Emission Sources - Maximum Allowable Emission Rates

Permit Numbers 101616, PSDTX696M2, N214M2, and GHGPSDTX26M1

This table lists the maximum allowable emission rates and all sources of air contaminants on the applicant's property covered by this permit. The emission rates shown are those derived from information submitted as part of the application for permit and are the maximum rates allowed for these facilities, sources, and related activities. Any proposed increase in emission rates may require an application for a modification of the facilities covered by this permit.

Air Contaminants Data

| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| **GENERAL CONTROL DEVICES** | | | | |
| FLR-5 | Flare Routine | CO | 2.29 | 10.01 |
| | | $NO_X$ | 1.03 | 4.50 |
| | | VOC | 2.74 | 12.02 |
| | | $SO_2$ | <0.01 | <0.01 |
| | | $H_2S$ | <0.01 | <0.01 |
| | | $CH_4$ (Train 7 only) | - | 1.06 |
| | | $N_2O$ (Train 7 only) | - | < 0.01 |
| | | $CO_2$ (Train 7 only) | - | 972.85 |
| | | $CO_2e$ (Train 7 only) | - | 999.88 |
| | Controlled Planned Maintenance, Startup, and Shutdown (MSS) Emissions | CO | 27.47 | 1.40 |
| | | $NO_X$ | 13.40 | 0.66 |
| | | VOC | 193.78 | 22.08 |
| | | $SO_2$ | 0.09 | < 0.01 |
| | | $H_2S$ | < 0.01 | < 0.01 |
| | | $CH_4$ (Train 7 only) | - | 0.15 |
| | | $N_2O$ (Train 7 only) | - | < 0.01 |
| | | $CO_2$ (Train 7 only) | - | 1,291.49 |
| | | $CO_2e$ (Train 7 only) | - | 1,293.55 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| FLR-6 | Flare 6 Routine | CO | 1.79 | 7.85 |
| | | $NO_X$ | 0.55 | 2.40 |
| | | VOC | 2.98 | 13.07 |
| | | $SO_2$ | <0.01 | <0.01 |
| | | $H_2S$ | <0.01 | <0.01 |
| | | $CH_4$ (Trains 8 & 9 only) | - | 2.46 |
| | | $N_2O$ (Trains 8 & 9 only) | - | < 0.01 |
| | | $CO_2$ (Trains 8 & 9 only) | - | 1,999.83 |
| | | $CO_2e$ (Trains 8 & 9 only) | - | 2,062.16 |
| | Controlled Planned MSS Emissions | CO | 22.83 | 1.32 |
| | | $NO_X$ | 10.34 | 0.52 |
| | | VOC | 146.78 | 16.58 |
| | | $SO_2$ | 0.28 | 0.02 |
| | | $H_2S$ | < 0.01 | < 0.01 |
| | | $CH_4$ (Trains 8 & 9 only) | - | 0.30 |
| | | $N_2O$ (Trains 8 & 9 only) | - | < 0.01 |
| | | $CO_2$ (Trains 8 & 9 only) | - | 2,582.97 |
| | | $CO_2e$ (Trains 8 & 9 only) | - | 2,587.10 |
| TRAIN 5 | | | | |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| F-07 | Hot Oil Heater | CO | 5.34 | 23.41 |
| | | $NO_X$ | 0.72 | 3.16 |
| | | VOC | 0.09 | 0.38 |
| | | $SO_2$ | 0.08 | 0.37 |
| | | PM | 0.58 | 2.53 |
| | | $PM_{10}$ | 0.58 | 2.53 |
| | | $PM_{2.5}$ | 0.58 | 2.53 |
| | | $NH_3$ | 0.46 | 1.99 |
| | Hot Oil Heater MSS | CO | 42.73 | 1.54 |
| | | $NO_X$ | 2.63 | 0.09 |
| F-08 | Hot Oil Heater | CO | 5.34 | 23.41 |
| | | $NO_X$ | 0.72 | 3.16 |
| | | VOC | 0.09 | 0.38 |
| | | $SO_2$ | 0.08 | 0.37 |
| | | PM | 0.58 | 2.53 |
| | | $PM_{10}$ | 0.58 | 2.53 |
| | | $PM_{2.5}$ | 0.58 | 2.53 |
| | | $NH_3$ | 0.46 | 1.99 |
| | Hot Oil Heater MSS | CO | 42.73 | 1.54 |
| | | $NO_X$ | 2.63 | 0.09 |
| AU-4 | Amine Still Vent | VOC | 0.15 | 0.65 |
| | | $H_2S$ | 0.05 | 0.20 |
| FUG-FRAC5 | Train 5 Fugitives (5) | VOC | 0.40 | 1.74 |
| FUG-CT-9 | Cooling Tower 9 | PM | 0.55 | 2.43 |
| | | $PM_{10}$ | 0.17 | 0.73 |
| | | $PM_{2.5}$ | 0.17 | 0.73 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | VOC | 0.81 | 3.56 |
| TK-2 | Ucarsol Storage Tank | VOC | 0.01 | 0.01 |
| MSS-TRAIN5 | Train 5 Uncontrolled Planned MSS Emissions | VOC | 11.68 | 0.24 |

| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| TRAIN 6 | | | | |
| F-10 | Hot Oil Heater | CO | 5.96 | 26.11 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | Hot Oil Heater MSS | CO | 47.66 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| F-11 | Hot Oil Heater | CO | 5.96 | 26.11 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | Hot Oil Heater MSS | CO | 47.66 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| AU-5 | Amine Still Vent | VOC | 0.15 | 0.65 |
| | | $H_2S$ | 0.05 | 0.20 |
| FUG-FRAC6 | Train 6 Fugitives (5) | VOC | 1.02 | 4.45 |

Emission Sources - Maximum Allowable Emission Rates

| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| FUG-CT-10 | Cooling Tower 10 | PM | 0.55 | 2.43 |
| | | $PM_{10}$ | 0.17 | 0.73 |
| | | $PM_{2.5}$ | 0.17 | 0.73 |
| | | VOC | 0.81 | 3.56 |
| MSS-TRAIN6 | Train 6 Uncontrolled Planned MSS Emissions | VOC | 11.80 | 0.24 |

Emission Sources - Maximum Allowable Emission Rates

| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| TRAIN 7 [6] | | | | |
| F-12 | Hot Oil Heater – Train 7 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | | $CH_4$ | - | 1.56 |
| | | $N_2O$ | - | 0.16 |
| | | $CO_2$ | - | 82,577.21 |
| | | $CO_2e$ | - | 82,662.50 |
| F-12 | Hot Oil Heater MSS Activities – Train 7 | CO | 47.68 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| F-13 | Hot Oil Heater – Train 7 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | | $CH_4$ | - | 1.56 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | $N_2O$ | - | 0.16 |
| | | $CO_2$ | - | 82,577.21 |
| | | $CO_2e$ | - | 82,662.50 |
| | Hot Oil Heater MSS Activities – Train 7 | CO | 47.68 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| FUG-FRAC7 | FRAC7 Fugitives | VOC | 0.87 | 3.83 |
| | | $CH_4$ | - | 1.51 |
| | | $CO_2$ | - | 22.93 |
| | | $CO_2e$ | - | 574.80 |
| FUG-TERM7 | TERM7 Fugitives | VOC | 0.12 | 0.51 |
| | | $CH_4$ | - | 0.13 |
| | | $CO_2$ | - | 0.20 |
| | | $CO_2e$ | - | 5.21 |
| FUG-CT-11 | Cooling Tower 11 | PM | 0.61 | 2.67 |
| | | $PM_{10}$ | 0.19 | 0.82 |
| | | $PM_{2.5}$ | < 0.01 | < 0.01 |
| | | VOC | 0.89 | 3.92 |
| MSS-TRAIN 7 | Uncontrolled Planned MSS– Train 7 | VOC | 11.80 | 0.24 |
| | | $CH_4$ | - | 0.19 |
| | | $CO_2e$ | - | 4.84 |
| PLOAD7 | Pressurized Propane Loading – Train 7 | VOC | 0.40 | < 0.01 |
| TO-7 | Thermal Oxidizer – Train 7 | CO | 0.17 | 0.76 |
| | | $NO_X$ | 0.10 | 0.45 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | VOC | < 0.01 | < 0.01 |
| | | $SO_2$ | 0.10 | 0.21 |
| | | $H_2S$ | < 0.01 | < 0.01 |
| | | PM | 0.03 | 0.11 |
| | | $PM_{10}$ | 0.03 | 0.11 |
| | | $PM_{2.5}$ | 0.03 | 0.11 |
| | | $CH_4$ | - | 0.29 |
| | | $N_2O$ | - | < 0.01 |
| | | $CO_2$ | - | 2,885.31 |
| | | $CO_2e$ | - | 2,893.00 |
| TO-7-MSS | Thermal Oxidizer – MSS Train 7 | CO | 0.04 | < 0.01 |
| | | $NO_X$ | 0.03 | < 0.01 |
| | | VOC | < 0.01 | < 0.01 |
| | | $SO_2$ | < 0.01 | < 0.01 |
| | | PM | < 0.01 | < 0.01 |
| | | $PM_{10}$ | < 0.01 | < 0.01 |
| | | $PM_{2.5}$ | < 0.01 | < 0.01 |
| | | $CH_4$ | - | < 0.01 |
| | | $N_2O$ | - | < 0.01 |
| | | $CO_2$ | - | 0.29 |
| | | $CO_2e$ | - | 0.30 |

