

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF AIR POLLUTION CONTROL
SOURCE INSPECTION REPORT FORM

(I) GENERAL INFORMATION

SOURCE NAME: PIER IX TERMINAL COUNTY NO: 2120 700

REGISTRATION NO: 60979 AQCR: 223 AIR PROGRAM CODE: 0

PLANT ID: 0071 SOURCE CONTACT DURING INSPECTION: Roger Doll

SOURCE LOCATION: Harbor Rd, Newport News

SOURCE CLASSIFICATION (CIRCLE ALL APPLICABLE ONES) A1 (A2) B ()

INSPECTION DATE: 110391 NEXT INSPECTION: 113092

II. INSPECTION INFORMATION

INSPECTING OFFICER: K Pinzel STAFF PERS. CODE: 063

WEATHER CONDITIONS: 65°, Overcast, Light winds

REASONS FOR INSPECTION:

SCHEDULED INSPECTION COMPLAINT INVESTIGATION
 PERMIT REVIEW EQUIPMENT MALFUNCTION
 OTHER

III. INSPECTION RESULTS

INSPECTION LEVEL(S) PERFORMED: 0 1 (2) 3 4 COMPLIANCE STATUS: CODE: 3

VISIBLE EMISSION EVALUATION PERFORMED: (YES) (NO)
IF YES, IN COMPLIANCE OUT OF COMPLIANCE

NESHAPS REQUIREMENTS MET: YES NO N/A

TOXICS EVALUATION: COMPLETED CONDITIONS VERIFIED
 IN PROGRESS RECOMMENDED NOT RECOMMENDED

OPERATING RATE: _____

AIR PROGRAM CODE	CODING INFORMATION	
	COMPLIANCE STATUS	
0 - SIP SOURCE	0 - UNKNOWN	
1 - SIP SOURCE UNDER FEDERAL JURISDICTION	1 - IN VIOLATION - NO SCHEDULE	
5 - OTHER	2 - IN COMPLIANCE BY SOURCE TEST	
6 - PSD	3 - IN COMPLIANCE BY INSPECTION	
8 - NESHAPS	4 - IN COMPLIANCE BY CERTIFICATION	
9 - NSPS	5 - IN VIOLATION, MEETING SCHEDULE	
c - CLOSED DOWN/INACTIVE	6 - IN VIOLATION, NOT MEETING SCHEDULE	
	7 - IN VIOLATION, UNKNOWN WITH RESPECT TO SCHEDULE	
	8 - NO APPLICABLE STATE REGULATION	
	9 - IN COMPLIANCE, CLOSED DOWN	

IV. COMMENTS

The permit limits annual throughput of coal to 30×10^6 tons. The expected throughput for 1991 is 8.3×10^6 tons. The maximum coal in storage is limited to 1×10^6 tons. Pier IX can not fit that amount on the acreage as the piles are currently configured.

A thorough review was done on water application for the month of October. Water was applied appropriately each day except Oct. 16 when two cycles (1500 and 1600 hr.) were missed when the KD was greater than 17. Cycles are still being applied according to the old method because they have not acquired the computer hardware to run the new "match-the-line" method. They have budgeted for the hardware for early 1992. Daily graphs of water cycles and weather parameters will be saved in a notebook in the future.

The water truck has been equipped with a gasoline powered high pressure pump that increases the reach of the water stream. They have also purchased a vacuum street sweeper. It allows them to clean up coal that drops off the conveyor return more efficiently than hand sweeping. They report that the discharge has no visible emissions.

Rail cars were observed being dumped. The car dumper used about 150 gal. of water with surfactant per cycle (two cars at a time, dumped). They have found that the water adds about 1/4% moisture to the coal. The coal from the rail cars was being added to the pile. They have been using the spray bars at the transfer points only when needed to control visible emissions. The permit limits opacity to 5% at the transfer points. Since the coal is quite wet already, the bars are rarely needed. This day they were not in use and there were no visible emissions from the transfer points. There were visible emissions (20% opacity) as the coal was dropped onto the pile from the telescoping chute, a distance estimated to be 10 or 15 feet. The possibility of lowering the chute was suggested as an additional control. This was considered: The chute is designed to automatically raise when the coal pile reaches a probe at the chute terminus; the free fall distance varies from about 7 ft. to 11 ft. They are reluctant to decrease the distance for fear that the chute may contact the pile and immediately fill/clog. Furthermore the chute must be high enough to allow the dozer to move the coal from the drop point. A second possibility was offered, namely to move the chute laterally during the drop. They considered this but are reluctant because the chute was not designed for continual movement under load. They intend to use the spray bars on transfer points to add sufficient water to control the chute emissions. A ship loading was observed later. There was no visible emissions associated. The total amount of surfactant used in the 12 month period starting Dec. 1990 was 1024 gal.

