10/23/2019 19:55	00d 00:05:00.0	58	82.8	62.6	53.6	83.6	60.1	59.7	57.9	55.7	53.3	----	----
97	10/23/2019 20:00	00d 00:05:00.0	58.6	83.4	71.5	54.6	88.3	60.7	60.1	58	56.1	54.5	----	----
98	10/23/2019 20:05	00d 00:05:00.0	63.7	88.5	76	56.8	94.3	68.2	66.5	61.8	58.1	56.7	----	----
99	10/23/2019 20:10	00d 00:05:00.0	72.3	97.1	88.3	56.3	107.2	79.9	70.9	60	57.6	56.3	----	----
100	10/23/2019 20:15	00d 00:05:00.0	68.6	93.4	81.2	56.5	104.4	75.9	72.4	59.8	57.4	56.3	----	----
101	10/23/2019 20:20	00d 00:05:00.0	67.5	92.3	82	56.4	104.6	74.1	66.6	59.5	57.5	56.3	----	----
102	10/23/2019 20:25	00d 00:05:00.0	59.1	83.9	65.3	55.3	91.7	61.1	60.6	58.7	56.9	55.3	----	----
103	10/23/2019 20:30	00d 00:05:00.0	59.1	83.9	63.5	56	89.9	61	60.5	58.9	57.5	55.9	----	----
104	10/23/2019 20:35	00d 00:05:00.0	58.4	83.2	61.5	55.4	84.2	60.2	59.8	58.2	56.7	55.3	----	----
105	10/23/2019 20:40	00d 00:05:00.0	57.3	82.1	60.7	54.9	81.3	59.3	58.8	57	55.6	54.8	----	----
106	10/23/2019 20:45	00d 00:05:00.0	57.8	82.6	71.7	54.8	87.3	59.2	58.7	57.1	56.2	54.7	----	----
107	10/23/2019 20:50	00d 00:05:00.0	58.3	83.1	65.6	54.7	89.2	61.7	59.9	57.6	56.1	54.7	----	----
108	10/23/2019 20:55	00d 00:05:00.0	58.2	83	62.8	55	88.9	61.2	60.3	57.6	55.9	54.9	----	----

109	10/23/2019 21:00	00d 00:05:00.0	62.4	87.2	72.6	56.7	95.2	68.2	65.9	59.3	57.4	56.4	----	----
110	10/23/2019 21:05	00d 00:05:00.0	59.2	84	71.9	55.4	86.7	61.4	60.4	58.6	57.2	55.3	----	----
111	10/23/2019 21:10	00d 00:05:00.0	57.7	82.5	61.2	55.1	84.7	59.9	59.2	57.6	55.9	55	----	----
112	10/23/2019 21:15	00d 00:05:00.0	58.4	83.2	67.7	54.8	87.1	62.5	59.8	57	55.5	54.7	----	----
113	10/23/2019 21:20	00d 00:05:00.0	59.5	84.3	71	52.7	95.2	63.1	62.6	56.6	53.8	52.5	----	----
114	10/23/2019 21:25	00d 00:05:00.0	56.6	81.4	70.2	53.8	84.5	57.4	56.7	55.1	54.3	53.5	----	----
115	10/23/2019 21:30	00d 00:05:00.0	57.1	81.9	71.3	53.6	87.9	58.1	57.7	56.5	55.3	53.6	----	----
116	10/23/2019 21:35	00d 00:05:00.0	61.5	86.3	75	55.5	90.7	64.8	59.9	58	56.6	55.5	----	----
117	10/23/2019 21:40	00d 00:05:00.0	56.8	81.6	67.5	54.2	85.6	58.4	57.9	56.4	55.1	54.1	----	----
118	10/23/2019 21:45	00d 00:05:00.0	63.5	88.3	75.5	55.1	89.1	72.4	62.8	57.4	56	54.7	----	----
119	10/23/2019 21:50	00d 00:05:00.0	62.4	87.2	71.8	55.8	96	66.5	65.9	59.9	56.7	55.6	----	----
120	10/23/2019 21:55	00d 00:05:00.0	66.2	91	74.9	54.6	94.4	72.6	70.9	57.8	55.6	54.5	----	----
121	10/23/2019 22:00	00d 00:05:00.0	62.2	87	77.8	55.2	93.3	65.6	64.7	57.6	56.1	55.1	----	----
122	10/23/2019 22:05	00d 00:05:00.0	67.7	92.5	76.3	55.6	94.4	74.1	71.9	63.9	56.8	55.5	----	----
123	10/23/2019 22:10	00d 00:05:00.0	56	80.8	59.3	53.6	84.1	58	57.4	55.7	54.3	53.6	----	----
124	10/23/2019 22:15	00d 00:05:00.0	59.3	84.1	72.1	52.1	88	63.7	62.7	57	53.8	52.1	----	----
125	10/23/2019 22:20	00d 00:05:00.0	63.1	87.9	70.7	52.4	91.1	67.3	66.3	62.6	54	52.3	----	----
126	10/23/2019 22:25	00d 00:05:00.0	58	82.8	71	52.5	90.3	62.3	60.7	54.9	53.6	52.5	----	----
127	10/23/2019 22:30	00d 00:05:00.0	59.8	84.6	73.3	52.2	97.5	64.1	62.2	56.4	53.4	52.1	----	----
128	10/23/2019 22:35	00d 00:05:00.0	63.1	87.9	72.1	52.6	90	67.5	66.6	60.6	53.7	52.6	----	----
129	10/23/2019 22:40	00d 00:05:00.0	58.3	83.1	72.8	51.4	94.6	62.3	61.6	53.8	52.2	51.3	----	----
130	10/23/2019 22:45	00d 00:05:00.0	58.9	83.7	73	51.6	100	63.5	61.8	55.9	52.6	51.5	----	----
131	10/23/2019 22:50	00d 00:05:00.0	60.9	85.7	67.2	52.5	91.6	64.5	63.4	61	54.1	52.4	----	----
132	10/23/2019 22:55	00d 00:05:00.0	66	90.8	71.6	58.6	99.2	69.5	68.8	65.3	60	58.6	----	----
133	10/23/2019 23:00	00d 00:05:00.0	61.5	86.3	73.1	53.4	96	64.3	62.8	61.2	54.6	53.3	----	----
134	10/23/2019 23:05	00d 00:05:00.0	55.9	80.7	65.6	52.5	89.4	59.4	57	54.8	53.5	52.5	----	----
135	10/23/2019 23:10	00d 00:05:00.0	54.8	79.6	62.7	51.9	87.2	58.6	55.9	54	52.7	51.8	----	----
136	10/23/2019 23:15	00d 00:05:00.0	58	82.8	71.2	51.7	96.6	63.5	61.2	54.3	52.7	51.6	----	----
137	10/23/2019 23:20	00d 00:05:00.0	55.8	80.6	65.7	51.1	91.7	60.9	59.6	53.7	52.2	51	----	----
138	10/23/2019 23:25	00d 00:05:00.0	55.9	80.7	71.3	51.3	87.4	59.2	56.8	54	52.4	51.2	----	----
139	10/23/2019 23:30	00d 00:05:00.0	53.1	77.9	56.9	51	83.9	55.4	54.7	52.7	51.5	51	----	----
140	10/23/2019 23:35	00d 00:05:00.0	53.2	78	58.1	50.8	88.2	56.3	55	52.5	51.4	50.7	----	----
141	10/23/2019 23:40	00d 00:05:00.0	53	77.8	57.2	50.7	84.2	55	54.5	52.7	51.2	50.6	----	----
142	10/23/2019 23:45	00d 00:05:00.0	67	91.8	79.2	51.7	97.3	73.7	70.3	55.9	52.7	51.5	----	----
143	10/23/2019 23:50	00d 00:05:00.0	69	93.8	79.6	54.5	103.1	75.1	73.8	62.9	56.5	54.3	----	----
144	10/23/2019 23:55	00d 00:05:00.0	57.2	82	64.6	53.9	92.2	60.8	58.9	56.1	54.5	54	----	----
145	10/24/2019 0:00	00d 00:05:00.0	61.3	86.1	71	51.4	91.8	67	65.7	56	52.9	51.4	----	----
146	10/24/2019 0:05	00d 00:05:00.0	63	87.8	74.6	51.8	93.9	68.1	66.2	60.8	52.9	51.8	----	----
147	10/24/2019 0:10	00d 00:05:00.0	57.8	82.6	71.3	52	99.6	62.4	60.3	53.3	52.4	51.9	----	----
148	10/24/2019 0:15	00d 00:05:00.0	64.7	89.5	87.1	53.2	112.1	66.3	64.9	56.5	53.7	53	----	----
149	10/24/2019 0:20	00d 00:05:00.0	67.7	92.5	72.4	59.7	99.6	71.7	71.1	67.4	62.1	59.5	----	----
150	10/24/2019 0:25	00d 00:05:00.0	62.5	87.3	72.4	55.5	97.9	65.5	64.2	62.3	59.5	55.3	----	----
151	10/24/2019 0:30	00d 00:05:00.0	57.1	81.9	71.5	53.9	91.4	59.4	57.7	56.1	54.6	53.7	----	----
152	10/24/2019 0:35	00d 00:05:00.0	56.6	81.4	63.3	54.2	88.5	60.4	57.8	55.7	54.8	53.8	----	----
153	10/24/2019 0:40	00d 00:05:00.0	55.4	80.2	63.8	50.3	87.3	58.1	56.9	54.6	52.5	50.2	----	----
154	10/24/2019 0:45	00d 00:05:00.0	58.6	83.4	64.7	52.5	95.6	60.7	59.9	58.9	54.3	52.5	----	----
155	10/24/2019 0:50	00d 00:05:00.0	53.8	78.6	57.7	51.4	90.9	55.8	55	53.5	52.6	51.2	----	----
156	10/24/2019 0:55	00d 00:05:00.0	56.3	81.1	71.5	51.3	92	59.1	58.4	54.6	52.3	51.3	----	----
157	10/24/2019 1:00	00d 00:05:00.0	53.8	78.6	59.1	51	84.4	55.4	54.8	53.6	51.8	50.9	----	----
158	10/24/2019 1:05	00d 00:05:00.0	53.4	78.2	57.5	51.5	82.8	55.1	54.7	53.2	52.4	51.4	----	----
159	10/24/2019 1:10	00d 00:05:00.0	53.8	78.6	61.6	51	84.3	57.2	55.4	52.9	51.8	50.9	----	----
160	10/24/2019 1:15	00d 00:05:00.0	57.1	81.9	71.5	55	91.2	59	57.7	56.2	55.6	54.9	----	----
161	10/24/2019 1:20	00d 00:05:00.0	56.1	80.9	59.6	55.1	90.2	57.2	56.8	55.9	55.5	55	----	----
162	10/24/2019 1:25	00d 00:05:00.0	56.6	81.4	61.7	55.1	90.1	58.6	57.4	56.1	55.5	55	----	----
163	10/24/2019 1:30	00d 00:05:00.0	57.7	82.5	69	53.5	88.5	62.4	60.1	55.3	54	53.5	----	----
164	10/24/2019 1:35	00d 00:05:00.0	54.3	79.1	57.5	53	83	56	55.3	54.1	53.4	52.9	----	----
165	10/24/2019 1:40	00d 00:05:00.0	58.5	83.3	71.5	53.5	89.4	59.9	58.6	55.8	55.1	53.4	----	----
166	10/24/2019 1:45	00d 00:05:00.0	59.2	84	71.2	53.7	92.9	62.6	60.6	56.8	54.7	53.6	----	----

