STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

Stratton Lumber, Inc. **Franklin County** **Stratton, Maine** **A-9-77-2-A**	**Departmental** **Findings of Fact and Order** **Air Emission License** **NSR #2**

FINDINGS OF FACT

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

I. REGISTRATION

A. Introduction

FACILITY	Stratton Lumber, Inc.
LICENSE TYPE	06-096 C.M.R. ch. 115, Minor Modification
NAICS CODES	321113
NATURE OF BUSINESS	Lumber Mill
FACILITY LOCATION	66 Fontaine Road, Stratton, Maine

B. NSR License Description

Stratton Lumber, Inc. (Stratton) has requested a New Source Review (NSR) license to add an emergency generator to their license after-the-fact.

C. Emission Equipment

The following new equipment is addressed in this NSR license:

Generator

Equipment	Max. Heat Input Capacity	Max. Firing Rate (gal/hr)	Output	Fuel Type	Mfr. Date	Install. Date
Generator #2	1.1 MMBtu/hr	7.8	115 kW	Distillate Fuel	2022	2024

D. Definitions

Distillate Fuel means the following:

- Fuel oil that complies with the specifications for fuel oil numbers 1 or 2, as defined by the American Society for Testing and Materials (ASTM) in ASTM D396;
- Diesel fuel oil numbers 1 or 2, as defined in ASTM D975;
- Kerosene, as defined in ASTM D3699;
- Biodiesel, as defined in ASTM D6751; or
- Biodiesel blends, as defined in ASTM D7467.

Records or *Logs* mean either hardcopy or electronic records.

E. Project Description

Stratton requests the licensing of an after-the-fact, previously installed, stationary emergency generator, Generator #2.

F. Application Classification

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

The application for addition of the emergency generator does not violate any applicable federal or state requirements and does not reduce monitoring, reporting, testing, or recordkeeping requirements.

The modification of a major source is considered a major or minor modification based on whether or not expected emissions increases exceed the "Significant Emission Increase" levels as given in *Definitions Regulation*, 06-096 Code of Maine Rules (C.M.R.) ch. 100. For a major stationary source, the expected emissions increase from each new, modified, or affected unit may be calculated as equal to the difference between the post-modification projected actual emissions and the baseline actual emissions for each NSR regulated pollutant.

1. Baseline Actual Emissions

Baseline actual emissions (BAE) for existing affected emission units are equal to the average annual emissions from any consecutive 24-month period within the ten years prior to submittal of a complete license application. The selected 24-month baseline period can differ on a pollutant-by-pollutant basis. However, there are no existing emission units which are considered "affected" by this project.

The only equipment addressed by this license is a new emission unit. Baseline actual emissions for new equipment are considered to be zero for all pollutants; therefore, the selection of a baseline year is unnecessary.

2. Projected Actual Emissions

New emission units must use potential to emit (PTE) emissions for projected actual emissions (PAE). Those emissions are presented in the following table.

Projected Actual Emissions

Equipment	PM (tpy)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)	SO_2 (tpy)	NO_x (tpy)	CO (tpy)	VOC (tpy)
Generator #2	-	-	-	-	0.2	0.1	-

Note: Emissions were small but not zero. For values represented by "-," totals were rounded to the nearest tenth of a ton and therefore are not represented in this table.

3. Emissions Increases

Emissions increases are calculated by subtracting BAE from the PAE. The emission increase is then compared to the significant emissions increase levels.

Pollutant	Baseline Actual Emissions (ton/year)	Projected Actual Emissions (ton/year)	Emissions Increase (ton/year)	Significant Emissions Increase Levels (ton/year)
PM	0	-	-	25
PM_{10}	0	-	-	15
$PM_{2.5}$	0	-	-	10
SO_2	0	-	-	40
NO_x	0	0.2	+0.2	40
CO	0	0.1	+0.1	100
VOC	0	-	-	40

4. Classification

Since emissions increases do not exceed significant emissions increase levels, this NSR license is determined to be a minor modification under *Minor and Major Source Air Emission License Regulations,* 06-096 C.M.R. ch. 115.