Emission Sources - Maximum Allowable Emission Rates

| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| TRAIN 8 [6] | | | | |
| F-14 | Hot Oil Heater – Train 8 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | | $CH_4$ | - | 1.56 |
| | | $N_2O$ | - | 0.16 |
| | | $CO_2$ | - | 82,577.21 |
| | | $CO_2e$ | - | 82,662.50 |
| | Hot Oil Heater MSS Activities – Train 8 | CO | 47.68 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| F-15 | Hot Oil Heater – Train 8 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | | $CH_4$ | - | 1.56 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | $N_2O$ | - | 0.16 |
| | | $CO_2$ | - | 82,577.21 |
| | | $CO_2e$ | - | 82,662.50 |
| | Hot Oil Heater MSS Activities – Train 8 | CO | 47.68 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| FUG-FRAC8 | FRAC8 Fugitives | VOC | 0.87 | 3.83 |
| | | $CH_4$ | - | 1.51 |
| | | $CO_2$ | - | 22.93 |
| | | $CO_2e$ | - | 574.80 |
| FUG-TERM8 | TERM8 Fugitives | VOC | 0.12 | 0.51 |
| | | $CH_4$ | - | 0.13 |
| | | $CO_2$ | - | 0.20 |
| | | $CO_2e$ | - | 5.21 |
| FUG-CT-9 | Cooling Tower 12 | PM | 0.61 | 2.67 |
| | | $PM_{10}$ | 0.19 | 0.82 |
| | | $PM_{2.5}$ | < 0.01 | < 0.01 |
| | | VOC | 0.89 | 3.92 |
| MSS-TRAIN8 | Uncontrolled Planned MSS Train 8 | VOC | 11.80 | 0.24 |
| | | $CH_4$ | - | 0.19 |
| | | $CO_2e$ | - | 4.84 |
| PLOAD8 | Pressurized Propane Loading - Train 8 | VOC | 0.40 | < 0.01 |
| TO-8 | Thermal Oxidizer – Train 8 | CO | 0.17 | 0.76 |
| | | $NO_X$ | 0.10 | 0.45 |
| | | VOC | < 0.01 | < 0.01 |
| | | $SO_2$ | 0.10 | 0.21 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | $H_2S$ | < 0.01 | < 0.01 |
| | | PM | 0.03 | 0.11 |
| | | $PM_{10}$ | 0.03 | 0.11 |
| | | $PM_{2.5}$ | 0.03 | 0.11 |
| | | $CH_4$ | - | 0.29 |
| | | $N_2O$ | - | < 0.01 |
| | | $CO_2$ | - | 2,885.31 |
| | | $CO_2e$ | - | 2,893.00 |
| TO-8-MSS | Thermal Oxidizer – MSS Train 8 | CO | 0.04 | < 0.01 |
| | | $NO_X$ | 0.03 | < 0.01 |
| | | VOC | < 0.01 | < 0.01 |
| | | $SO_2$ | < 0.01 | < 0.01 |
| | | PM | < 0.01 | < 0.01 |
| | | $PM_{10}$ | < 0.01 | < 0.01 |
| | | $PM_{2.5}$ | < 0.01 | < 0.01 |
| | | $CH_4$ | - | < 0.01 |
| | | $N_2O$ | - | < 0.01 |
| | | $CO_2$ | - | 0.29 |
| | | $CO_2e$ | - | 0.30 |