167	10/24/2019 1:50	00d 00:05:00.0	55.5	80.3	59.2	54.2	82.9	58.2	56.7	55.1	54.5	54.1	----	----
168	10/24/2019 1:55	00d 00:05:00.0	57.6	82.4	71.9	54.7	88.8	57.8	57	55.8	55.1	54.7	----	----
169	10/24/2019 2:00	00d 00:05:00.0	57.3	82.1	71.2	53.6	88.5	59.6	57.5	55.8	54.2	53.5	----	----
170	10/24/2019 2:05	00d 00:05:00.0	57.8	82.6	70.3	53.5	89.9	61.1	59.6	56.3	54.3	53.4	----	----
171	10/24/2019 2:10	00d 00:05:00.0	57.8	82.6	70.5	53.5	93.6	61.3	59.6	55.4	54.3	53.3	----	----
172	10/24/2019 2:15	00d 00:05:00.0	56.6	81.4	67.5	54.1	87.3	59.3	57.7	55.3	54.6	54	----	----
173	10/24/2019 2:20	00d 00:05:00.0	55.1	79.9	57.2	53.9	86.9	56.4	56	55	54.3	53.8	----	----
174	10/24/2019 2:25	00d 00:05:00.0	56.5	81.3	71.7	53.8	87.9	58.8	57.8	55.4	54.5	53.8	----	----
175	10/24/2019 2:30	00d 00:05:00.0	56.1	80.9	61.4	53.8	83.8	59.3	58	55.4	54.3	53.8	----	----
176	10/24/2019 2:35	00d 00:05:00.0	56.6	81.4	71.7	53.9	86.5	57.5	56.3	55.2	54.3	53.8	----	----
177	10/24/2019 2:40	00d 00:05:00.0	56.8	81.6	67	53.7	89.4	59.6	57.2	55.5	54.5	53.8	----	----
178	10/24/2019 2:45	00d 00:05:00.0	55.8	80.6	61.9	53.9	84.1	57.9	57.4	55.2	54.4	53.9	----	----
179	10/24/2019 2:50	00d 00:05:00.0	56.3	81.1	71	53.8	88.4	58	57.5	55.3	54.4	53.8	----	----
180	10/24/2019 2:55	00d 00:05:00.0	55.3	80.1	60.2	53.3	86.1	57.3	56.6	55.1	54.1	53.3	----	----
181	10/24/2019 3:00	00d 00:05:00.0	62.3	87.1	84.6	53.2	105.6	58.3	57.3	55	53.6	53.2	----	----
182	10/24/2019 3:05	00d 00:05:00.0	56.8	81.6	66.6	53.6	88.7	60.7	58.1	55.6	54.2	53.5	----	----
183	10/24/2019 3:10	00d 00:05:00.0	56.1	80.9	71.3	53.6	87	57	56.5	55	54.3	53.6	----	----
184	10/24/2019 3:15	00d 00:05:00.0	55.6	80.4	60	53.4	81.8	57.6	57	55.4	54.2	53.5	----	----
185	10/24/2019 3:20	00d 00:05:00.0	55	79.8	62.1	53.7	84.5	56.2	55.9	54.8	54.1	53.6	----	----
186	10/24/2019 3:25	00d 00:05:00.0	56	80.8	63.1	53.2	83.6	59.8	57.6	55	53.7	53	----	----
187	10/24/2019 3:30	00d 00:05:00.0	54.4	79.2	58.8	51.6	86.2	56.9	56.3	53.8	52.6	51.6	----	----
188	10/24/2019 3:35	00d 00:05:00.0	54.6	79.4	71.4	50.7	86	56.7	56	52.9	51.4	50.7	----	----
189	10/24/2019 3:40	00d 00:05:00.0	57	81.8	77.2	50.1	94.1	56.4	55.6	53	51.4	50	----	----
190	10/24/2019 3:45	00d 00:05:00.0	55.4	80.2	70.3	52.7	88.9	56.3	55.7	53.9	53.1	52.5	----	----
191	10/24/2019 3:50	00d 00:05:00.0	55.1	79.9	60.1	52.8	85.7	57.5	56.9	54.6	53.6	53	----	----
192	10/24/2019 3:55	00d 00:05:00.0	55.4	80.2	70.7	52.2	90.7	57.6	55.8	54.3	52.8	52	----	----
193	10/24/2019 4:00	00d 00:05:00.0	55.9	80.7	67.8	51.8	86.3	59.5	57.2	53.6	52.6	51.7	----	----
194	10/24/2019 4:05	00d 00:05:00.0	53.9	78.7	57.7	51.9	84.9	55.8	55.2	53.6	52.6	52	----	----
195	10/24/2019 4:10	00d 00:05:00.0	54.5	79.3	58.8	52.4	86.7	57.1	56.2	53.9	53	52.4	----	----
196	10/24/2019 4:15	00d 00:05:00.0	54.3	79.1	58.7	52.2	85.1	56.9	55.6	53.9	52.9	52.2	----	----
197	10/24/2019 4:20	00d 00:05:00.0	55.6	80.4	71.4	52	87	57.9	56.7	54.2	52.7	52	----	----
198	10/24/2019 4:25	00d 00:05:00.0	55.5	80.3	59.1	52.3	86.7	57.7	57.5	55.3	53.4	52.3	----	----
199	10/24/2019 4:30	00d 00:00:20.0	53.8	66.8	55.6	52.3	82	56	55.5	53.8	52.4	52.3	----	----

METROSONICS db-308 SN 3392 V3.0 4/88
REPORT PRINTED 10/31/19 @ 14:35:17

DOUBLING RATE: 3dB FILTER: A WGHT
DOSE CRITERION: 90dB RESPONSE: SLOW
PRE-CALIBRATION TIME: 10/14/19 @ 14:56:30
PRE-CALIBRATION RANGE: 40.4dB TO 140.4dB
POST-CALIBRATION TIME: 10/31/19 @ 14:04:44
POST-CALIBRATION RANGE: 40.4dB TO 140.4dB

CALIBRATOR TYPE & SERIAL # : _____

CALIBRATOR CALIBRATION DATE: _____

TEST BEGAN 10/23/19 @ 12:00:03
TEST LENGTH: 0DAYS 17:29:47
TEST ENDED 10/24/19 @ 5:29:50
TEST INTERRUPTIONS: 1

Lav = 67.0dB Lav (80)= 62.0dB
SEL =114.8dB Lav (90)= 57.1dB
Lmax =101.8dB ON 10/23/19 @ 16:30:56
Lpk =119.5dB ON 10/23/19 @ 16:30:56
TIME OVER 66dB 0D 2:11:26.43

8 HR DOSE (80dB CUTOFF)= 0.34%
8 HR DOSE (90dB CUTOFF)= 0.10%
"TIME HISTORY REPORT

"# OF PERIODS: 210 MODE: CONTINUOUS
"PERIOD LENGTH: 0:05:00
"TIME HISTORY CUTOFF: NONE
"Ln(1): 10.0% Ln(2): 99.9%

"DATE: 10/23/19 TAG #: 0

"INT" "TIME" "Lav" "Lmx" "Lpk" "L1" "L2"
1 "12:00:03" 65.5 82.1 109.8 65 59
2 "12:05:03" 64.9 82.5 "UNR" 63 57
3 "12:10:03" 64.2 81.4 109.2 62 58
4 "12:15:03" 61.7 73.1 "UNR" 63 57
5 "12:20:03" 65.0 82.2 "UNR" 64 58
6 "12:25:03" 64.1 82.9 "UNR" 63 57
7 "12:30:03" 65.4 83.3 110.2 67 59
8 "12:35:03" 65.8 81.6 "UNR" 65 59
9 "12:40:03" 66.0 83.0 "UNR" 67 59
10 "12:45:03" 64.9 79.8 "UNR" 67 59
11 "12:50:03" 66.0 81.6 109.2 67 59
12 "12:55:03" 67.0 83.2 109.2 67 58
13 "13:00:03" 66.1 81.8 112.0 66 58
14 "13:05:03" 64.5 73.3 114.7 67 58
15 "13:10:03" 65.7 81.3 "UNR" 66 59
16 "13:15:03" 66.8 82.8 111.2 67 59

17 "13:20:03" 65.8 82.5 110.2 67 57
18 "13:25:03" 61.9 70.4 "UNR" 64 55
19 "13:30:03" 62.0 69.7 109.8 64 58
20 "13:35:03" 59.9 62.9 "UNR" 61 56
21 "13:40:03" 61.6 68.7 "UNR" 63 55
22 "13:45:03" 66.0 82.1 114.1 66 59
23 "13:50:03" 64.9 80.4 109.8 64 57
24 "13:55:03" 66.2 83.1 "UNR" 65 58
25 "14:00:03" 64.4 79.5 "UNR" 66 57
26 "14:05:03" 63.5 80.1 110.7 64 56
27 "14:10:03" 61.4 67.1 "UNR" 63 56
28 "14:15:03" 60.8 64.3 "UNR" 62 56
29 "14:20:03" 59.9 66.0 "UNR" 62 55
30 "14:25:03" 65.7 83.0 110.2 65 57
31 "14:30:03" 65.5 84.8 109.2 64 59
32 "14:35:03" 64.4 81.8 "UNR" 62 58
33 "14:40:03" 63.5 80.4 114.7 63 59
34 "14:45:03" 66.2 83.2 111.2 66 58
35 "14:50:03" 66.1 82.5 109.8 65 59
36 "14:55:03" 62.0 67.4 109.2 63 59
37 "15:00:03" 65.5 80.8 110.2 65 60
38 "15:05:03" 67.8 80.3 117.0 70 60
39 "15:10:03" 69.9 84.6 118.0 72 59
40 "15:15:03" 67.4 83.3 116.0 69 59
41 "15:20:03" 65.2 80.4 "UNR" 64 59
42 "15:25:03" 65.9 81.3 "UNR" 64 59
43 "15:30:03" 65.3 82.3 "UNR" 64 60
44 "15:35:03" 63.4 68.7 "UNR" 65 61
45 "15:40:03" 65.3 80.8 111.2 65 61
46 "15:45:03" 65.3 80.3 "UNR" 65 61
47 "15:50:03" 62.6 70.9 109.8 63 60
48 "15:55:03" 65.3 81.5 "UNR" 63 60
49 "16:00:03" 65.9 81.7 109.2 64 60
50 "16:05:03" 65.2 81.5 109.2 63 60
51 "16:10:03" 62.8 67.2 "UNR" 63 60
52 "16:15:03" 66.1 80.6 111.6 66 60
53 "16:20:03" 66.1 81.2 "UNR" 65 60
54 "16:25:03" 66.5 84.4 114.4 65 60
55 "16:30:03" 78.6 101.8 119.5 67 59
56 "16:35:03" 68.6 87.2 "UNR" 70 59
57 "16:40:03" 61.5 65.2 "UNR" 62 58
58 "16:45:03" 61.2 64.8 "UNR" 62 58
59 "16:50:03" 71.7 84.4 "UNR" 76 58
60 "16:55:03" 74.0 88.6 "UNR" 79 58
61 "17:00:03" 62.1 72.2 "UNR" 63 58
62 "17:05:03" 62.3 70.8 "UNR" 64 57
63 "17:10:03" 70.8 87.0 "UNR" 73 61
64 "17:15:03" 72.0 89.7 "UNR" 73 58
65 "17:20:03" 73.0 88.5 109.2 75 62
66 "17:25:03" 73.0 91.5 "UNR" 73 60
67 "17:30:03" 65.2 79.5 "UNR" 68 59
68 "17:35:03" 70.9 91.7 113.8 69 58
69 "17:40:03" 61.9 65.3 "UNR" 63 59
70 "17:45:03" 62.0 67.8 "UNR" 63 58

