

## Commonwealth of Virginia

Registration No: 60979 AFS Plant ID: 700-00071  
Plant Name: Kinder Morgan Bulk Terminals - Classification: Synthetic Minor  
Pier IX Region: TRO  
Address: 1900 Harbor Access Rd Report No: 282966

**AIR INSPECTION REPORT**

Inspection Date: 04/19/12 Contact Name: Scott Shirk  
Type: PCE Without Site Visit Contact Phone No: (757) 543-0335  
Inspector: Kenneth J Pinzel Air Program Subpart  
Inspection Result: In Compliance SIP

Reason:  
Complaint Investigation (off-site)

**Inspector Comments:**

IR Number 2012-T-2581  
Call Received Date 4/4/2012 1:34:27 PM  
Incident Date 3/29/2012 11:29:00 PM

**Complainant:**

Carol S. Brown  
927 15TH Street  
Newport News, VA 23607  
(757) 244-4221  
eyegatebrown@verizon.net

Problem: Coal dust covers much of the Southeast Community of Newport News. The neighborhoods suffer from black dust on the properties which is always airborne and there is a high incidence of lung disorders including asthma by residents in the zip code. I have been diagnosed and treated for severe asthmas since coming to this area 7 years ago. Just run your hand across your car and you can see the coal dust! It's like a coating of pollen in the spring.

Source: Uncovered coal piles. The trains that carry the coal through the city have uncovered cars and the wind blows the coal dust throughout the entire city.

Desired Outcome: There has been talk of building a fence to control the coal dust, but nothing has been done as of yet. Covering the coal will be expensive but it is necessary.

Investigation. On April 4, 2011, I called both Pier IX (Claudine Siville) and DTA (Wes Parsons). Neither have any deviations to report. Wet suppression systems are working normally.

DTA operates a PM-10 monitor which is located downwind of the coal piles and about as close as is possible without being within the terminal. The prevailing wind direction is SW. Attached is a graph of PM-10 monitor results for 2011 and 1st quarter of 2012. It shows that



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each monitoring day (24 hours) the concentration of PM-10 was far below the limit established by EPA to protect health. Furthermore, the trend line is downward showing that improvements in dust control continue to be made. DTA has voluntarily begun installing automatic water sprays on belts. They turn water spray on when the sensor detects dust. They have also begun installing chutes at transfer points. This is a multimillion dollar project that will be spread over 3 years. It is approx. half finished. They have decided against installing a wind screen due to high initial cost (multimillion dollar), high maintenance cost and lack of evidence that it would be effective.

DTA also mentioned that the complaints seemed to include information from a Daily Press article published this year. A copy is attached. He said that article mentioned that two places in Virginia had the worst asthma of any places in the country. Those places were Richmond and Virginia Beach, neither of which have coal terminals.

Pier IX (Scott Shirk) said there is a group who is targeting the coal terminals in Newport News. It is funded by a grant from EPA. The name of the group is CARE, Community, Association for a Renewed Environment. Pier IX does plan to sit down with them at some point. Currently, Pier IX has noted persons coming on their property taking pictures.

Railcars can emit dust during transit and while sitting. Dave Emmet of Simpson Weather told me some months ago that they have monitors placed on tracks. It will identify cars that are dusting and generate a report for the mine so they can take corrective action. The railroad is aware that the Va. General Assembly could enact legislation to address coal car emissions.

There has been major road work on I-664 for 8 weekends. This is likely contributing to extra road source dust but is probably not the focus of the complaint.

Conclusion: Dust control at the coal terminals is more than adequate to meet the EPA standard set to protect health.

Contact with complainant: On 4/13/12, I left a message for the complainant explaining that I

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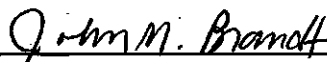
Registration No:	60979	AFS Plant ID:	700-00071
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Address:	1900 Harbor Access Rd	Region:	TRO
		Report No:	282966

**AIR INSPECTION REPORT****Inspector Comments:**

had completed my investigation and left a phone number for her to call back. On 4/18/12 the complainant returned my call. She did say that she and her husband had driven to the coal terminals and observed coal dust blowing from the piles. I said that if she were to see that again, she could call me to report it. I said that it would be a violation of the permit.

A handwritten signature in black ink, appearing to read 'K. Pinzel'.