I gave them a copy of the new malfunction requirements and pointed out the need for a log (also required by the permit). The log should describe the nature of the malfunction, the time it occurred, the duration, the corrective action taken and the steps taken to minimize excess emissions (such as using the water truck to wet the piles). The regulation on reporting malfunctions applies when there are "excess emissions" for an hour or more. It is difficult to define an excess emission with respect to coal piles. Therefore we agreed that a missed application of water due to equipment breakdown would trigger reporting, etc. A copy of this inspection report is being sent upon request to Pier IX; it therefore acts to confirm this conversation. They had been noting malfunctions in the computer printout but not in the detail that the regulation requires.

Routine surveillance during the year has indicated no major problems.

12/5/71 Pg 3 of 3

INSPECTOR'S SIGNATURE: Kenneth H. Penry DATE: 12-5-71

REVIEWING AUTHORITY COMMENTS: _____

REVIEWING AUTHORITY SIGNATURE: R.C. Galt DATE: 12/9/71

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF AIR POLLUTION CONTROL
SOURCE INSPECTION REPORT FORM

I. GENERAL INFORMATION

SOURCE NAME: Pier IX - Coal COUNTY NO: 2120

REGISTRATION NO: 60979 AQCR: 223 AIR PROGRAM CODE: 0

PLANT ID: CC71 SOURCE CONTACT DURING INSPECTION: Roger Doll

SOURCE LOCATION: Harbor Rd., Newport News

SOURCE CLASSIFICATION (CIRCLE ALL APPLICABLE ONES) A1 A2 B

INSPECTION DATE: 10/17/90 NEXT INSPECTION: 10/30/91

II. INSPECTION INFORMATION

INSPECTING OFFICER: K. Pinzel STAFF PERS. CODE: 063

WEATHER CONDITIONS: 70°, partly cloudy. SW winds 10

REASONS FOR INSPECTION:

✓ SCHEDULED INSPECTION COMPLAINT INVESTIGATION
 PERMIT REVIEW EQUIPMENT MALFUNCTION
 OTHER

III. INSPECTION RESULTS

INSPECTION LEVEL(S) PERFORMED: 0 1 2 3 4 COMPLIANCE STATUS: CODE: 3

VISIBLE EMISSION EVALUATION PERFORMED: (YES) (NO)
IF YES, IN COMPLIANCE OUT OF COMPLIANCE

NESHAPS REQUIREMENTS MET: YES NO N/A

TOXICS EVALUATION: COMPLETED CONDITIONS VERIFIED
 IN PROGRESS RECOMMENDED NOT RECOMMENDED

OPERATING RATE: Ship loading; no rail cars

AIR PROGRAM CODE	CODING INFORMATION	
	COMPLIANCE STATUS	
0 - SIP SOURCE	0 - UNKNOWN	
1 - SIP SOURCE UNDER FEDERAL JURISDICTION	1 - IN VIOLATION - NO SCHEDULE	
5 - OTHER	2 - IN COMPLIANCE BY SOURCE TEST	
6 - PSD	3 - IN COMPLIANCE BY INSPECTION	
8 - NESHAPS	4 - IN COMPLIANCE BY CERTIFICATION	
9 - NSPS	5 - IN VIOLATION, MEETING SCHEDULE	
C - CLOSED DOWN/INACTIVE	6 - IN VIOLATION, NOT MEETING SCHEDULE	
	7 - IN VIOLATION, UNKNOWN WITH RESPECT TO SCHEDULE	
	8 - NO APPLICABLE STATE REGULATION	
	9 - IN COMPLIANCE, CLOSED DOWN	

IV. COMMENTS

DESCRIPTION:

Rail cars are dumped inside a building which has strip curtains over the doorways. There are four spray bar systems: 1) over the doors to the building, 2) along the wall opposite the dumper, 3) under the tracks, and 4) at the crest of the dumper. Surfactant is added to the spray water by injection pump; the concentration is easily changed by rotating a dial at the pump. Between 150 and 175 gallons of water is used for the unloading of each rail car.

The various transfer points have single spray nozzles located inside an enclosure. The transfer points starting from the dumper are: C-2 to C-3, C-3 to C-4, C-4 to C-5

(drenching bar) at the top of the gantry. The enclosed crusher and sampler does not have a spray because water biases the lab results. The head chutes have a spray. If needed, a rainbird can be manually activated to suppress dust.