71	"17:50:03"	62.1	64.7	"UNR"	63	59
72	"17:55:03"	62.5	65.0	"UNR"	63	59
73	"18:00:03"	62.2	66.2	"UNR"	64	57
74	"18:05:03"	63.4	67.9	"UNR"	64	61
75	"18:10:03"	65.6	79.1	"UNR"	65	61
76	"18:15:03"	63.3	66.0	"UNR"	64	60
77	"18:20:03"	62.5	66.8	"UNR"	64	59
78	"18:25:03"	63.2	66.2	"UNR"	64	60
79	"18:30:03"	60.8	64.1	"UNR"	62	58
80	"18:35:03"	61.5	66.1	"UNR"	62	59
81	"18:40:03"	61.5	65.7	"UNR"	62	58
82	"18:45:03"	62.3	66.6	"UNR"	64	58
83	"18:50:03"	62.1	66.8	"UNR"	63	58
84	"18:55:03"	67.0	78.9	"UNR"	70	59
85	"19:00:03"	62.0	66.0	"UNR"	63	58
86	"19:05:03"	60.6	65.8	"UNR"	62	56
87	"19:10:03"	60.6	64.6	"UNR"	62	56
88	"19:15:03"	61.7	65.6	"UNR"	63	58
89	"19:20:03"	61.1	64.4	"UNR"	62	58
90	"19:25:03"	60.7	65.8	"UNR"	62	57
91	"19:30:03"	59.3	62.9	"UNR"	60	56
92	"19:35:03"	59.4	62.8	"UNR"	60	56
93	"19:40:03"	60.7	70.4	"UNR"	62	57
94	"19:45:03"	60.0	64.3	"UNR"	61	57
95	"19:50:03"	59.7	65.2	"UNR"	61	55
96	"19:55:03"	58.7	61.2	"UNR"	60	55
97	"20:00:03"	68.6	87.5	"UNR"	61	54
98	"20:05:03"	67.1	81.0	"UNR"	72	54
99	"20:10:03"	64.0	82.1	"UNR"	65	57
100	"20:15:03"	61.4	74.5	"UNR"	61	55
101	"20:20:03"	67.8	83.7	"UNR"	68	57
102	"20:25:03"	68.6	83.3	"UNR"	69	59
103	"20:30:03"	65.8	82.7	"UNR"	62	59
104	"20:35:03"	67.1	83.1	"UNR"	64	58
105	"20:40:03"	57.2	61.5	"UNR"	58	53
106	"20:45:03"	57.9	64.5	"UNR"	59	55
107	"20:50:03"	59.8	70.2	"UNR"	60	55
108	"20:55:03"	63.2	80.4	"UNR"	65	56
109	"21:00:03"	69.2	80.9	"UNR"	73	55
110	"21:05:03"	60.4	72.3	"UNR"	62	56
111	"21:10:03"	58.4	71.2	"UNR"	58	54
112	"21:15:03"	59.5	72.9	"UNR"	60	55
113	"21:20:03"	61.0	72.2	"UNR"	65	54
114	"21:25:03"	57.2	66.6	"UNR"	58	54
115	"21:30:03"	57.8	60.4	"UNR"	59	53
116	"21:35:03"	60.3	72.9	"UNR"	60	55
117	"21:40:03"	56.9	66.7	"UNR"	57	54
118	"21:45:03"	63.1	75.9	"UNR"	65	54
119	"21:50:03"	58.7	63.9	"UNR"	60	54
120	"21:55:03"	71.5	82.2	"UNR"	75	53
121	"22:00:03"	64.4	74.7	"UNR"	70	54
122	"22:05:03"	76.8	86.1	"UNR"	80	54
123	"22:10:03"	56.0	60.2	"UNR"	57	53
124	"22:15:03"	71.3	84.3	"UNR"	74	53

125 "22:20:03" 70.8 79.7 "UNR" 73 53
126 "22:25:03" 64.3 73.8 "UNR" 69 52
127 "22:30:03" 66.9 82.1 "UNR" 70 51
128 "22:35:03" 77.6 95.1 "UNR" 77 51
129 "22:40:03" 64.3 76.2 "UNR" 68 53
130 "22:45:03" 67.2 79.1 "UNR" 72 55
131 "22:50:03" 71.3 79.9 "UNR" 75 52
132 "22:55:03" 56.2 62.4 "UNR" 58 53
133 "23:00:03" 56.2 63.0 "UNR" 58 51
134 "23:05:03" 60.6 76.7 "UNR" 58 52
135 "23:10:03" 55.5 62.4 "UNR" 57 52
136 "23:15:03" 64.6 82.1 "UNR" 66 52
137 "23:20:03" 65.9 82.9 "UNR" 66 57
138 "23:25:03" 65.0 82.5 "UNR" 63 57
139 "23:30:03" 67.5 83.2 "UNR" 67 51
140 "23:35:03" 59.0 69.8 "UNR" 61 50
141 "23:40:03" 55.0 67.1 "UNR" 56 50
142 "23:45:03" 59.7 73.6 "UNR" 64 50
143 "23:50:03" 77.8 90.7 "UNR" 80 53
144 "23:55:03" 68.9 79.2 "UNR" 72 55
145 " 0:00:03" 68.3 79.3 "UNR" 72 55
146 " 0:05:03" 73.7 81.7 "UNR" 76 57
147 " 0:10:03" 67.6 82.2 "UNR" 70 61
148 " 0:15:03" 71.8 81.0 "UNR" 76 56
149 " 0:20:03" 71.4 83.2 108.7 77 57
150 " 0:25:03" 64.7 82.3 "UNR" 60 57
151 " 0:30:03" 65.4 81.4 "UNR" 68 58
152 " 0:35:03" 64.9 82.6 "UNR" 61 58
153 " 0:40:03" 66.3 82.8 "UNR" 63 57
154 " 0:45:03" 63.7 83.4 "UNR" 61 58
155 " 0:50:03" 70.0 82.6 "UNR" 73 57
156 " 0:55:03" 73.5 86.2 109.8 77 57
157 " 1:00:03" 55.1 61.0 "UNR" 57 50
158 " 1:05:03" 55.6 65.7 "UNR" 58 49
159 " 1:10:03" 58.4 67.1 "UNR" 61 50
160 " 1:15:03" 70.6 82.4 109.2 75 58
161 " 1:20:03" 68.7 82.7 "UNR" 70 63
162 " 1:25:03" 70.2 87.2 110.2 72 61
163 " 1:30:03" 67.4 85.8 "UNR" 66 48
164 " 1:35:03" 57.9 65.6 "UNR" 62 48
165 " 1:40:03" 57.3 65.2 "UNR" 58 54
166 " 1:45:03" 59.6 70.8 "UNR" 61 55
167 " 1:50:03" 54.4 61.7 "UNR" 57 48
168 " 1:55:03" 52.1 59.7 "UNR" 54 48
169 " 2:00:03" 52.6 56.4 "UNR" 54 49
170 " 2:05:03" 61.7 78.2 "UNR" 62 48
171 " 2:10:03" 69.1 87.7 "UNR" 67 51
172 " 2:15:03" 57.8 62.4 "UNR" 58 56
173 " 2:20:03" 64.0 81.8 "UNR" 58 56
174 " 2:25:03" 64.5 82.3 "UNR" 61 50
175 " 2:30:03" 54.7 61.0 "UNR" 57 49
176 " 2:35:03" 55.3 63.9 "UNR" 58 49
177 " 2:40:03" 53.6 58.7 "UNR" 55 49
178 " 2:45:03" 61.2 80.1 "UNR" 59 51

179	" 2:50:03"	62.3	82.0	"UNR"	60	57
180	" 2:55:03"	64.4	82.3	"UNR"	59	57
181	" 3:00:03"	64.9	82.1	"UNR"	60	56
182	" 3:05:03"	64.3	81.9	"UNR"	60	56
183	" 3:10:03"	58.4	61.2	"UNR"	59	57
184	" 3:15:03"	64.3	82.0	"UNR"	59	57
185	" 3:20:03"	65.2	81.8	"UNR"	60	57
186	" 3:25:03"	64.4	82.0	"UNR"	61	57
187	" 3:30:03"	65.2	82.1	"UNR"	61	57
188	" 3:35:03"	64.4	82.0	"UNR"	60	57
189	" 3:40:03"	59.0	62.2	"UNR"	60	57
190	" 3:45:03"	66.0	82.0	"UNR"	66	57
191	" 3:50:03"	67.8	82.1	"UNR"	67	62
192	" 3:55:03"	67.0	82.0	"UNR"	66	63
193	" 4:00:03"	66.8	82.0	"UNR"	66	63
194	" 4:05:03"	65.0	76.3	"UNR"	66	63
195	" 4:10:03"	68.4	81.8	"UNR"	68	65
196	" 4:15:03"	68.1	83.0	"UNR"	67	64
197	" 4:20:03"	68.3	82.2	"UNR"	67	64
198	" 4:25:03"	66.0	68.6	"UNR"	66	64
199	" 4:30:03"	67.3	82.7	"UNR"	66	64
200	" 4:35:03"	67.5	81.9	"UNR"	67	64
201	" 4:40:03"	66.4	82.4	"UNR"	65	59
202	" 4:45:03"	61.0	63.7	"UNR"	62	59
203	" 4:50:03"	65.3	82.2	"UNR"	62	59
204	" 4:55:03"	65.6	82.1	"UNR"	62	59
205	" 5:00:03"	65.3	82.0	"UNR"	62	59
206	" 5:05:03"	66.5	82.2	"UNR"	65	59
207	" 5:10:03"	61.4	76.6	"UNR"	62	58
208	" 5:15:03"	56.2	61.2	"UNR"	57	52
209	" 5:20:03"	59.4	70.5	"UNR"	62	52
210	" 5:25:03"	61.3	72.5	"UNR"	63	56

** AMPLITUDE DISTRIBUTION REPORT **

TOTAL SAMPLES = 1007807

dB	SAMPLES	% OF TOTAL
48	483 .	.05
49	2112 +	.21
50	5479 *	.54
51	10276 *	1.02
52	12946 *	1.28
53	17774 **	1.76
54	23012 **	2.28
55	27780 ***	2.76
56	42044 ****	4.17
57	69339 *****	6.88
58	82719 *****	8.21
59	89415 *****	8.87
60	112814 *****	11.19
61	118083 *****	11.72
62	105202 *****	10.44
63	65961 *****	6.55

64	58081 *****	5.76
65	38104 *****	3.78
66	24500 **	2.43
67	13798 *	1.37
68	10610 *	1.05
69	9584 *	.95
70	9713 *	.96
71	9209 *	.91
72	7334 *	.73
73	6898 *	.68
74	6426 *	.64
75	5658 *	.56
76	4766 +	.47
77	4257 +	.42
78	3678 +	.36
79	3444 +	.34
80	2556 +	.25
81	1471 +	.15
82	788 .	.08
83	445 .	.04
84	270 .	.03
85	229 .	.02
86	162 .	.02
87	129 .	.01
88	57 .	.01
89	37	.00
90	39	.00
91	34	.00
92	17	.00
93	23	.00
94	15	.00
95	7	.00
96	3	.00
97	5	.00
98	4	.00
99	6	.00

dB

SAMPLES

% OF TOTAL

100	5	.00
101	6	.00

Ln(0.0) = 101dB
 Ln(10.0) = 67dB
 Ln(50.0) = 61dB
 Ln(99.9) = 49dB

	NO	80.0dB	90.0dB
	CUTOFF	CUTOFF	CUTOFF
Ldod	64.5dB	53.6dB	43.6dB
Losha	63.5dB	45.9dB	41.8dB
Leq(6)	63.0dB	45.3dB	40.6dB



CSV

[Setting]

[Property]

System Version,2.0

NX-42EX Version,1.9

NX-42WR Version,1.7

NX-42RT Version,1.9

NX-42FT Version,1.3

Serial Number,133002

[NL-42]