\_\_\_\_\_  
Inspector's Electronic Signature  
Approval Date: Apr 19, 2012

A handwritten signature in black ink, appearing to read 'John M. Brandt'.

\_\_\_\_\_  
Manager's Electronic Signature  
Approval Date: April 19, 2012



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AFS Plant ID: 700-00071

Plant Name: Kinder Morgan Bulk Terminals -  
Pier IX

Classification: Synthetic Minor

Region: TRO

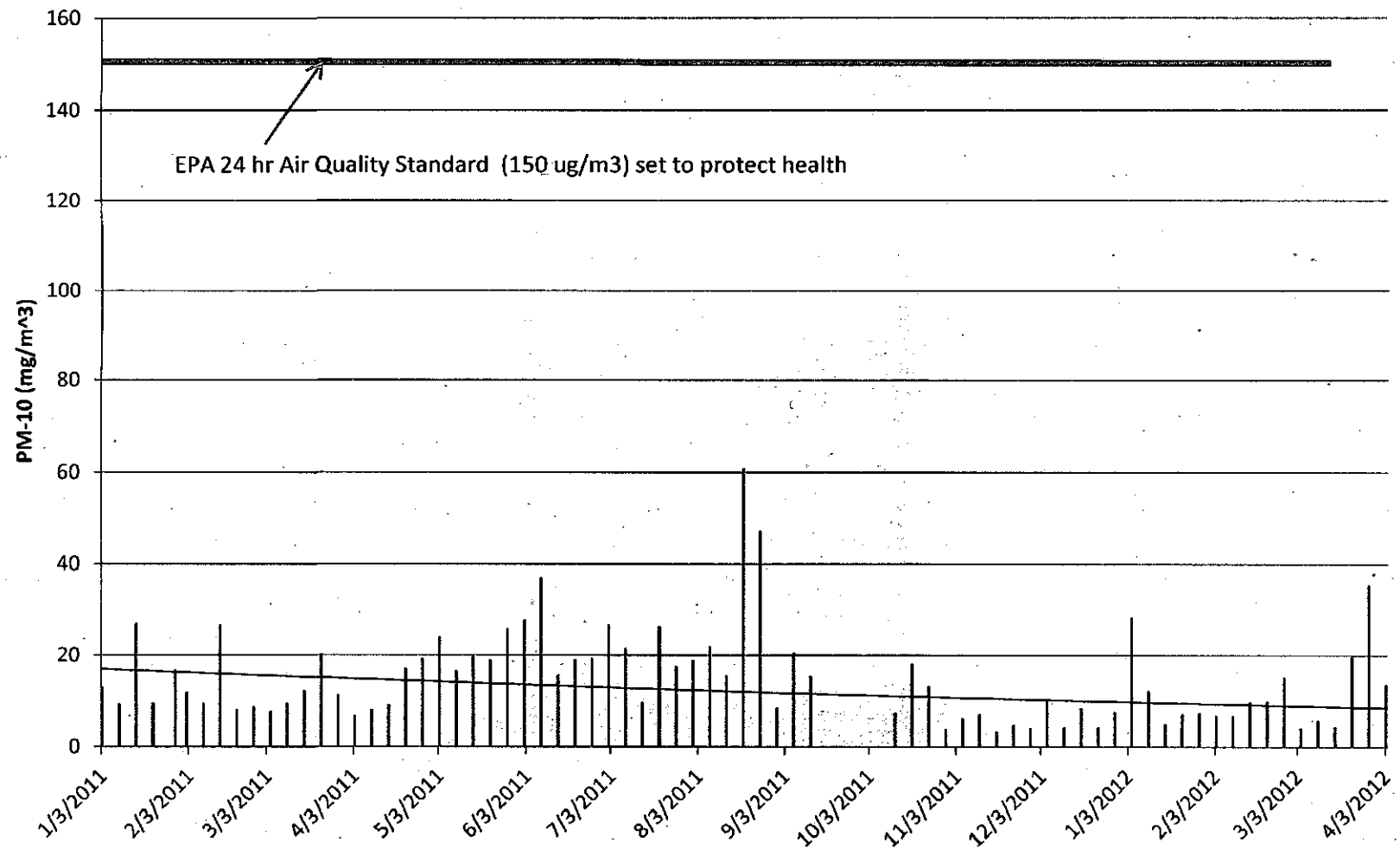
Address: 1900 Harbor Access Rd