This NSR license is not licensing a new major stationary source of an NSR pollutant that is not greenhouse gases (GHG) nor is it authorizing a major modification for an NSR pollutant to an existing major stationary source. Therefore, greenhouse gases are not considered subject to regulation in this license pursuant to 40 C.F.R. §§ 51.166(b)(48)(iii - iv).

Stratton has submitted an application to incorporate the requirements of this NSR license into the facility's Part 70 air emission license.

II. BEST PRACTICAL TREATMENT (BPT)

A. Introduction

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

BPT for new sources and modifications requires a demonstration that emissions are receiving Best Available Control Technology (BACT), as defined in 06-096 C.M.R. ch. 100. BACT is a top-down approach to selecting air emission controls considering economic, environmental, and energy impacts.

B. Generator #2

Stratton is licensing an after-the-fact emergency generator, Generator #2. Generator #2 is a generator set consisting of an engine and an electrical generator. Generator #2 has an engine rated at 1.1 MMBtu/hr which fires distillate fuel. Generator #2 was manufactured in 2022 and installed in 2024.

1. BACT Findings

The following is a summary of the BACT analysis provided by Stratton and the Department's determination of BACT for control of emissions from Generator #2.

a. Particulate Matter (PM, PM_{10}, $PM_{2.5}$)
Stratton has proposed to fire only distillate fuel, a low ash fuel, in Generator #2. Additional add-on pollution controls are not economically feasible for an engine of this size and anticipated duration of annual usage.

The Department has determined BACT for $PM/PM_{10}/PM_{2.5}$ emissions from Generator #2 is the emission limits listed in the table below.

b. Sulfur Dioxide (SO_2)
Stratton has proposed to fire only ultra-low-sulfur distillate fuel. The use of this fuel results in minimal emissions of SO_2, and additional add-on pollution controls are not economically feasible.

The Department has determined BACT for SO_2 emissions from Generator #2 is the use of ultra-low-sulfur distillate fuel and the emission limit listed in the table below.

c. Nitrogen Oxides (NO_x)
Stratton considered the use of SCR and the use of an engine certified under 40 C.F.R. Part 60, Subpart IIII for the control of NO_x.

Due to the size of the engine and limited anticipated use of the emergency engine, SCR is not economically feasible.

The Department has determined BACT for NO_x emissions from Generator #2 is the use of an engine certified under 40 C.F.R. Part 60, Subpart IIII and the emission limit listed in the table below.

d. Carbon Monoxide (CO) and Volatile Organic Compounds (VOC)
Stratton considered the use of oxidation catalysts and the use of good combustion practices.

Oxidation catalysts have high capital, maintenance, and operational costs considering the size and duration of anticipated use of Generator #2. Use of an oxidation catalyst would not be economically feasible.

The Department has determined BACT for CO and VOC emissions from Generator #2 is the use of good combustion practices and the emission limits listed in the table below.

e. Emission Limits
The BACT emission limits for Generator #2 were based on the following:

$PM/PM_{10}/PM_{2.5}$	–	0.31 lb/MMBtu from AP-42 Table 3.3-1, dated 4/25
SO_2	–	based on firing distillate fuel with a maximum sulfur content of 0.0015% by weight
NO_x	–	4.41 lb/MMBtu from AP-42 Table 3.3-1, dated 4/25
CO	–	0.95 lb/MMBtu from AP-42 Table 3.3-1, dated 4/25
VOC	–	0.36 lb/MMBtu from AP-42 Table 3.3-1, dated 4/25
Visible Emissions	–	06-096 C.M.R. ch. 101

The BACT emission limits for Generator #2 are the following:

Unit	PM (lb/hr)	PM_{10} (lb/hr)	$PM_{2.5}$ (lb/hr)	SO_2 (lb/hr)	NO_x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator #2	0.34	0.34	0.34	-	4.85	1.05	0.40

Visible emissions from Generator #2 shall not exceed 20% opacity on a six-minute block average basis.