Store Name,0508

Type,NL-42

Index Number,1

Frequency Weighting,A

Time Weighting,S

Output Level Range Upper,120

Output Level Range Lower,40

Delay Time,Off

Windscreen Correction,WS-10

Diffuse Sound Field Correction,Off

LN Mode,Lp

Display Leq,On

Display LE,Off

Display Lmax,On

Display Lmin,On

Display Ly,Off

Display LN1,Off

Display LN2,Off

Display LN3,Off

Display LN4,On

Display LN5,Off

Display Time Level,On

Percentile 1,5

Percentile 2,10

Percentile 3,50

Percentile 4,90

Percentile 5,95.0

Ly Type,Off

AC OUT,Z

DC OUT,Main

Comparator,Off

Comparator Level,70

Comparator Channel,Main

Battery Type,Alkaline

Communication Interface,USB

Baud Rate,9600

Language,English

[NX-42EX]

Lp Store Interval,Off

Leq Calculation Interval,5 m

Timer Auto Start Time,2019/10/23 12:00:00
Timer Auto Stop Time,2019/10/24 12:00:00
Timer Auto Interval,Off
Sleep Mode,Off

[Status]
Measurement Start Time,2019/10/23 12:00:00
Measurement Stop Time,2019/10/24 04:27:13
Lp Data Number,-
Leq Data Number,198
Measure Time,00d 16:27:13.8

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under
1	10/23/2019 12:00	00d 00:05:00.0	62.4	87.2	74.3	57.3	--	65	64.1	61.6	58.8	58.1	----	test 1 (10/23/19)-(10/24-19)
2	10/23/2019 12:05	00d 00:05:00.0	62	86.8	70.7	57.5	--	64	63.3	61.5	59.1	58.5	----	row row
3	10/23/2019 12:10	00d 00:05:00.0	69	93.8	82.9	57.3	--	74.9	72.2	63.9	59.1	58.5	----	Time Finish Start Stop LAEQ
4	10/23/2019 12:15	00d 00:05:00.0	68	92.8	79.6	63.3	--	72.5	70.3	66.2	64.4	64	----	""12:00-18:00"" 2 74
65.43135584	3492493.318	\$D\$2:\$D\$74			\$D\$2	\$D\$74								
5	10/23/2019 12:20	00d 00:05:00.0	66.5	91.3	70.8	64	--	67.8	67.3	66.4	65.4	64.9	----	""18:00-24:00"" 74 146
60.79753139	1201581.24	\$D\$74:\$D\$146			\$D\$74	\$D\$146								
6	10/23/2019 12:25	00d 00:05:00.0	72.3	97.1	91.9	65.1	--	76	73.2	66.8	66.1	65.9	----	00:00-04:25 146 199 62.98334212
1987623.907	\$D\$146:\$D\$199	\$D\$146	\$D\$199											
7	10/23/2019 12:30	00d 00:05:00.0	67.9	92.7	77.7	65	--	69.9	68.7	66.5	65.7	65.6	----	4 4 69 7943282.347
\$D\$4:\$D\$4	\$D\$4	\$D\$4												
8	10/23/2019 12:35	00d 00:05:00.0	66.2	91	69.4	64.5	--	67.3	67	66.2	65.4	65.2	----	14.5 hr avg 2 291 61.88363108
1542989.988	\$D\$2:\$D\$291	\$D\$2	\$D\$291											
9	10/23/2019 12:40	00d 00:05:00.0	66.7	91.5	74.6	64.8	--	67.7	67.3	66.5	65.6	65.4	----	4 4 69 7943282.347
\$D\$4:\$D\$4	\$D\$4	\$D\$4												
10	10/23/2019 12:45	00d 00:05:00.0	65.2	90	75.1	57.1	--	70.7	68.9	62.7	58.4	58.1	----	4 4 69 7943282.347
\$D\$4:\$D\$4	\$D\$4	\$D\$4												
11	10/23/2019 12:50	00d 00:05:00.0	61.6	86.4	72.9	56.7	--	65.1	64	60.5	57.8	57.3	----	
12	10/23/2019 12:55	00d 00:05:00.0	61.5	86.3	74	57.1	--	64.4	62.1	59.5	58.3	58	----	
13	10/23/2019 13:00	00d 00:05:00.0	67.3	92.1	81.1	56.4	--	73.9	66.5	59.2	58.1	57.9	----	
14	10/23/2019 13:05	00d 00:05:00.0	69.7	94.5	85	59.6	--	75.5	71.8	63.4	61.2	60.9	----	
15	10/23/2019 13:10	00d 00:05:00.0	62.5	87.3	67.8	60.1	--	64.9	63.9	62	61.1	60.8	----	
16	10/23/2019 13:15	00d 00:05:00.0	65.9	90.7	72.6	62.2	--	70	67	65.1	64.1	63.8	----	
17	10/23/2019 13:20	00d 00:05:00.0	67.4	92.2	79.5	59.6	--	73.7	70.1	64.1	60.5	60.2	----	
18	10/23/2019 13:25	00d 00:05:00.0	67.3	92.1	77.9	63.1	--	70.2	68.5	66	64.5	64.3	----	
19	10/23/2019 13:30	00d 00:05:00.0	64.5	89.3	71	61.8	--	66	65.5	64.1	63	62.7	----	
20	10/23/2019 13:35	00d 00:05:00.0	73.3	98.1	93.2	64.2	--	75.9	75.2	66	65	64.7	----	
21	10/23/2019 13:40	00d 00:05:00.0	67.4	92.2	79.6	58.5	--	73.4	70	64.4	61.9	60.4	----	
22	10/23/2019 13:45	00d 00:05:00.0	64.7	89.5	72.3	63.2	--	65.7	65.2	64.6	63.7	63.5	----	
23	10/23/2019 13:50	00d 00:05:00.0	62.9	87.7	69	58.3	--	66.4	65.6	62.1	59.8	59.4	----	
24	10/23/2019 13:55	00d 00:05:00.0	65.2	90	76.9	61.4	--	66.3	66	64.5	63.6	63.3	----	
25	10/23/2019 14:00	00d 00:05:00.0	67.5	92.3	82.7	57.5	--	71.8	69	63.7	59.3	58.8	----	
26	10/23/2019 14:05	00d 00:05:00.0	68.9	93.7	78.9	60.9	--	74	71.7	65.8	62	61.5	----	
27	10/23/2019 14:10	00d 00:05:00.0	63.9	88.7	68.3	60.4	--	66	65.5	64.1	61.5	61.3	----	
28	10/23/2019 14:15	00d 00:05:00.0	62.4	87.2	68.7	60.3	--	64.1	63.5	61.9	61.1	60.9	----	
29	10/23/2019 14:20	00d 00:05:00.0	66.4	91.2	78.3	61.6	--	71.3	68.4	63.6	62.2	61.9	----	
30	10/23/2019 14:25	00d 00:05:00.0	67.5	92.3	78.7	57.8	--	74	70.5	63.5	61.3	59.5	----	
31	10/23/2019 14:30	00d 00:05:00.0	63.4	88.2	77.6	55	--	69.8	65.5	59	56.4	55.8	----	
32	10/23/2019 14:35	00d 00:05:00.0	62.7	87.5	74.5	52.9	--	70.3	66.9	57.3	54.5	54	----	
33	10/23/2019 14:40	00d 00:05:00.0	74	98.8	90.5	57.9	--	80.1	72.6	64.2	59.9	59.5	----	
34	10/23/2019 14:45	00d 00:05:00.0	64.3	89.1	76.5	58.4	--	70	67	61.4	59.4	59.1	----	
35	10/23/2019 14:50	00d 00:05:00.0	59.5	84.3	65	56.3	--	62.3	61.4	59	57	56.8	----	
36	10/23/2019 14:55	00d 00:05:00.0	63.1	87.9	76.7	57.2	--	67.9	64.8	60.8	58.8	58.3	----	
37	10/23/2019 15:00	00d 00:05:00.0	64.4	89.2	78	59.4	--	69.4	64.9	61.6	60.5	60.1	----	
38	10/23/2019 15:05	00d 00:05:00.0	66.1	90.9	79.3	59	--	70.9	69.4	62.4	59.9	59.6	----	
39	10/23/2019 15:10	00d 00:05:00.0	62.7	87.5	70.3	58.9	--	66.8	65	61.5	60	59.7	----	
40	10/23/2019 15:15	00d 00:05:00.0	61.9	86.7	69.7	57.2	--	66.2	64.2	60.5	58.1	57.8	----	
41	10/23/2019 15:20	00d 00:05:00.0	60.6	85.4	71.2	55.9	--	63.8	62.7	59.7	57.5	57	----	
42	10/23/2019 15:25	00d 00:05:00.0	59.3	84.1	66.2	55.2	--	62.7	61.5	58.4	56.8	56.1	----	
43	10/23/2019 15:30	00d 00:05:00.0	58.8	83.6	64.9	56.4	--	60.9	59.8	58.5	57.4	57.3	----	
44	10/23/2019 15:35	00d 00:05:00.0	61.7	86.5	75.2	55	--	66.6	63.7	57.7	55.9	55.6	----	
45	10/23/2019 15:40	00d 00:05:00.0	57.9	82.7	67.3	55.3	--	60.4	59.6	57.3	56.1	55.9	----	
46	10/23/2019 15:45	00d 00:05:00.0	59	83.8	65.2	55.9	--	62.7	61.1	58.1	57.1	56.8	----	
47	10/23/2019 15:50	00d 00:05:00.0	59.7	84.5	70.3	55	--	64	62.4	57.7	56.3	56.1	----	
48	10/23/2019 15:55	00d 00:05:00.0	55.8	80.6	61.9	53.9	--	58	57.2	55.3	54.6	54.3	----	
49	10/23/2019 16:00	00d 00:05:00.0	64.5	89.3	79.3	53.6	--	70.3	66.3	56.8	54.8	54.4	----	