Emission Sources - Maximum Allowable Emission Rates

| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| TRAIN 9 [6] | | | | |
| F-16 | Hot Oil Heater – Train 9 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | | $CH_4$ | - | 1.56 |
| | | $N_2O$ | - | 0.16 |
| | | $CO_2$ | - | 82,577.21 |
| | | $CO_2e$ | - | 82,662.50 |
| | Hot Oil Heater MSS Activities – Train 9 | CO | 47.68 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| F-17 | Hot Oil Heater – Train 9 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| | | $CH_4$ | - | 1.56 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | $N_2O$ | - | 0.16 |
| | | $CO_2$ | - | 82,577.21 |
| | | $CO_2e$ | - | 82,662.50 |
| | Hot Oil Heater MSS Activities – Train 9 | CO | 47.68 | 1.72 |
| | | $NO_X$ | 2.94 | 0.11 |
| FUG-FRAC9 | FRAC9 Fugitives | VOC | 0.87 | 3.83 |
| | | $CH_4$ | - | 1.51 |
| | | $CO_2$ | - | 22.93 |
| | | $CO_2e$ | - | 574.80 |
| FUG-TERM9 | TERM9 Fugitives | VOC | 0.12 | 0.51 |
| | | $CH_4$ | - | 0.13 |
| | | $CO_2$ | - | 0.20 |
| | | $CO_2e$ | - | 5.21 |
| FUG-CT-13 | Cooling Tower 13 | PM | 0.61 | 2.67 |
| | | $PM_{10}$ | 0.19 | 0.82 |
| | | $PM_{2.5}$ | < 0.01 | < 0.01 |
| | | VOC | 0.89 | 3.92 |
| MSS-TRAIN9 | Uncontrolled Planned MSS Train 9 | VOC | 11.80 | 0.24 |
| | | $CH_4$ | - | 0.19 |
| | | $CO_2e$ | - | 4.84 |
| PLOAD9 | Pressurized Propane Loading - Train 9 | VOC | 0.40 | < 0.01 |
| TO-9 | Thermal Oxidizer – Train 9 | CO | 0.17 | 0.76 |
| | | $NO_X$ | 0.10 | 0.45 |
| | | VOC | < 0.01 | < 0.01 |
| | | $SO_2$ | 0.10 | 0.21 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | | $H_2S$ | < 0.01 | < 0.01 |
| | | PM | 0.03 | 0.11 |
| | | $PM_{10}$ | 0.03 | 0.11 |
| | | $PM_{2.5}$ | 0.03 | 0.11 |
| | | $CH_4$ | - | 0.29 |
| | | $N_2O$ | - | < 0.01 |
| | | $CO_2$ | - | 2,885.31 |
| | | $CO_2e$ | - | 2,893.00 |
| TO-9-MSS | Thermal Oxidizer – MSS Train 9 | CO | 0.04 | < 0.01 |
| | | $NO_X$ | 0.03 | < 0.01 |
| | | VOC | < 0.01 | < 0.01 |
| | | $SO_2$ | < 0.01 | < 0.01 |
| | | PM | < 0.01 | < 0.01 |
| | | $PM_{10}$ | < 0.01 | < 0.01 |
| | | $PM_{2.5}$ | < 0.01 | < 0.01 |
| | | $CH_4$ | - | < 0.01 |
| | | $N_2O$ | - | < 0.01 |
| | | $CO_2$ | - | 0.29 |
| | | $CO_2e$ | - | 0.30 |