2. Chapter 169

Stationary Generators, 06-096 C.M.R. ch. 169 (Chapter 169), is applicable to Generator #2. It is an emergency generator powered by an engine with a rated output of less than 1,000 brake horsepower (747 kW). Chapter 169 identifies emission standards for generator engines subject to this chapter and stack height requirements for certain generator engines subject to this chapter.

a. Chapter 169 Emission Standards Requirements

For Generator #2, Stratton shall comply with the emission standards for emergency generators by complying with the applicable standards contained in 40 C.F.R. Part 60, Subpart IIII. [06-096 C.M.R. ch. 169, § 4(B)(1)]

b. Chapter 169 Stack Height Requirements

Chapter 169 identifies stack height requirements for any stack used to exhaust a generator engine or combination of generator engines with a combined rated output equal to or greater than 1,000 brake horsepower (747 kW). Individual generator engines with a maximum power capacity of less than 300 kW are not included in the assessment of the combined generator power capacity exhausted through a common stack. [06-096 C.M.R. ch. 169, § 6]

There are no stack height requirements in Chapter 169 applicable to Generator #2 because it exhausts through its own stack and its rated output is less than 1,000 brake horsepower (747 kilowatts). [06-096 C.M.R. ch. 169, § 6]

3. New Source Performance Standards

Standards of Performance for Stationary Compression Ignition Internal Combustion Engines, 40 C.F.R. Part 60, Subpart IIII is applicable to Generator #2 since the unit was ordered after July 11, 2005, and manufactured after April 1, 2006. [40 C.F.R. § 60.4200]

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

a. Emergency Engine Designation and Operating Criteria

Under 40 C.F.R. Part 60, Subpart IIII, a stationary reciprocating internal combustion engine (ICE) is considered an **emergency** stationary ICE (emergency

engine) as long as the engine is operated in accordance with the following criteria. Operation of an engine outside of the criteria specified below may cause the engine to no longer be considered an emergency engine under 40 C.F.R. Part 60, Subpart IIII, resulting in the engine being subject to requirements of this subpart applicable to **non-emergency** engines.

(1) Emergency Situation Operation (On-Site)

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

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

(2) Non-Emergency Situation Operation

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

(i) An emergency engine may be operated for a maximum of 100 hours per calendar year for maintenance checks and readiness testing, provided that the tests are recommended by federal, state, or local government; the manufacturer; the vendor; the regional transmission organization or equivalent balancing authority and transmission operator; or the insurance company associated with the engine. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that federal, state, or local standards require maintenance and testing of emergency ICE more than 100 hours per calendar year.

(ii) An emergency engine may be operated for up to 50 hours per calendar year for other non-emergency situations. **However, these operating hours are counted as part of the 100 hours per calendar year operating limit described in paragraph (2) and (2) (i) above.**

The 50 hours per calendar year operating limit for other non-emergency situations cannot be used for peak shaving, demand response, or to generate

income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity.

[40 C.F.R. §§ 60.4211(f) and 60.4219]

b. 40 C.F.R. Part 60, Subpart IIII Requirements

(1) Manufacturer Certification Requirement
Generator #2 shall be certified by the manufacturer as meeting the emission standards for new nonroad compression ignition engines found in 40 C.F.R. § 60.4202. [40 C.F.R. § 60.4205(b)]

(2) Ultra-Low Sulfur Fuel Requirement
The fuel fired in Generator #2 shall not exceed 15 ppm sulfur (0.0015% sulfur). [40 C.F.R. § 60.4207(b)]

(3) Non-Resettable Hour Meter Requirement
A non-resettable hour meter shall be installed and operated on the engine. [40 C.F.R. § 60.4209(a)]

(4) Operation and Maintenance Requirements
The engine shall be operated and maintained according to the manufacturer's emission-related written instructions. Stratton may only change those emission-related settings that are permitted by the manufacturer. [40 C.F.R. § 60.4211(a)]

Stratton shall have available for review by the Department a copy of the manufacturer's emission-related written instructions for engine operation and maintenance. [06-096 C.M.R. ch. 115, BPT]