50	10/23/2019 16:05	00d 00:05:00.0	57.9	82.7	66.6	53.4	-.-	61.3	60.3	57.2	54.6	54.2	----	----
51	10/23/2019 16:10	00d 00:05:00.0	62.5	87.3	75.3	57	-.-	68.4	64.5	59.3	58.2	57.8	----	----
52	10/23/2019 16:15	00d 00:05:00.0	60.3	85.1	67.5	56.7	-.-	63.1	61.8	59.7	57.9	57.5	----	----
53	10/23/2019 16:20	00d 00:05:00.0	63.1	87.9	78.8	56.8	-.-	67.5	64.9	59.5	57.8	57.6	----	----
54	10/23/2019 16:25	00d 00:05:00.0	61	85.8	67.6	57.2	-.-	63	62.3	60.6	59.2	58.7	----	----
55	10/23/2019 16:30	00d 00:05:00.0	61.2	86	72.1	57.3	-.-	65.3	63.2	59.3	58.5	58.3	----	----
56	10/23/2019 16:35	00d 00:05:00.0	58.8	83.6	64.7	56.8	-.-	60.6	59.9	58.5	57.5	57.2	----	----
57	10/23/2019 16:40	00d 00:05:00.0	65.9	90.7	81.7	54.5	-.-	70.8	68.3	59.8	56.1	55.2	----	----
58	10/23/2019 16:45	00d 00:05:00.0	58.6	83.4	62.1	55.5	-.-	60.9	60.5	58.4	56.4	56.1	----	----
59	10/23/2019 16:50	00d 00:05:00.0	59.7	84.5	70.5	55.5	-.-	63.3	61.8	58.4	57	56.8	----	----
60	10/23/2019 16:55	00d 00:05:00.0	62.2	87	68.2	55.4	-.-	66.1	65.8	59.9	57.2	56.9	----	----
61	10/23/2019 17:00	00d 00:05:00.0	60.7	85.5	73.5	57.9	-.-	63.2	61.8	59.9	58.6	58.4	----	----
62	10/23/2019 17:05	00d 00:05:00.0	62.2	87	74.2	54.8	-.-	67.4	65.3	59.1	56.1	55.7	----	----
63	10/23/2019 17:10	00d 00:05:00.0	66.1	90.9	80	56.1	-.-	72.7	69.5	60	57.4	57.2	----	----
64	10/23/2019 17:15	00d 00:05:00.0	59.9	84.7	68.6	56.5	-.-	62.6	61.3	59.1	57.6	57.3	----	----
65	10/23/2019 17:20	00d 00:05:00.0	60.7	85.5	68.2	57.3	-.-	62.7	62.1	60.1	58.8	58.5	----	----
66	10/23/2019 17:25	00d 00:05:00.0	62.9	87.7	74.6	57.1	-.-	68.9	66.4	59.3	57.8	57.7	----	----
67	10/23/2019 17:30	00d 00:05:00.0	67.3	92.1	83	56.4	-.-	71.7	66.6	63	58.2	57.6	----	----
68	10/23/2019 17:35	00d 00:05:00.0	63.4	88.2	67.1	56.7	-.-	66.4	66.2	61.1	58	57.4	----	----
69	10/23/2019 17:40	00d 00:05:00.0	65.8	90.6	81.5	55.9	-.-	70.1	66.3	59.5	57.4	56.6	----	----
70	10/23/2019 17:45	00d 00:05:00.0	59.2	84	65	57.2	-.-	61.1	60.6	58.8	58	57.9	----	----
71	10/23/2019 17:50	00d 00:05:00.0	63.7	88.5	79.9	57.2	-.-	66	61.5	58.9	57.8	57.7	----	----
72	10/23/2019 17:55	00d 00:05:00.0	59.2	84	69.8	55.9	-.-	63.2	61.2	57.8	56.6	56.5	----	----
73	10/23/2019 18:00	00d 00:05:00.0	59	83.8	62.4	56.8	-.-	60.4	60.2	58.7	57.6	57.5	----	----
74	10/23/2019 18:05	00d 00:05:00.0	61	85.8	75.1	56.4	-.-	65.6	62.6	58.9	57	56.8	----	----
75	10/23/2019 18:10	00d 00:05:00.0	63.1	87.9	77.4	55.4	-.-	69.1	62.8	57.3	56.5	56.2	----	----
76	10/23/2019 18:15	00d 00:05:00.0	58.9	83.7	69.1	56.2	-.-	61.6	60.5	58.1	57.1	56.9	----	----
77	10/23/2019 18:20	00d 00:05:00.0	63.8	88.6	76.9	57.3	-.-	66.3	64.5	63.2	58.5	57.9	----	----
78	10/23/2019 18:25	00d 00:05:00.0	61.5	86.3	64.2	57.7	-.-	63.4	63.2	62	58.9	58.5	----	----
79	10/23/2019 18:30	00d 00:05:00.0	59.9	84.7	63.4	58.1	-.-	61.6	61	59.7	58.7	58.6	----	----
80	10/23/2019 18:35	00d 00:05:00.0	61.7	86.5	74.6	57.5	-.-	65.2	63.3	59.6	58.2	58.1	----	----
81	10/23/2019 18:40	00d 00:05:00.0	61.4	86.2	69.9	56.5	-.-	65.8	64.5	59.3	57.8	57.4	----	----
82	10/23/2019 18:45	00d 00:05:00.0	59.3	84.1	65.3	56.2	-.-	62.4	60.7	58.8	57.1	56.8	----	----
83	10/23/2019 18:50	00d 00:05:00.0	59.1	83.9	62.3	56.9	-.-	60.7	60.2	58.9	57.8	57.6	----	----
84	10/23/2019 18:55	00d 00:05:00.0	59.3	84.1	62.2	57.5	-.-	61	60.4	59.1	58.1	58	----	----
85	10/23/2019 19:00	00d 00:05:00.0	58.7	83.5	62.8	56.7	-.-	61	59.9	58.4	57.5	57.2	----	----
86	10/23/2019 19:05	00d 00:05:00.0	58.1	82.9	65.6	55.5	-.-	60.6	59.6	57.6	56.2	56	----	----
87	10/23/2019 19:10	00d 00:05:00.0	58.2	83	64.4	55.4	-.-	60.4	59.2	57.9	56.7	56.2	----	----
88	10/23/2019 19:15	00d 00:05:00.0	61	85.8	75.4	55.2	-.-	65.3	63.1	57.4	56.2	55.9	----	----
89	10/23/2019 19:20	00d 00:05:00.0	57.3	82.1	62.7	54.3	-.-	60	59.3	56.8	55.5	54.9	----	----
90	10/23/2019 19:25	00d 00:05:00.0	62.9	87.7	77.2	56	-.-	67.7	65.1	58.1	56.6	56.4	----	----
91	10/23/2019 19:30	00d 00:05:00.0	64.6	89.4	82.3	56	-.-	69.3	64.3	58.9	56.9	56.5	----	----
92	10/23/2019 19:35	00d 00:05:00.0	59.7	84.5	75.4	56.5	-.-	61.8	60.1	58.2	57.3	57.1	----	----
93	10/23/2019 19:40	00d 00:05:00.0	58.5	83.3	64.1	56.6	-.-	60.8	60.4	58	57.2	57.1	----	----
94	10/23/2019 19:45	00d 00:05:00.0	59.2	84	71.9	56.2	-.-	61.9	61.2	58.1	57	56.9	----	----
95	10/23/2019 19:50	00d 00:05:00.0	63	87.8	78	54.2	-.-	67.7	63.7	57.2	55.5	55.1	----	----
96	10/23/2019 19:55	00d 00:05:00.0	59.6	84.4	73.5	54.1	-.-	63.8	62.2	56.4	54.9	54.8	----	----
97	10/23/2019 20:00	00d 00:05:00.0	60.8	85.6	66.3	56.7	-.-	64.2	63.8	58.6	57.3	57.2	----	----
98	10/23/2019 20:05	00d 00:05:00.0	58.1	82.9	63.9	55.6	-.-	60.2	59.5	57.8	56.8	56.6	----	----
99	10/23/2019 20:10	00d 00:05:00.0	57.8	82.6	63.8	55.7	-.-	59.6	58.9	57.5	56.3	56.2	----	----
100	10/23/2019 20:15	00d 00:05:00.0	57.7	82.5	68.3	54.6	-.-	61.9	59.9	56.3	55.5	55.2	----	----
101	10/23/2019 20:20	00d 00:05:00.0	60.5	85.3	75.4	54	-.-	64.5	62.8	57.1	54.7	54.5	----	----
102	10/23/2019 20:25	00d 00:05:00.0	62.2	87	76.7	54.9	-.-	67.1	62.7	58.6	57.5	56.9	----	----
103	10/23/2019 20:30	00d 00:05:00.0	59.9	84.7	63	58.6	-.-	60.8	60.6	59.8	59	58.9	----	----
104	10/23/2019 20:35	00d 00:05:00.0	63	87.8	67.3	58.2	-.-	66.8	66.6	60	59.1	58.9	----	----
105	10/23/2019 20:40	00d 00:05:00.0	61.3	86.1	70.9	58.5	-.-	63.7	61.9	60.2	59.2	59.1	----	----
106	10/23/2019 20:45	00d 00:05:00.0	58.7	83.5	64.7	56.5	-.-	60.2	59.8	58.6	57.1	57	----	----

107	10/23/2019 20:50	00d 00:05:00.0	58.5	83.3	66.6	56.6	-.-	60.8	60	57.9	56.9	56.8	----	----
108	10/23/2019 20:55	00d 00:05:00.0	63.6	88.4	77.7	55.7	-.-	69.4	65.7	58.4	56.5	56.3	----	----
109	10/23/2019 21:00	00d 00:05:00.0	58.5	83.3	63.1	54.8	-.-	60.6	60.2	58.4	55.6	55.4	----	----
110	10/23/2019 21:05	00d 00:05:00.0	61.9	86.7	76.6	57	-.-	65.7	61.8	59.1	57.9	57.7	----	----
111	10/23/2019 21:10	00d 00:05:00.0	59.3	84.1	70.7	56.4	-.-	61.8	60.7	58.5	57.1	57	----	----
112	10/23/2019 21:15	00d 00:05:00.0	62.4	87.2	75.7	57.4	-.-	67.1	63	58.9	58	57.9	----	----
113	10/23/2019 21:20	00d 00:05:00.0	61.3	86.1	64.7	57	-.-	63.9	63.4	61.4	58.4	57.7	----	----
114	10/23/2019 21:25	00d 00:05:00.0	61.3	86.1	66.5	55.1	-.-	64.8	64.2	61.2	56.4	55.7	----	----
115	10/23/2019 21:30	00d 00:05:00.0	58.2	83	67.1	55.8	-.-	60.9	59.6	57.3	56.4	56.2	----	----
116	10/23/2019 21:35	00d 00:05:00.0	61.6	86.4	78.4	55.1	-.-	64.4	61.5	57	55.9	55.6	----	----
117	10/23/2019 21:40	00d 00:05:00.0	61.6	86.4	78.9	54.2	-.-	65.1	62.6	56.4	54.9	54.7	----	----
118	10/23/2019 21:45	00d 00:05:00.0	58.6	83.4	62.6	56.7	-.-	61.4	60.5	57.9	57.3	57.1	----	----
119	10/23/2019 21:50	00d 00:05:00.0	61.8	86.6	74.4	57.2	-.-	65.3	62.8	60.1	58	57.9	----	----
120	10/23/2019 21:55	00d 00:05:00.0	62.5	87.3	75.3	56.2	-.-	66	63.2	60.3	57.6	57.2	----	----
121	10/23/2019 22:00	00d 00:05:00.0	60.5	85.3	68.7	56.1	-.-	64.7	63.2	58.6	57	56.9	----	----
122	10/23/2019 22:05	00d 00:05:00.0	61.7	86.5	75.6	54.6	-.-	64.4	63.5	58.7	56.5	56	----	----
123	10/23/2019 22:10	00d 00:05:00.0	64.9	89.7	78.9	55.6	-.-	68.6	66.8	58.9	56.7	56.2	----	----
124	10/23/2019 22:15	00d 00:05:00.0	65.1	89.9	75.4	57	-.-	66.7	66.5	65.9	57.8	57.6	----	----
125	10/23/2019 22:20	00d 00:05:00.0	58.4	83.2	68.2	56.6	-.-	60.5	60	57.8	57.2	57.1	----	----
126	10/23/2019 22:25	00d 00:05:00.0	61.2	86	71.1	55.9	-.-	66.9	63.8	58.3	56.8	56.5	----	----
127	10/23/2019 22:30	00d 00:05:00.0	58.3	83.1	62.5	55.3	-.-	61.1	59.4	58	56.3	56	----	----
128	10/23/2019 22:35	00d 00:05:00.0	57.2	82	61.7	55.3	-.-	58.8	58.1	56.9	56.2	56	----	----
129	10/23/2019 22:40	00d 00:05:00.0	59.9	84.7	73.8	54.5	-.-	64.9	62.6	56.8	55.3	55.2	----	----
130	10/23/2019 22:45	00d 00:05:00.0	56.4	81.2	62.8	54.7	-.-	58.3	57.2	56	55.2	55.1	----	----
131	10/23/2019 22:50	00d 00:05:00.0	62.2	87	76.1	55.2	-.-	65.8	63.1	58.6	56.2	56	----	----
132	10/23/2019 22:55	00d 00:05:00.0	58.9	83.7	63.5	57.1	-.-	60.1	59.6	58.7	58	57.8	----	----
133	10/23/2019 23:00	00d 00:05:00.0	59.5	84.3	64	57.1	-.-	61.9	61.3	59	57.6	57.5	----	----
134	10/23/2019 23:05	00d 00:05:00.0	59.4	84.2	62.9	57.2	-.-	61.1	60.6	59.1	58.2	57.9	----	----
135	10/23/2019 23:10	00d 00:05:00.0	58.5	83.3	62.4	55.8	-.-	60.1	59.6	58.4	57	56.7	----	----
136	10/23/2019 23:15	00d 00:05:00.0	56.7	81.5	60.6	54.8	-.-	59	57.8	56.6	55.4	55.3	----	----
137	10/23/2019 23:20	00d 00:05:00.0	58.3	83.1	66.7	55.6	-.-	61	59.8	57.8	56.4	56.1	----	----
138	10/23/2019 23:25	00d 00:05:00.0	58.4	83.2	63.7	56.7	-.-	60.6	59.5	58.1	57.5	57.4	----	----
139	10/23/2019 23:30	00d 00:05:00.0	60.8	85.6	75	55.3	-.-	65.8	61.3	57	56.4	56.2	----	----
140	10/23/2019 23:35	00d 00:05:00.0	57.3	82.1	62.5	55.1	-.-	58.5	58	57	56.3	56.1	----	----
141	10/23/2019 23:40	00d 00:05:00.0	57.2	82	59.4	55.2	-.-	58.2	57.9	57.2	56.4	56.1	----	----
142	10/23/2019 23:45	00d 00:05:00.0	57.4	82.2	60	55.5	-.-	58.5	58.3	57.4	56.5	56.3	----	----
143	10/23/2019 23:50	00d 00:05:00.0	65	89.8	85.1	55.1	-.-	68.4	65.5	58.6	56.2	55.7	----	----
144	10/23/2019 23:55	00d 00:05:00.0	62.1	86.9	73.3	56.4	-.-	67.6	64.6	58.9	57.4	57.2	----	----
145	10/24/2019 0:00	00d 00:05:00.0	62.4	87.2	74	56.1	-.-	66.6	66.2	59.7	57.8	57.4	----	----
146	10/24/2019 0:05	00d 00:05:00.0	68	92.8	77.5	58.6	-.-	75.5	74.2	62.2	59.5	59.3	----	----
147	10/24/2019 0:10	00d 00:05:00.0	61.3	86.1	65.1	57.5	-.-	63.8	63.5	61.6	58.5	58.1	----	----
148	10/24/2019 0:15	00d 00:05:00.0	61	85.8	65.4	57.5	-.-	63.9	63.2	60.1	58.4	58.3	----	----
149	10/24/2019 0:20	00d 00:05:00.0	61.3	86.1	68.3	57.6	-.-	64.3	63.5	60.2	58.5	58.2	----	----
150	10/24/2019 0:25	00d 00:05:00.0	61.9	86.7	75.2	56.9	-.-	66	63.2	58.2	57.5	57.4	----	----
151	10/24/2019 0:30	00d 00:05:00.0	59.4	84.2	74.5	56.7	-.-	60.7	59.7	58.1	57.4	57.2	----	----
152	10/24/2019 0:35	00d 00:05:00.0	57.7	82.5	63.1	55.9	-.-	59.1	58.5	57.5	56.9	56.7	----	----
153	10/24/2019 0:40	00d 00:05:00.0	57.8	82.6	64	55.9	-.-	59.6	59	57.5	56.7	56.5	----	----
154	10/24/2019 0:45	00d 00:05:00.0	63	87.8	76.8	55.9	-.-	68.1	64.8	57.8	56.7	56.4	----	----
155	10/24/2019 0:50	00d 00:05:00.0	58.1	82.9	62.1	55.2	-.-	59.4	59.3	58.1	56.1	55.9	----	----
156	10/24/2019 0:55	00d 00:05:00.0	57.9	82.7	64.4	55.5	-.-	60.5	59.3	57.4	56.5	56.3	----	----
157	10/24/2019 1:00	00d 00:05:00.0	60.3	85.1	65.7	58.7	-.-	61.5	61	60.1	59.5	59.3	----	----
158	10/24/2019 1:05	00d 00:05:00.0	58.9	83.7	65.4	56.6	-.-	60.7	60.2	58.7	57.5	57.3	----	----
159	10/24/2019 1:10	00d 00:05:00.0	57.7	82.5	64.6	55.9	-.-	58.5	58.2	57.5	56.8	56.6	----	----
160	10/24/2019 1:15	00d 00:05:00.0	58	82.8	60.4	56.4	-.-	58.9	58.6	57.9	57.2	57	----	----
161	10/24/2019 1:20	00d 00:05:00.0	57.5	82.3	60.1	56.1	-.-	58.4	58.1	57.4	56.9	56.8	----	----
162	10/24/2019 1:25	00d 00:05:00.0	57.5	82.3	60.3	56	-.-	58.8	58.5	57.4	56.6	56.4	----	----
163	10/24/2019 1:30	00d 00:05:00.0	57.1	81.9	59.5	55.3	-.-	58.2	58	57.1	56.2	56	----	----