Coal pile wet suppression system: one rainbird cycle takes 20 minutes to complete and operates in four cycles of about 6 minutes each. This means that any one rainbird will only spray for 6 minutes, not 20. During periods of heavy winds, the water may not reach all pile surfaces. They have perimeter rainbirds which are mounted on the ground for coverage as needed. Eventually the perimeter rainbirds will be controlled from the tower, but now they must be turned on manually, one by one. The supervisor is responsible for deciding if they are needed. The control room operator may also observe the need and call for them to be activated. Pumping limitations allow only 3 perimeter rainbirds to operate at a time. It would seem unlikely that more would be required.

When transferring coal to a ship, it is drops underground and is carried by conveyor. The transfer points have sprays but they are not usually operating since the coal is so wet as it comes from the pile.

During the inspection a ship was being loaded. There were no visible emissions observed. The coal piles were truncated as required by the permit. One rainbird cycle was observed to be satisfactory. Many data sheets were reviewed to determine whether the necessary cycles were being applied; no problems were discovered. Actually they have applied more cycles than required. If they see DTA apply water, they will follow suit even though their KD does not indicate the need. The discrepancy in the KD data is the result of the positioning of the weather station. Pier IX's is higher above the coal piles. Throughput year to date is about 5 millions tons which is far below the permit limit of 30 millions tons. Approximately 20% of the coal is metallurgical coal. The amount of coal in storage is about 480,000 tons, compared to the limit of 1,000,000 tons. The max. that they remember having in inventory was about 850,000 tons. The permit requires preventive maintenance. So far this year they have spent \$32,000. Routine surveillance during the year has indicated no major problems.

INSPECTOR'S SIGNATURE: K. Oenzel DATE: 10-18-90

REVIEWING AUTHORITY COMMENTS: _____

REVIEWING AUTHORITY SIGNATURE: R.C. Goff DATE: 10/18/90

FROM 0500 16 JUN 1990 0700 16 JUN 1990

CC#
Subj Weather Advisory Wednesday Morning

Weather Advisor Crimson Weather Associates Forecasting Dayne Walker

TIME	WIND	MAX	MAX	PROBABILITY OF	DEVELOP.	CRHDS
(EST) 0500	WIND	WIND	WIND	RAIN THUNDER	FRONTAL	RETR.
FROM	SPED	GUST	SHOWER	STORM	PASSAGE	INDEX
	MPH	MPH	%	%	%	

6 AM	SE	4	8	0	0	LOW
2 PM	SE	10	15	0	0	MED
3 PM	S+SE	6	10	0	0	LOW

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OCR

The following pages contain the Optical Character Recognition text of the preceding scanned images.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF AIR POLLUTION CONTROL
SOURCE INSPECTION REPORT FORM

GENERAL INFORMATION

SOURCE NAME: F/ Ex /A COUNTY NO:

-T7 AQCR: AIR PROGRAM CODE:
REGISTRATION NO. 16'1 tFq 7]Ff1

PLANT ID: 10 10 171 I SOURCE CONTACT DURING INSPECTION:

SOURCE LOCATION: r &r e@M, iflews.

SOURCE CLASSIFICATION (CIRCLE ALL APPLICABLE ONES) A1 0 B

INSPECTION DATE: NEXT INSPECTION: II 11 13 I0 Iq E1

11. INSPECTION INFORMATION

INSPECTING OFFICER: STAFF PERS. CODE:

WEATHER CONDITIONS: C-5-CIC

REASONS FOR INSPECTION:

SCHEDULED INSPECTION COMPLAINT INVESTIGATION

PERMIT REVIEW EQUIPMENT MALFUNCTION

OTHER

111. INSPECTION RESULTS

INSPECTION LEVEL(S) PERFORMED: 0 1 (f 3 4 COMPLIANCE STATUS: CODE: tfl

VISIBLE EMISSION EVALUATION PERFORMED: (YES)
(NO)

IF YES, IN COMPLIANCE OUT OF COMPLIANCE

NESHAPS REQUIREMENTS MET: 1:1 Y ES F] NO ID--N/A

TOXICS EVALUATION: COMPLETED CONDITIONS VERIFIED

IN PROGRESS RECOMMENDED ID---NOT RECOMMENDED

OPERATING RATE:

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AIR PRDGRAM CODE COMPLIANCE STATUS

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5 - OTHER 2 - IN COMPLIANCE BY SOURCE TEST

6 - PSD 3 - IN COMPLIANCE BY INSPECT)ON

8 - NESHAPS 4 - IN COMPLIANCE BY CERTIFICATION

9 - NSPS 5 - IN VIDLAITON. MEELING SCHEUDLE

C - CLOSED DOWN/INACTIVE 6 - IN VIOLATION. NOT 14EE71NG SCHEUDLE

7 - IN VIOLATION. UNKNM WITH RESPECT TO SCHEUDLE

8 - NO APPLICABLE STATE REGULATION

9 - IN COMPLIANCE. CLOSED DDWN

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IV. COMMENTS

The permit limits annual throughput of coal to 30×10^6 tons. The expected throughput for 1991 is 8.3×10^6 tons. The maximum coal in storage is limited to 1×10^6 tons. Pier IX can not fit that amount on the acreage as the piles are currently configured.