(5) Annual Time Limit for Maintenance and Testing
As an emergency engine, Generator #2 shall be limited to 100 hours/year for maintenance checks and readiness testing. Up to 50 hours/year of the 100 hours/year may be used in non-emergency situations (this does not include peak shaving, demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity). [40 C.F.R. § 60.4211(f)]

(6) Initial Notification Requirement
No initial notification is required under 40 C.F.R. Part 60, Subpart IIII for emergency engines. [40 C.F.R. § 60.4214(b)]

(7) Recordkeeping
Stratton shall keep records that include the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include

the number of hours the unit operated for emergency purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [40 C.F.R. § 60.4214(b)]

4. National Emission Standards for Hazardous Air Pollutants (NESHAP): 40 C.F.R. Part 63, Subpart ZZZZ

   Pursuant to 40 C.F.R. § 63.6590(c), stationary compression ignition engines subject to regulations under 40 C.F.R. Part 60, Subpart IIII must meet the requirements of Subpart ZZZZ by meeting the requirements of 40 C.F.R. Part 60, Subpart IIII. No further requirements apply for such engines under Subpart ZZZZ. [40 C.F.R. § 63.6590(c)]

C. Incorporation Into the Part 70 Air Emission License

Pursuant to *Part 70 Air Emission License Regulations*, 06-096 C.M.R. ch. 140 § 1(C)(8), for a modification at the facility that has undergone NSR requirements or been processed through 06-096 C.M.R. ch. 115, the source must apply for an amendment to their Part 70 license within one year of commencing the proposed operations, as provided in 40 C.F.R. Part 70.5. An application to incorporate the requirements of this NSR license into the Part 70 air emission license has been submitted to the Department.

D. Annual Emissions

The table below provides an estimate of facility-wide annual emissions for the purposes of calculating the facility's annual air license fee and establishing the facility's potential to emit (PTE). Only licensed equipment is included, i.e., emissions from insignificant activities are excluded. Similarly, unquantifiable fugitive particulate matter emissions are not included except when required by state or federal regulations. Maximum potential emissions were calculated based on the following assumptions:

- A combined annual heat input limit of 440,000 MMBtu/yr for Boilers #1, #3, and #4 with no more than 130,000 MMBtu/yr from Boiler #1;
- Operating Boiler #2 for 8,760 hr/yr;
- A total maximum throughput of 150 MMBF/yr for the kilns, with 75 MMBF/yr of the total being fir species; and
- Operating the Emergency Generator and Generator #2 for 100 hr/yr of non-emergency operation, each.

This information does not represent a comprehensive list of license restrictions or permissions. That information is provided in the Order section of this license, previously issued NSR licenses, and the facility's Part 70 license and amendments to that license.

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

	PM	PM_{10}	$PM_{2.5}$	SO_2	NO_x	CO	VOC
Boilers #1, #3, and #4	30.4	30.4	30.4	5.2	48.4	158.0	9.1
Boiler #2	0.4	0.4	0.4	0.1	3.0	11.1	0.7
Kilns	-	-	-	-	-	-	71.6
Emergency Generator	-	-	-	-	-	-	-
Generator #2	-	-	-	-	0.2	0.1	-
Total TPY	**30.8**	**30.8**	**30.8**	**5.3**	**51.6**	**169.2**	**81.4**

Pollutant	Tons/year
Single HAP	9.9
Total HAP	24.9

III. AMBIENT AIR QUALITY ANALYSIS

Stratton previously submitted an ambient air quality impact analysis outlined in air emission license A-9-77-1-A (dated May 11, 2023) demonstrating that emissions from the facility, in conjunction with all other sources, do not violate ambient air quality standards (AAQS). An additional ambient air quality impact analysis is not required for this NSR license.

ORDER

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

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

The Department hereby grants New Source Review License A-9-77-2-A pursuant to the preconstruction licensing requirements of 06-096 C.M.R. ch. 115 and subject to the specific conditions below.