164	10/24/2019 1:35	00d 00:05:00.0	56.9	81.7	61.8	55.5	-,-	58.4	57.8	56.8	56	55.9	----	----
165	10/24/2019 1:40	00d 00:05:00.0	56.3	81.1	57.5	55.2	-,-	57	56.8	56.3	55.8	55.7	----	----
166	10/24/2019 1:45	00d 00:05:00.0	57	81.8	59.4	55.7	-,-	58	57.7	57	56.3	56.2	----	----
167	10/24/2019 1:50	00d 00:05:00.0	57.2	82	61.4	55.7	-,-	58.6	58	57	56.3	56.2	----	----
168	10/24/2019 1:55	00d 00:05:00.0	57.9	82.7	69.6	55.1	-,-	61.5	58.8	56.5	55.9	55.8	----	----
169	10/24/2019 2:00	00d 00:05:00.0	56.5	81.3	64.8	54.6	-,-	58.6	57	55.8	55.2	55	----	----
170	10/24/2019 2:05	00d 00:05:00.0	56.6	81.4	64.7	54.5	-,-	57.6	57	56.3	55.3	55.1	----	----
171	10/24/2019 2:10	00d 00:05:00.0	56.8	81.6	58.2	55.5	-,-	57.4	57.3	56.8	56.3	56.2	----	----
172	10/24/2019 2:15	00d 00:05:00.0	57.9	82.7	69.8	55.6	-,-	60	58.6	56.8	56.4	56.2	----	----
173	10/24/2019 2:20	00d 00:05:00.0	64.6	89.4	80.6	55.8	-,-	70.1	66.6	57.1	56.4	56.2	----	----
174	10/24/2019 2:25	00d 00:05:00.0	64.4	89.2	77.7	56.6	-,-	72	66.8	60.8	57.5	57	----	----
175	10/24/2019 2:30	00d 00:05:00.0	65.8	90.6	81.3	58.2	-,-	70.2	64.4	61.2	59.3	59	----	----
176	10/24/2019 2:35	00d 00:05:00.0	63.7	88.5	74.5	60.2	-,-	65.8	65.1	63	60.9	60.7	----	----
177	10/24/2019 2:40	00d 00:05:00.0	65.5	90.3	74.9	61.4	-,-	69.3	66.9	64.7	62.4	62.1	----	----
178	10/24/2019 2:45	00d 00:05:00.0	67.4	92.2	80.8	59	-,-	73.1	69.3	63.4	59.9	59.6	----	----
179	10/24/2019 2:50	00d 00:05:00.0	66.2	91	78.6	60.3	-,-	71.1	67.5	62.7	61.1	60.9	----	----
180	10/24/2019 2:55	00d 00:05:00.0	61.5	86.3	70.2	58.7	-,-	63.2	62.5	61.2	60.5	60	----	----
181	10/24/2019 3:00	00d 00:05:00.0	63.4	88.2	75.2	57.6	-,-	68.4	68.1	60.9	58.8	58.3	----	----
182	10/24/2019 3:05	00d 00:05:00.0	62.5	87.3	74.4	58.1	-,-	65.4	62.6	60.2	59.2	58.8	----	----
183	10/24/2019 3:10	00d 00:05:00.0	60.8	85.6	67.3	56.5	-,-	63.9	63	60	58	57.5	----	----
184	10/24/2019 3:15	00d 00:05:00.0	67.5	92.3	83	56.7	-,-	71.7	69.9	62.3	57.7	57.5	----	----
185	10/24/2019 3:20	00d 00:05:00.0	61	85.8	72	55	-,-	64.8	63.1	59.8	56.2	56	----	----
186	10/24/2019 3:25	00d 00:05:00.0	61.9	86.7	78.3	55.3	-,-	67.2	62.2	57.3	56.3	56.1	----	----
187	10/24/2019 3:30	00d 00:05:00.0	57.8	82.6	65.6	56	-,-	59.8	58.8	57.4	56.7	56.5	----	----
188	10/24/2019 3:35	00d 00:05:00.0	59.4	84.2	72	55.1	-,-	62.2	61.3	57.7	56.1	55.8	----	----
189	10/24/2019 3:40	00d 00:05:00.0	66.4	91.2	68.6	60.1	-,-	67.7	67.6	67.1	61.1	60.7	----	----
190	10/24/2019 3:45	00d 00:05:00.0	65.5	90.3	70.3	60.2	-,-	67.6	67.2	65.2	62.1	61	----	----
191	10/24/2019 3:50	00d 00:05:00.0	67.1	91.9	76.3	58.8	-,-	73	70.7	65	62	60.5	----	----
192	10/24/2019 3:55	00d 00:05:00.0	61.4	86.2	67.7	58.1	-,-	63.6	62.9	61	59.6	59.3	----	----
193	10/24/2019 4:00	00d 00:05:00.0	65.1	89.9	79.6	57.2	-,-	71	67.5	60.3	58.8	58.5	----	----
194	10/24/2019 4:05	00d 00:05:00.0	67.2	92	79.1	59.6	-,-	69.6	67.7	67	61.2	61	----	----
195	10/24/2019 4:10	00d 00:05:00.0	62.3	87.1	75.5	59.7	-,-	64.4	63.4	61.5	60.3	60.2	----	----
196	10/24/2019 4:15	00d 00:05:00.0	64.5	89.3	76.6	59.2	-,-	70.8	67.5	61.2	59.7	59.6	----	----
197	10/24/2019 4:20	00d 00:05:00.0	66	90.8	80.1	57.9	-,-	72.8	69.5	59.8	58.7	58.5	----	----
198	10/24/2019 4:25	00d 00:02:13.8	68	89.3	80	58.1	-,-	76.3	71.3	60.2	58.8	58.6	----	----

Attachment H

Photographs/Rendering of Truck Rack

Date: 2/25/20

Time: 4:12 PM

Comments:

Global Albany
Truck Loading
Rack



Date: 2/25/20

Time: 4:19 PM

Comments:

Global Albany
Truck Loading
Rack



Date: 2/25/20

Time: 4:19 PM

Comments:

Global Albany
Truck Loading
Rack



Date: 2/25/20

Time: 4:06 PM

Comments:

Global Albany
Rail Rack



Date: 2/25/20

Time: 4:08 PM

Comments:

Global Albany
Rail Rack



Date: 2/25/20

Time: 4:08 PM

Comments:

Global Albany
Rail Rack





Proposed Truck Rack

Attachment XIII
Modeling Protocol

**PART 212 REVIEW
AIR DISPERSION MODEL PROTOCOL
ALBANY, NY**

**Revised
April 2021**

Prepared for:

**Global Companies LLC
800 South Street
Waltham, MA 02454**

Prepared by:



**349 Northern Blvd, Suite 3
Albany, NY 12204**

Envirospec Engineering Project E21-2818

1.0 Introduction:

Air dispersion modeling will be conducted for the Global Companies LLC (Global) Albany Terminal (Terminal) located in Albany, NY. This facility is classified as a gasoline and distillate loading terminal. It consists of ten (10) permitted gasoline storage tanks and five (5) distillate tanks. The facility has one (1) truck loading rack, one (1) rail loading rack, and a marine loading dock. The truck loading rack is controlled by a Vapor Recovery Unit (VRUTK), rail loading is controlled by a Vapor Combustion Unit (VCURR), and marine loading is controlled by two VCU's (VCUM1 and VCUM2).