| Emission Point No. (1) | Source Name (2) | Air Contaminant Name (3) | Emission Rates | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| TRAIN 10 | | | | |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| F-18 | Hot Oil Heater | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| F-18-MSS | Hot Oil Heater MSS | CO | 47.68 | 0.43 |
| | | $NO_X$ | 2.94 | 0.03 |
| F-19 | Hot Oil Heater – Train 9 | CO | 5.96 | 26.10 |
| | | $NO_X$ | 0.81 | 3.53 |
| | | VOC | 0.10 | 0.44 |
| | | $SO_2$ | 0.10 | 0.43 |
| | | PM | 0.64 | 2.82 |
| | | $PM_{10}$ | 0.64 | 2.82 |
| | | $PM_{2.5}$ | 0.64 | 2.82 |
| | | $NH_3$ | 0.51 | 2.22 |
| F-19-MSS | Hot Oil Heater MSS | CO | 47.68 | 0.43 |
| | | $NO_X$ | 2.94 | 0.03 |
| FUG-FRAC10 | Fugitives (5) | VOC | 1.20 | 5.28 |
| FUG-TERM10 | Fugitives (5) | VOC | 0.12 | 0.51 |

Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| FUG-CT-14 | Cooling Tower 14 | PM | 0.61 | 2.67 |
| | | $PM_{10}$ | 0.19 | 0.82 |
| | | $PM_{2.5}$ | <0.01 | <0.01 |
| | | VOC | 0.89 | 3.92 |
| MSS-T10 | Planned MSS Emissions to Atmosphere | VOC | 5.91 | 0.12 |
| PLOAD10 | Pressurized Propane Loading | VOC | 0.40 | <0.01 |
| TO-10 | Train 10 Thermal Oxidizer | CO | 0.17 | 0.76 |
| | | $NO_X$ | 0.10 | 0.45 |
| | | VOC | <0.01 | <0.01 |
| | | $SO_2$ | 0.10 | 0.21 |
| | | $H_2S$ | <0.01 | <0.01 |
| | | PM | 0.03 | 0.11 |
| | | $PM_{10}$ | 0.03 | 0.11 |
| | | $PM_{2.5}$ | 0.03 | 0.11 |
| TO10-MSS | Train 10 TO Startup Emissions | CO | 0.04 | <0.01 |
| | | $NO_X$ | 0.03 | <0.01 |
| | | VOC | <0.01 | <0.01 |
| | | $SO_2$ | <0.01 | <0.01 |
| | | PM | <0.01 | <0.01 |
| | | $PM_{10}$ | <0.01 | <0.01 |
| | | $PM_{2.5}$ | <0.01 | <0.01 |

Emission Sources - Maximum Allowable Emission Rates

(1) Emission point identification - either specific equipment designation or emission point number from plot plan.

(2) Specific point source name. For fugitive sources, use area name or fugitive source name.

(3) VOC - volatile organic compounds as defined in Title 30 Texas Administrative Code § 101.1
$NO_X$ - total oxides of nitrogen
$SO_2$ - sulfur dioxide
PM - total particulate matter, suspended in the atmosphere, including $PM_{10}$ and $PM_{2.5}$, as represented
$PM_{10}$ - total particulate matter equal to or less than 10 microns in diameter, including $PM_{2.5}$, as represented
$PM_{2.5}$ - particulate matter equal to or less than 2.5 microns in diameter
CO - carbon monoxide
$NH_3$ - ammonia
$H_2S$ - hydrogen sulfide
$CH_4$ - methane
$N_2O$ - nitrous oxides
$CO_2$ - carbon dioxide
$CO_2e$ - carbon dioxide equivalents

(4) Compliance with annual emission limits (tons per year) is based on a 12 month rolling period.

(5) Emission rate is an estimate and is enforceable through compliance with the applicable special condition(s) and permit application representations.

(6) The construction and operation of Trains 7, 8, and 9 are represented as phased construction. The permit holder is required to comply with applicable conditions and emission limitations for both normal operations and planned maintenance, start-up and shut-down (MSS) upon start of operation of each fractionation train (DRAFT 08/18)

Date: DRAFT