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INSPECTOR'S SIGNATURE: DATE:
REVIEWING AUTHORITY COMMENTS:

REVIEWING AUTHORITY SIGNATURE: DATE:

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF AIR POLLUTION CONTROL
SOURCE INSPECTION REPORT FORM

1. GENERAL INFORMATION

SOURCE NAME: -pL'i?t- /X - COUNTY NO: nul

REGISTRATION NO: WolqlM1 AQCR: AIR PROGRAM CODE:

PLANT ID: lelel2li SOURCE CONTACT DURING INSPECTION:

SOURCE LOCATION: r iAju t r @ h/ect

SOURCE CLASSIFICATION (CIRCLE ALL APPLICABLE ONES) CAO A2 B

INSPECTION DATE: liioiii NEXT INSPECTION:

II. INSPECTION INFORMATION

INSPECTING OFFICER: STAFF PERS. CODE:

WEATHER CONDITIONS: 76 rtllK C&at@ .

REASONS FOR INSPECTION:

V- " SCHEDULED INSPECTION COMPLAINT INVESTIGATION

PERMIT REVIEW EQUIPMENT MALFUNCTION

OTHER

III. INSPECTION RESULTS

INSPECTION LEVEL(S) PERFORMED: 0 1 3 4 COMPLIANCE STATUS: CODE: F3-1

VISIBLE EMISSION EVALUATION PERFORMED: F-I (YES) a (NO)

IF YES, R IN COMPLIANCE F-1 OUT OF COMPLIANCE

NESHAPS REQUIREMENTS MET: 1:1 YES F] NO 9"N/A

TOXICS EVALUATION: 1:1 COMPLETED n CONDITIONS VERIFIED

1:1 IN PROGRESS F] RECOMMENDED NOT RECOMMENDED

OPERATING RATE: -slit4i lctte(tp1l(@; /)Ci rat'l cal'.3

CODING INFORMATION

AIR PROGRAM CODE COMPLIANCE STATUS

0 - SIP SOURCE 0 - UNKNOWN

1 - SIP SOURCE UNDER FEDERAL JURISDICTION 1 - IN VIOLATION - NO SCHEDULE

5 - OTHER 2 - IN COMPLIANCE BY SOURCE TEST

6 - PSO 3 - IN COMPLIANCE BY INSPECTION

8 - NESHAPS 4 - IN COMPLIANCE BY CERTIFICATION

9 - NSPS 5 - IN VIOLATION, MEETING SCHEDULE

C - CLOSED DOWN/INACTIVE 6 - IN VIOLATION, NOT MEETING SCHEDULE

7 - IN VIOLATION. UNKNOWN WITH RESPECT TO SCHEDULE

8 - NO APPLICABLE STATE REGULATION

9 - IN COMPLIANCE, CLOSED DOWN

IV. COMMENTS

DESCRIPTION:

Rail cars are dumped inside a building which has strip curtains over the doorways. There are four spray bar systems: 1) over the doors to the building, 2) along the wall opposite the dumper, 3) under the tracks, and 4) at the crest of the dumper. Surfactant is added to the spray water by injection pump; the concentration is easily changed by rotating a dial at the pump. Between 150 and 175 gallons of water is used for the unloading of each rail car.

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During the inspection a ship was being loaded. There were no visible emissions observed. The coal piles were truncated as required by the permit. One rainbird cycle was observed to be satisfactory. Many data sheets were reviewed to determine whether the necessary cycles were being applied; no problems were discovered. Actually they have applied more cycles than required. If they see DTA apply water, they will follow suit even though their KD does not indicate the need. The discrepancy in the KD data is the result of the positioning of the weather station. Pier IX's is higher above the coal piles. Throughput year to date is about 5 million tons which is far below the permit limit of 30 million tons. Approximately 20% of the coal is metallurgical coal. The amount of coal in storage is about 480,000 tons, compared to the limit of 1,000,000 tons. The max. that they remember having in inventory was about 850,000 tons. The permit requires preventive maintenance. So far this year they have spent \$32,000. Routine surveillance during the year has indicated no major problems.

INSPECTOR'S SIGNATURE: DATE: Z6 -(-

REVIEWING AUTHORITY COMMENTS:

REVIEWING AUTHORITY SIGNATURE: DATE:
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