This protocol is being submitted as part of a Title V air permit modification application for the facility. Air dispersion modeling is required to determine compliance with 6 NYCRR Part 212. 6 NYCRR Part 212 regulates air pollution from process operations, as defined in the regulation. Each contaminant is assigned an Environmental Rating, which is used to determine the degree of air pollution control required. Facilities with process operations subject to New Source Performance Standards (NSPS) (40 CFR Part 60) and National Emission Standards for Hazardous Air Pollutants (NESHAP) (40 CFR 63) are considered in compliance with Part 212 with the exception of compounds on the high toxicity air contaminant (HTAC) list. Facility Potential to Emit (PTE) calculations are completed to determine maximum potential emissions of Volatile Organic Compounds (VOCs) and Hazardous Air Pollutants (HAPs). Pollutants that are considered HTACs are then compared to the mass emission limits specified on 212-2.2 Table 2 – High Toxicity Air Contaminant List. HTACs that exceed the mass emission limit are modeled to demonstrate that fence-line concentrations are below Annual Guideline Concentrations (AGC) for annual emission rates and Short-Term Guideline Concentrations (SGC) for hourly emission rates for the applicable contaminant. HTACs that are below SGC/AGC limits are in compliance with Part 212. The only HTAC emitted from process operations at this facility with emissions exceeding the specified mass emission limit is benzene. Other HAPs are emitted from facility operations, but they are not considered HTACs per 212-2.2 Table 2. These HAPs, which are non-HTACs, are included in this modeling protocol if actual annual emissions of the non-HTAC is greater than 100 lb/yr.

Air dispersion modeling will be conducted to assess if facility emissions result in off-site impacts that exceed the SGC and AGC levels for benzene and non-HTACs with actual annual emissions greater than 100 lb/yr. Modeling will also be completed for H₂S emissions from the crude oil storage tanks at the request of NYSDEC.

The air dispersion model will be completed using Lakes AERMOD View Software (version 9.9.5). Emissions information can be found below which provides information on variables and modeling assumptions which will be used when developing the model.

2.0 Facility Overview and Process Description:

Global's Albany Terminal is located at 50 Church Street in Albany, NY. The facility is permitted for petroleum product loading operations. The facility has an overall refined product (gasoline, ethanol, blendstock, distillate, and biodiesel) throughput limit of 1,928,300,000 gallons with subcaps at each rack. There is an additional 450,000,000 gallon throughput for crude oil at the marine dock.



3.0 Modeling Methodology:

The projection to be used for the model will be UTM WGS84, zone 18. An aerial image of the site as well as a facility site plan will be imported as base maps and will be used to determine source locations. The modeling methodology used for this analysis is described below. The following subsections describe the details of the modeling analysis.

3.1 Selection of Dispersion Model:

The latest version of the American Meteorological Society/Environmental Protection Agency Regulatory Model AERMOD will be used. All standard regulatory default options of AERMOD will be invoked.

To facilitate the implementation of AERMOD, the Lakes AERMOD View software will be used.

3.2 Site Characterization:

The Albany Terminal is located at 50 Church Street in Albany, NY on the western bank of the Hudson River. The base elevation for the terminal is approximately 18 ft. Based on a land use analysis of the area surrounding the terminal and the latest guidance from NYSDEC in DAR-10, the surrounding area will be considered rural in the air dispersion model.

3.3 Source Emissions:

3.3.1 Benzene Model

Total benzene emissions from the facility's PTE calculations will be used for modeling. The PTE calculations will be performed using the latest AP-42 methodology (June 2020). Tank emissions (standing and working) and tank landing and cleaning emissions were calculated using AP-42 calculation methods (AP-42 Chapter 7). Two (2) tanks will be heated for biodiesel storage. Emissions were calculated as heated tanks per AP-42 (7.1 Organic Liquid Storage Tanks).

Transfer emissions are calculated using the standard AP-42 method for calculating rack transfers using maximum facility throughput values and design efficiency of the control device. Transfer fugitives utilize a standard 99.2% capture efficiency factor when loading without vacuum assisted loading (AP-42 [5.2 Transportation and Marketing of Petroleum Liquids]).

Liquid weight concentrations for benzene for crude and distillate will be based on speciation data from API 19.4. A benzene liquid weight concentration of 1.8% will be used for gasoline. Vapor weight concentrations calculations for each month of the year were completed based on AP-42 Chapter 7 as part of the PTE. The benzene emissions were determined for each month of the year for each tank. The total benzene emissions for each tank based on these calculations for the worst-case product in each tank will be used in the model.

The average annual benzene vapor weight percent based on AP-42 meteorological data for Albany, NY will be used for loading for each product. Gasoline has been used as a worst-case for refined product loading as it has the highest benzene concentration. The average annual blendstock benzene vapor weight concentration is used for blendstock loading. The average annual benzene vapor weight concentration for crude is used for crude loading calculations.



The attached tables summarize the parameters assumed for the modeling (Attachment 1). Detailed calculations are also provided in Attachment 2. Several different iterations representing different throughputs at each rack will be completed to determine the impact on the model results.

3.3.1.1 Gasoline Storage Tanks:

The facility currently has ten (10) gasoline storage tanks. The tanks are equipped with internal floating roofs and have varying capacities. Each tank will be modeled as a volume source with actual tank height as the release height, and actual tank dimensions will be used to determine the initial horizontal and vertical dimensions.

To determine the landing scenario that causes the worst-case short-term (1-hour) impact, landing emissions will be evaluated for each tank separately in the short-term model. The tank with the worst-case estimate of emissions during landing will then be used to determine the maximum hourly emission rate of benzene. Runs will also be completed assuming that the worst two tank landings are occurring simultaneously based on model results. Cleanings will also be modeled.

3.3.1.2 Distillate Storage Tanks:

The facility currently has five (5) vertical fixed roof (VFR) distillate storage tanks with two (2) of those being heated. Each tank will be modeled as a volume source with actual tank height as the release height, and actual tank dimensions will be used to determine the initial horizontal and vertical dimensions.

3.3.1.3 Truck Loading Rack:

The facility has one (1) truck loading rack where gasoline, ethanol, and distillate are loaded. The truck rack has a refined product throughput subcap of 879,300,000 gallons per year. Loading operations are controlled with a VRU. The permitted emissions limit will be 2 mg/L. The PTE calculation for the loading rack assumed maximum annual throughput of 879,300,000 gallons, controlled by the VRU. Loading rack fugitive emissions will be controlled using a vac assist. Under an alternate operating scenario (AOS), loading can occur up to a lower throughput with fugitive emissions. Loading rack fugitive emissions will be modeled as a volume source and controlled rack loading emissions will be modeled as a point source. Manufacturer information will be used to develop source parameters such as stack height, stack diameter, stack temperature, and stack velocity. For the short term dispersion model, the truck loading rack will be assumed to load gasoline at the maximum loading rate as this is the worst case scenario product. Modeling will be conducted for the primary and alternate operating scenarios.

3.3.1.4 Rail Loading:

The facility has one (1) rail loading area where gasoline, ethanol, distillate, and biodiesel are loaded. The rail rack has a refined product throughput subcap of 300,000,000 gallons. Loading operations are controlled with a VCU. The permitted emissions limit will be 2 mg/L. The PTE calculation for the loading rack assumed maximum annual throughput for each product loaded, controlled by the VCU. The controlled loading emissions will be modeled as a point source. Rail loading fugitive emissions will be controlled using a vac assist. Under an AOS, loading can occur up to a lower throughput with fugitive emissions. Manufacturer information will be used to develop source parameters such as stack height, stack diameter, stack temperature, and stack velocity. For the short term dispersion model, the rail



loading will be assumed to load gasoline at the maximum loading rate as this is the worst case scenario product. Modeling will be conducted for the primary and alternate operating scenarios.

3.3.1.5 Marine Loading:

The facility has one (1) marine loading rack where refined products (gasoline, ethanol, blendstock, distillate, and biodiesel) and crude oil are loaded. The marine dock has a refined product subcap throughput of 900,000,000 gallons and a crude throughput cap of 450,000,000 gallons. Loading operations are controlled by two VCUs. The PTE calculation for the loading rack assumed maximum annual throughput for each product loaded, controlled by two VCUs (VCUM1 at 10 mg/L and VCUM2 at 2 mg/L). Marine loading fugitive emissions will be controlled unless loading under an AOS for inerted vessels. Loading can occur up to a lower throughput with fugitive emissions. Fugitive emissions will be modeled as an elevated area source and controlled rack landing emissions will be modeled as a point source. Manufacturer information will be used to develop source parameters such as stack height, stack diameter, stack temperature, and stack velocity. For the short term dispersion model, the marine loading will be assumed to load gasoline at the maximum loading rack as this is the worst case scenario product. Modeling will be conducted for the primary and alternate operating scenarios.

3.3.2 Non-HTAC Modeling

Hourly Emission Rate Potentials (ERP) were calculated for each of the emission sources at the facility for the following non-HTACs, for which actual annual emissions were greater than 100 lb/yr:

- Hexane
- 2,2,4-TMP
- Toluene
- Ethylbenzene
- Xylenes

The calculated hourly ERPs for the non-HTACs listed above are summarized in Attachment 3. Though the PTE also included naphthalene and cumene, actual emissions for 2020 for these were 20.49 lb/yr and 25.63 lb/yr for all sources for which actuals were reported. Therefore, these HAPs are not included in the hourly ERP evaluation or in the modeling protocol.

Modeling will be completed for each of the non-HTACs in the hourly ERP evaluation to determine the final Environmental Rating (ER) for each non-HTAC. The initial ERs, based on toxicity alone, are B for hexane, 2,2,4-TMP, ethylbenzene, and xylene and C for toluene.

Emission rates from each source will be calculated using the same methodology as for benzene, which is outlined in Attachment 2, with the speciation for each non-HTAC used instead of the speciation for benzene. The worst-case speciation for each non-HTAC at each source would be used in the modeling, depending on the product loaded. The emission rates used in the model will be provided in the report.

Table 1 summarizes the AGCs and SGCs for the non-HTACs included in this analysis.



Table 1. AGCs and SGCs for non-HTACs.

Non-HTAC	AGC ($\mu\text{g}/\text{m}^3$)	SGC ($\mu\text{g}/\text{m}^3$)
hexane	700	NA
2,2,4-TMP	3,300	NA
toluene	5,000	37,000
ethylbenzene	1,000	NA
xylenes	100	22,000

3.3.3 *H₂S Model*

Modeling will be completed for potential H₂S emissions for each of the IFR tanks storing crude oil. A separate table of the parameters used in the annual model is attached, which includes details on the emissions calculations. Each tank will be modeled as a volume source with actual tank height as the release height, and actual tank dimensions will be used to determine the initial horizontal and vertical dimensions.

Modeling will be completed for both annual emissions and hourly emission rates, assuming a vapor fraction of 0.00118. For the annual model, the H₂S vapor fraction will be multiplied by the total standing and working losses from crude oil storage in each tank and landing emissions, assuming one landing per tank. For the hourly model, the H₂S vapor fraction will be multiplied by the emission rate for the worst case hour during landing. Separate iterations of the model will be completed with one tank landing at a time with the annual emission rate modeled at each of the other tanks to determine the worst case hourly impacts. Additional details on these calculations are provided in the attachments to this protocol.

Annual model results will be compared to the AGC for H₂S of 2 $\mu\text{g}/\text{m}^3$. Hourly model results will be compared to the NYS H₂S standard of 0.01 ppm for 1-hour (14 $\mu\text{g}/\text{m}^3$).

3.4 *Building Downwash Analysis:*

All of the storage tanks at the facility, as well as office buildings, will be utilized in the building downwash analysis. Direction-specific building dimensions will be generated using BPIP-PRIME.