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## INSPECTION CHECKLIST

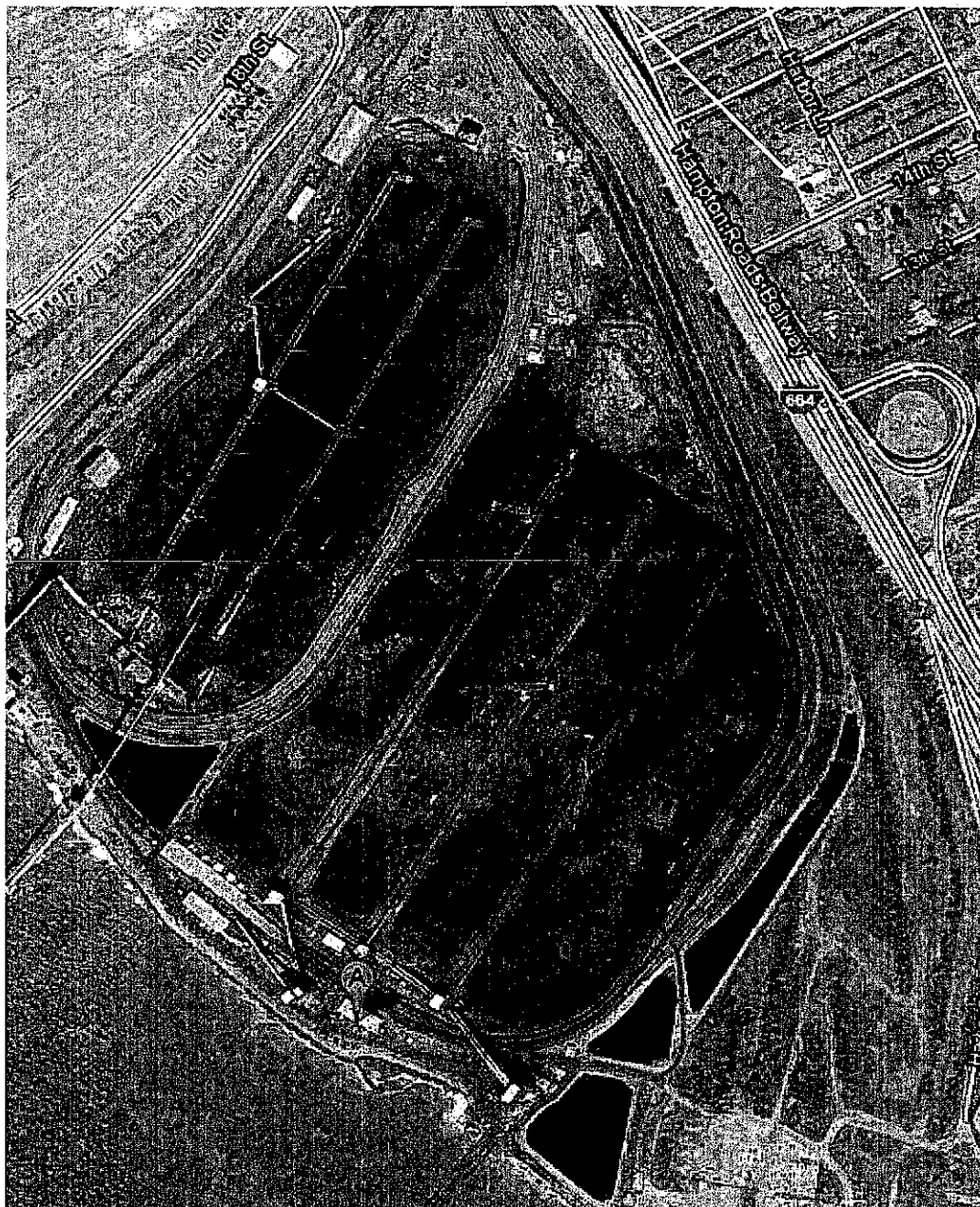
Permit Date or Basis	#	Requirement Narrative	Observation	Comp Status
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## PM-10 Concentration Measured by Monitor near NN Coal Terminals



## DTA PM-10 MONITOR LOCATION

See the red dot on the picture (not the Google "A")? That is where the samples are taken. The monitor runs continuously for 24 hours every sixth day.