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

SPECIFIC CONDITIONS

(1) **Generator #2**

A. Generator #2 is licensed to fire distillate fuel. [06-096 C.M.R. ch. 115, BACT]

B. Stratton shall keep records of all maintenance conducted on the engine associated with Generator #2. [06-096 C.M.R. ch. 115, BACT]

C. Emissions shall not exceed the following [06-096 C.M.R. ch. 115, BACT]:

Unit	PM (lb/hr)	PM_{10} (lb/hr)	$PM_{2.5}$ (lb/hr)	SO_2 (lb/hr)	NO_x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator #	0.34	0.34	0.34	-	4.85	1.05	0.40

D. Visible Emissions

Visible emissions from Generator #2 shall not exceed 20% opacity on a six-minute block average basis. [06-096 C.M.R. ch. 101, § 4(A)(4)]

E. Generator #2 shall meet the applicable requirements of 40 C.F.R. Part 60, Subpart IIII, including the following: [incorporated under 06-096 C.M.R. chs. 115, BACT and 169]

1. Manufacturer Certification
Generator #2 shall be certified by the manufacturer as meeting the emission standards for new nonroad compression ignition engines found in § 60.4202. [40 C.F.R. § 60.4205(b)] Certificate of Conformity was supplied to the Department April 8, 2026.

2. Ultra-Low Sulfur Fuel
The fuel fired in Generator #2 shall not exceed 15 ppm sulfur (0.0015% sulfur). Compliance with the fuel sulfur content limit shall be demonstrated by fuel delivery receipts from the supplier, fuel supplier certification, certificate of analysis, or testing of the fuel in the tank on-site. [40 C.F.R. § 60.4207(b) and 06-096 C.M.R. ch. 115, BPT]

3. Non-Resettable Hour Meter
A non-resettable hour meter shall be installed and operated on Generator #2. [40 C.F.R. § 60.4209(a)]

4. Annual Time Limit for Maintenance and Testing

a. As an emergency engine, Generator #2 shall be limited to 100 hours/year for maintenance checks and readiness testing. Up to 50 hours/year of the

100 hours/year may be used in non-emergency situations (this does not include peak shaving, demand response, or to generate income for a facility by providing power to an electric grid or otherwise supply power as part of a financial arrangement with another entity). These limits are based on a calendar year. Compliance shall be demonstrated by records (electronic or written log) of all engine operating hours. [40 C.F.R. § 60.4211(f) and 06-096 C.M.R. ch. 115, BPT]

b. Stratton shall keep records that include the hours of operation of the engine recorded through the non-resettable hour meter. Documentation shall include the number of hours the unit operated for emergency purposes, the number of hours the unit operated for non-emergency purposes, and the reason the engine was in operation during each time. [40 C.F.R. § 60.4214(b)]

5. Operation and Maintenance
Generator #2 shall be operated and maintained according to the manufacturer's emission-related written instructions. Stratton may only change those emission-related settings that are permitted by the manufacturer. [40 C.F.R. § 60.4211(a)]

Stratton shall have available for review by the Department a copy of the manufacturer's emission-related written instructions for engine operation and maintenance. [06-096 C.M.R. ch. 115, BPT]

(2) **Additional Information**

If the Department determines that any parameter value pertaining to construction and operation of the emissions units, including but not limited to stack size, configuration, flow rate, emission rates, nearby structures, etc., deviates from what was submitted in the application or ambient air quality impact analysis for this air emission license, Stratton may be required to submit additional information. Upon written request from the Department, Stratton shall provide information necessary to demonstrate AAQS will not be exceeded, potentially including submission of an ambient air quality impact analysis or an application to amend this air emission license to resolve any deficiencies and ensure compliance with AAQS. Submission of this information is due within 60 days of the Department's written request unless otherwise stated in the Department's letter. [06-096 C.M.R. ch. 115, § 2(O)]

DONE AND DATED IN AUGUSTA, MAINE THIS 15th DAY OF MAY, 2026.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: _____ for _____
MELANIE LOYZIM, COMMISSIONER

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: November 13, 2025
Date of application acceptance: November 17, 2025

This Order prepared by Zac Hicks, Bureau of Air Quality.