3.5 *Meteorological Data:*

Meteorological data which has been pre-processed for AERMOD for the years 2016-2020 will be obtained from the New York State Department of Environmental Conservation. Surface Met Data and Upper Air Met Data is from the Station located at the Albany International Airport in Colonie, NY located approximately 8 miles northwest of the terminal. This station was chosen because of its close proximity to the terminal.

3.6 Modeled Receptors

Boundary receptors will be modeled at the property lines from the facility site plan. Receptors will be located every 25 meters along the facility boundaries. A Cartesian receptor grid will be used to monitor the area surrounding the facility, using the following spacing:

- 70 meter spacing from the facility boundary out to 1 km
- 100 meter spacing from 1 to 2 km
- 250 meter spacing from 2 to 5 km
- 500 meter spacing from 5 to 10 km

Given the low emission release heights and the near ambient release temperatures it is not anticipated that significant emissions will be carried beyond these receptor points.

3.7 Terrain Considerations

The effects of terrain were considered in the modeling analysis. Elevations (above mean sea level) corresponding to the base elevation of the facility will be assigned to all sources and buildings at the facility, as well as the modeled receptors.

The terrain processor for AERMOD, AERMAP Version 19191 will be used to generate terrain maxima (also referred to as hill heights) for the sources, buildings, and receptors. To generate these terrain maxima, object locations and Digital Elevation Model (DEM) data in 1 degree format will be input to AERMAP.

4.0 Model Results

The results of this analysis will be clearly summarized in tables that will consist of the following information:

- Predicted concentrations, and
- Comparison to the appropriate standards.

In addition to the tabulated results, maps of concentration isopleths will be presented to further illustrate the results.

Hard copies of the model output files for the controlling year for 1-hour and annual benzene, non-HTACs with actual annual emissions greater than 100 lb/yr, and H₂S concentrations will be submitted. In addition, a .zip folder will be provided which will contain all pertinent input and output files, as well as the meteorological data files.



ATTACHMENT 1

Global Albany Annual Benzene Model Assumptions

General Parameters		
Parameter	Value	
Projection	UTM WGS84 18 Northern 2015-2019 MET Data 1-deg DEM Data from webgis.com	
Datum		
UTM Zone		
Hemisphere		
AERMET		
AERMAP		
Sources	Assumptions/ Notes	Value
Truck Rack VRU (VRUTK) (Point Source)		
Emission Rate (lb/hr)	Model Iteration-Dependent, see Calculations Attachment	
Stack Height (ft)	Actual Stack Height	22.4
Stack Temperature	Release Temperature	Ambient
Stack Velocity (m/s)	Assumed	0.003
Stack Diameter (ft)	Actual Stack Diameter	1
Emissions Limit (mg/L)		2
Rail VCU (VCURR) (Point Source)		
Emission Rate (lb/hr)	Model Iteration-Dependent, see Calculations Attachment	
Stack Height (ft)	Actual Stack Height	35
Stack Temperature	Release Temperature	1350
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	8
Emissions Limit (mg/L)		2
Marine VCU (VCUM1) (Point Source)		
Emission Rate (lb/hr)	Model Iteration-Dependent, see Calculations Attachment	
Stack Height (ft)	Actual Stack Height	35
Stack Temperature	Release Temperature	1500
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	6
Emissions Limit (mg/L)		10
Marine VCU (VCUM2) (Point Source)		
Emission Rate (lb/hr)	Model Iteration-Dependent, see Calculations Attachment	
Stack Height (ft)	Actual Stack Height	60
Stack Temperature	Release Temperature	1500
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	10
Emissions Limit (mg/L)		2
Truck Fugitives (Volume Source) (OS#4 Only)		
Emission Rate (lb/hr)	Model Iteration-Dependent, see Calculations Attachment	
Release Height (ft)	Center of Plume	10
Initial Horizontal Dimension (ft)	Length of Side divided by 4.3	31.4
Initial Vertical Dimension (ft)	Center of Plume height divided by 2.15	4.65
Barge Fugitives (Area Source) Refined and Blendstock Loading OS#2 or Crude OS#2 Only		
Emission Rate (lb/hr/ft ²)	Model Iteration-Dependent, see Calculations Attachment	
Release Height (ft)	Barge Height	20
Initial Vertical Dimension (ft)	Barge height divided by 2.15	9.3
Area (ft ²)	Barge Area	9178.8
Rail Fugitives (Volume Source) OS#5 Only		
Emission Rate (lb/hr)	Model Iteration-Dependent, see Calculations Attachment	
Release Height (ft)	Release Height	17
Initial Horizontal Dimension (ft)	Length of Side divided by 4.3	54.88
Initial Vertical Dimension (ft)	Center of Plume height divided by 2.15	7.91
Tank 28 (Distillate) (Volume Source)		

Emission Rate (lb/hr)	From PTE Calculations	6.59E-04
Emission Rate (lb/yr)	From PTE Calculations	5.77
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 29 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.59E-04
Emission Rate (lb/yr)	From PTE Calculations	5.77
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 30 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.59E-04
Emission Rate (lb/yr)	From PTE Calculations	5.77
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 33 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.55E-04
Emission Rate (lb/yr)	From PTE Calculations	5.74
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 64 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	5.40E-04
Emission Rate (lb/yr)	From PTE Calculations	4.73
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 31 (Gasoline) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	9.56E-03
Emission Rate (lb/yr)	From PTE Calculations	83.73
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 32 (Gasoline) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	9.56E-03
Emission Rate (lb/yr)	From PTE Calculations	83.75
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 39 (Gasoline) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	8.29E-03
Emission Rate (lb/yr)	From PTE Calculations	72.63
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 120 (Gasoline) (Volume Source)		

Emission Rate (lb/hr)	From PTE Calculations	6.89E-03
Emission Rate (lb/yr)	From PTE Calculations	60.36
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	80
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	18.6
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 114 (Blendstock) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	8.86E-03
Emission Rate (lb/yr)	From PTE Calculations	77.59
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	120
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	27.9
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 115 (Blendstock) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	1.10E-02
Emission Rate (lb/yr)	From PTE Calculations	96.20
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	150
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	34.9
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 117 (Blendstock) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.84E-03
Emission Rate (lb/yr)	From PTE Calculations	59.92
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	110
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	25.6
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 118 (Blendstock) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	9.43E-03
Emission Rate (lb/yr)	From PTE Calculations	82.57
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	100
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	23.3
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 119 (Blendstock) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	9.99E-03
Emission Rate (lb/yr)	From PTE Calculations	87.49
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	80
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	18.6
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 121 (Blendstock) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	1.51E-02
Emission Rate (lb/yr)	From PTE Calculations	132.00
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	150
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	34.9
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 130 (Product/ Water Mixture) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	3.80E-03
Emission Rate (lb/yr)	From PTE Calculations	33.27
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	75
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	17.4
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33

Global Albany Hourly Benzene Model Assumptions

General Parameters		
Parameter	Value	
Projection	UTM	
Datum	WGS84	
UTM Zone	18	
Hemisphere	Northern	
AERMET	2015-2019 MET Data	
AERMAP	1-deg DEM Data from webgis.com	
Sources	Assumptions/ Notes	Value
Truck Rack VRU (VRUTK) (Point Source)		
Emission Rate (lb/hr)	From PTE Calculations	1.84E-02
Stack Height (ft)	Actual Stack Height	22.4
Stack Temperature	Release Temperature	Ambient
Stack Velocity (m/s)	Assumed	0.003
Stack Diameter (ft)	Actual Stack Diameter	1
Emissions Limit (mg/L)		2
Rail VCU (VCURR) (Point Source)		
Emission Rate (lb/hr)	From PTE Calculations	2.07E-02
Stack Height (ft)	Actual Stack Height	35
Stack Temperature	Release Temperature	1350
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	8
Emissions Limit (mg/L)		2
Marine VCU (VCUM1) (Point Source) Refined or Blendstock OS#3		
Emission Rate (lb/hr)	From PTE Calculations	0.064
Stack Height (ft)	Actual Stack Height	35
Stack Temperature	Release Temperature	1500
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	6
Emissions Limit (mg/L)		10
Marine VCU (VCUM1) (Point Source) Crude OS#3		
Emission Rate (lb/hr)	From PTE Calculations	0.036
Stack Height (ft)	Actual Stack Height	35
Stack Temperature	Release Temperature	1500
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	6
Emissions Limit (mg/L)		10
Marine VCU (VCUM2) (Point Source), Refined or Blendstock OS#1 or OS#2		
Emission Rate (lb/hr)	From PTE Calculations	0.08
Stack Height (ft)	Actual Stack Height	60
Stack Temperature	Release Temperature	1500
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	10
Emissions Limit (mg/L)		2
Marine VCU (VCUM2) (Point Source), Crude OS#1 or Crude OS#2		
Emission Rate (lb/hr) (if all throughput to VCUM2)	From PTE Calculations	0.05
Stack Height (ft)	Actual Stack Height	60
Stack Temperature	Release Temperature	1500
Stack Velocity (ft/s)	Assumed	50
Stack Diameter (ft)	Actual Stack Diameter	10
Emissions Limit (mg/L)		2
Truck Fugitives (Volume Source) OS#4 Only		

Emission Rate (lb/hr)	From PTE Calculations	7.37E-02
Release Height (ft)	Center of Plume	10
Initial Horizontal Dimension (ft)	Length of Side divided by 4.3	31.4
Initial Vertical Dimension (ft)	Center of Plume height divided by 2.15	4.65
Barge Fugitives (Area Source) OS#2 Only		
Emission Rate (lb/hr/ft ²)	From PTE Calculations	2.05E-06
Release Height (ft)	Barge Height	20
Initial Vertical Dimension (ft)	Barge height divided by 2.15	9.3
Area (ft ²)	Barge Area	9178.8
Barge Fugitives (Area Source) Crude OS#2 Only		
Emission Rate (lb/hr/ft ²)	From PTE Calculations	5.67E-07
Release Height (ft)	Barge Height	20
Initial Vertical Dimension (ft)	Barge height divided by 2.15	9.3
Area (ft ²)	Barge Area	9178.8
Rail Fugitives (Volume Source) OS#5 Only		
Emission Rate (lb/hr)	From PTE Calculations	8.29E-02
Release Height (ft)	Release Height	17
Initial Horizontal Dimension (ft)	Length of Side divided by 4.3	54.88
Initial Vertical Dimension (ft)	Center of Plume height divided by 2.15	7.91
Tank 28 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.59E-04
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 29 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.59E-04
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 30 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.59E-04
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 33 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	6.55E-04
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 64 (Distillate) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	5.40E-04
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 31 (Gasoline) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	9.56E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	45

Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 32 (Gasoline) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	9.56E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 39 (Gasoline) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	8.29E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	45
Diameter (ft)	Tank diameter	125
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	29.1
Initial Vertical Dimension (ft)	Tank height divided by 2.15	20.93
Tank 120 (Gasoline) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	6.89E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	80
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	18.6
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 114 (Blendstock) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	8.86E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	120
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	27.9
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 115 (Blendstock) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	1.10E-02
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	150
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	34.9
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 117 (Blendstock) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	6.84E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	110

Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	25.6
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 118 (Blendstock) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	9.43E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	100
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	23.3
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 119 (Blendstock) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	9.99E-03
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	80
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	18.6
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 121 (Blendstock) (Volume Source)		
Emission Rate (lb/hr) Not During Landing or Cleaning	From PTE Calculations	1.51E-02
Emission Rate (lb/hr) During Landing or Cleaning	Will be Iteration-Dependent and be Provided with Report	
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	150
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	34.9
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33
Tank 130 (Product/ Water Mixture) (Volume Source)		
Emission Rate (lb/hr)	From PTE Calculations	3.80E-03
Release Height (ft)	Tank height. Approx. height of roof vents	48
Diameter (ft)	Tank diameter	75
Initial Horizontal Dimension (ft)	Tank Diameter divided by 4.3	17.4
Initial Vertical Dimension (ft)	Tank height divided by 2.15	22.33