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## Newport News, coal terminals looking into wind fence

Wind fence would reduce dust

August 01, 2011 | By Joe Lawlor, jlawlor@dailypress.com | 247-7874

NEWPORT NEWS — The wind might provide answers to limiting the coal dust released into the air in the Southeast Community.

While the wind sometimes carries the dust from Newport News' waterfront coal terminals over Interstate 664 into the Southeast Community, the city and Dominion Terminal Associates are in the first stages of looking at whether building a wind fence on the property would be a viable solution.

The Daily Press highlighted the coal dust issue in a July 17 article, taking a comprehensive look at the problem and its solutions. The dust emitted by the coal terminal is far below state air quality standards, according to air testing, but despite the good test results, residents in the Southeast Community still complain about the dust being a nuisance and express concerns about it causing health problems.

Wesley Simon-Parsons, civil and environmental supervisor at Dominion Terminal Associates, said on Friday that the company looked at wind fences several years ago, but is now willing to examine them again to see if technology has improved.

"We're going to take a second look at it," Simon-Parsons said.

That was good news to Newport News Mayor McKinley Price, who has been pushing for reductions in the coal dust that comes off of the coal piles.

Price said if it could be determined that a wind fence would significantly reduce dust, the city would "definitely" consider helping to pay for the fence. Extremely rough estimates for a wind fence would be about \$3 million to \$8 million, according to the president of a company that builds fabric wind fences.

"The city and the community would appreciate anything and everything that can be done to reduce the amount of particulates in the air," Price said.

The mayor also said he believes reducing dust would improve the chances for development in the Southeast Community.

### Improved technology

Simon-Parsons said when the company looked at wind fences several years ago, the fence would have had to be 200 feet tall and "encompass the entire site," which would have made it too expensive.

But Mike Robinson, president of WeatherSolve a British Columbia, Canada-based company, said the technology has improved in recent years, as has the understanding of wind patterns.

Robinson said that's resulted in it being less necessary to build towering wind fences, as the fences are now not as high, but still achieve similar reductions in dust.

WeatherSolve designs fabric wind fences for sites around the world.

"The height has become much more manageable," said Robinson, explaining that now typically the company would build one upwind and one downwind fence.

Simon-Parsons said the coal piles can reach 80 feet high, but some are as low as 10 feet. He said the taller piles usually only reach 80 feet once every couple months, and then quickly reduce in height as the coal is exported.

Robinson said that the fence does not have to be constructed for the tallest pile, and even if it was, improvements in technology would mean the fence would now be built at 120 feet, rather than 200 feet. But Robinson said it could make sense to build a fence for the height of most of the piles rather than for the tallest pile, maybe in the 70- to 80-foot high range, and use other methods to control dust for the intermittent times when the piles are higher.



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If the city and the company move forward, Robinson said, they would do computer modeling to determine how best to design the fence.

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Price said he has often wondered why at the coal pier in Norfolk, the coal is deposited directly onto the ships and barges at Lambert's Point, rather than stored in coal piles as it is in Newport News.

Robin Chapman, spokesman for Norfolk Southern, which owns the coal terminal and the trains that bring the coal to Norfolk, said they own 225 miles of track on 400 acres, and most, if not all, of the track was in place by the early 1960s. To build one mile of track today would cost about \$1 million, Chapman said.

Norfolk Southern and Dominion Terminal export a similar amount of coal.

Meanwhile, Simon-Parsons said there's about 10 miles of track at Dominion Terminal, the larger of the two companies at the Newport News coal terminal. Kinder Morgan also operates in Newport News.

To build train tracks to emulate Norfolk Southern's system would cost more than \$200 million, and that wouldn't take into account Kinder Morgan's property. And Chapman said many more components in addition to new track would have to be constructed to match Norfolk Southern's system. So the cost to eliminate the coal piles and still operate a coal terminal would be far in excess of \$200 million.

"To put in the capital investment would be astronomical to them," Chapman said.

Chapman said that they haven't had complaints about coal dust for about 15 years. The train cars are sprayed with chemicals when they leave the coal mines, also minimizing the dust en route.

Simon-Parsons said he believes that some of the cars are sprayed with chemicals, but not all of them, as they make their way from Kentucky and West Virginia to Newport News.

Some Newport News residents have complained about the dust blowing off of the train cars as they pause on the tracks on the way to the Newport News waterfront.

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