

RULE 327. ORGANIC LIQUID CARGO TANK VESSEL LOADING. (Adopted 8/14/1978, readopted 10/23/1978, revised 1/16/1985 and 12/16/1985)

A. Definitions

1. **"Emission Control Equipment"** means any machinery, apparatus, or device that is installed and used to reduce emissions of organic vapors from a tank vessel.
2. **"Emission Control Practice"** means any operation or combination of operations used to reduce emissions of organic vapors from a tank vessel without the use of emission control equipment.
3. **"Loading Event"** means an incident or occurrence beginning with the connecting of marine terminal storage tanks to the tanks of a tank vessel by means of piping or hoses, the transferring of organic liquid cargo from the storage tanks into the tank vessel tanks, and ending with the disconnecting of the aforementioned piping or hoses.
4. **"Marine Terminal"** means any facility used in whole or in part to load organic liquid cargo into a tank vessel.
5. **"Organic Vapor"** means any evaporated component or components of an organic liquid cargo.
6. **"Organic Compound"** means any compound containing at least one atom of carbon, except methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, and carbonates.
7. **"Organic Liquid Cargo"** means any liquid, including but not limited to crude oil, petroleum residuum, and petroleum distillates, comprised of organic compounds that is loaded into a tank vessel to be transported from one location to another.
8. **"Tank Vessel"** means any vessel with a capacity to transport more than 250 barrels per trip of organic liquid cargo in tanks.

B. Applicability

The provisions of this Rule shall apply to the loading of organic liquid cargo into a tank vessel from any marine terminal.

C. Emissions From Loading Organic Liquid Cargo

1. Subject to the time limits set forth in Section (E) of this Rule, no owner or operator of a marine terminal or owner or operator of a tank vessel shall, during a loading event, load or allow the loading of organic liquid cargo into the tank vessel from the marine terminal unless the weight of organic vapors emitted from the tank vessel during loading is reduced by 95 percent of uncontrolled emissions; however, it shall not be required to reduce emissions to less than 0.073 pounds of organic vapor per 1,000 gallons of organic liquid cargo loaded.
2. Loading shall be confined to tank vessels and marine terminals that have Permits to Operate, and that have been determined by the Air Pollution Control Officer as:
 - a. being capable of compliance with Section (C)(1), above, by employment of emission control practices, or;
 - b. having compatible emission control equipment and instrumentation such that terminal and tank vessel equipment can be interfaced as necessary to comply with Section (C)(1), above, or

- c. being capable of compliance with Section (C)(1) by employment of a combination of emission control practices and compatible emission control equipment.
- 3. According to the time limits set forth in Section E of this Rule, the owner or operator of a marine terminal through which organic liquid cargo is transferred and the owner or operator of a tank vessel that takes on organic liquid cargo in the District shall demonstrate to the satisfaction of the Air Pollution Control Officer, by emission tests, engineering evaluation, or other means of reasonable precision and accuracy that:
 - a. The emission control practices or equipment selected to achieve compliance with Section (C)(1) of this Rule will reduce the organic vapor emissions to the extent required by that Section; and
 - b. There is a reliable methodology for determining the effectiveness of such control practices or equipment on a routine basis.

D. Recordkeeping

- 1. The owner or operator of a marine terminal and the owner or operator of a tank vessel shall keep operating records regarding each loading event. The records shall be maintained at the terminal and aboard the vessel and shall be made available to the Air Pollution Control Officer upon request. The records shall include but are not limited to:
 - a. the date(s) of the loading event, the times at which the tank vessel arrived at and departed from the marine terminal, the name and registry of the vessel loaded or the name and location of the marine terminal at which the loading event occurred, the company immediately responsible for the operation of the marine terminal and the legal owner of the tank vessel;
 - b. the type and amount of organic liquid cargo loaded into the tank vessel; and,
 - c. in the case of a tank vessel owner or operator who intends to comply with Section (C)(1) of this Rule by the use of shore-based emission control equipment located at a marine terminal, a written document signed by both the operator of the tank vessel and the operator of the marine terminal declaring under penalty of perjury that their respective portions of the emission control equipment were operating in compliance with Section (C)(1) of this Rule during the loading event.

E. Compliance Schedule

- 1. The owner or operator of a marine terminal or a tank vessel that was equipped prior to January 1, 1986 with emission control equipment that enables a tank vessel to be loaded in compliance with Section (C)(1) of this Rule shall operate that terminal or vessel in compliance with this Rule on January 1, 1986, and thereafter.
- 2. The owner or operator of a marine terminal or tank vessel who chooses to comply with the emission reduction requirement of Section (C)(1) by employing emission control practices shall by July 1, 1986, be in final compliance with the provisions of this Rule.
- 3. The owner or operator of a marine terminal or tank vessel who is not subject to Section E.1., and who chooses to comply with the emission reduction requirement of Section (C)(1) by employing emission control equipment shall, by July 1, 1987, be in final compliance with the provisions of this Rule; provided that the owner or operator of a marine terminal or tank vessel equipped with a vapor recovery system which has been approved by the Air Pollution Control Officer prior to January 1, 1986, shall be exempted until March 31, 1988 from compliance with the emission reduction requirement of Section (C)(1), but shall continue to be subject to the requirement of 90

percent reduction by weight of uncontrolled organic vapor emissions, or no more than 0.150 pounds organic vapor emissions per 1,000 gallons loaded. On March 31, 1988 the above described exemption shall expire.

4. Except for the provisions of Subsection E.3. of this Rule, no organic liquid cargo shall be loaded into any tank vessel or through any marine terminal after July 1, 1987 without the use of emissions control practices or emissions control equipment that enables the terminal or tank vessel to comply with the provision of Section (C)(1) of this Rule.

F. Safety/Emergency

1. Nothing in this rule shall be construed to require any act or omission that would be in violation of any regulation or other requirement of the United States Coast Guard, or to prevent any act or omission that is necessary to secure the safety of a vessel. However, if the owner or operator of a vessel does not comply with a requirement of this Rule, because to do so would result in violation of a regulation or other requirement of the United States Coast Guard or would impair the safety of the vessel, then the procedures mandated in Rule 505 and 506 shall be followed. If the Air Pollution Control Officer, after consultation with representatives of the United States Coast Guard, determines that the incident of non-compliance with the Rule was necessary for safety reasons, the owner or operator of such vessel shall not be deemed to be in violation of this Rule.
2. In evaluating a proposed control plan to provide emissions control practices or emissions control equipment required by this Rule, the Air Pollution Control Officer will make a determination of whether implementation of the plan will result in the emission reduction required by Section (C)(1) of this Rule. In evaluating the proposed control plan, the Air Pollution Control Officer will not make any determination of whether the emission control practices or emission control equipment specified in the plan conform with any regulation or other requirement of the U. S. Coast Guard or any other government organization except the Santa Barbara County Air Pollution Control District. It shall be the responsibility of the applicant, for a control plan, to secure necessary approvals from the U. S. Coast Guard and other government organizations and to comply with the regulations and other requirements of those organizations.

G. Severability

If any provision of this Rule is found by a court of competent jurisdiction to be invalid, such finding shall have no effect on the validity of other provisions of the Rule which can be given effect without the invalid provision, and to this end the provisions of this Rule are severable, and it is the intent of the District Board that such severable provisions shall remain in full force and effect.