

FINAL DETERMINATION

FOR

CSX Transportation, Inc.

Hillsborough County

Air Construction Permit

Application Number

0570033-015-AC

Environmental Protection Commission of

Hillsborough County

Tampa, FL

July 22, 2014

FINAL DETERMINATION

The Environmental Protection Commission of Hillsborough County mailed a public notice package on June 26, 2014 that included an Intent to Issue Permit No. 0570033-015-AC to CSX Transportation, Inc. The facility is located at 3701 Causeway Boulevard, Tampa, Hillsborough County, FL. This permit combines the CSX Rockport and CSX Newport facilities under one Synthetic non-Title V air permit.

The Public Notice of Intent to Issue was published in La Gaceta on July 4, 2014.

COMMENTS/CHANGES

No comments were received from the applicant or the public.

CONCLUSION

The final action of the Environmental Protection Commission of Hillsborough County is to issue the permit as drafted.

ENVIRONMENTAL PROTECTION COMMISSION OF
HILLSBOROUGH COUNTY, as Delegated by

STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION

NOTICE OF PERMIT

Richard K. Nath
Manager Environmental Programs
CSX Transportation, Inc.
500 Water Street, J-275
Jacksonville, FL 32202

Dear Mr. Nath:

Enclosed is Air Construction Permit No. 0570033-015-AC to combine the CSX Rockport and Newport Terminals into one Synthetic non-Title V source of air pollution, issued pursuant to Section 403.087, Florida Statutes.

Any party to this order (permit) has the right to seek judicial review of the permit pursuant to Section 120.68, Florida Statutes, by the filing of a Notice of Appeal pursuant to Rule 9.110, Florida Rules of Appellate Procedure, with the Clerk of the EPC in the Legal Department at 3629 Queen Palm Drive, Tampa, FL 33619; and by filing a copy of the Notice of Appeal accompanied by the applicable filing fees with the appropriate District Court of Appeal. The Notice of Appeal must be filed within 30 days from the date this Notice is filed with the clerk of the EPC.

Executed in Tampa, Florida.

Sincerely,

Richard D. Garrity, Ph.D.
Executive Director

cc: FDEP, Southwest District (via e-mail)
William F. Karl, P.E. – Environmental Consulting and Technology, Inc.

CERTIFICATE OF SERVICE

This is to certify that this NOTICE OF PERMIT and all copies were mailed before the close of business on _____ to the listed persons.

Clerk Stamp

FILED, on this date, pursuant to Section 120.52(7), Florida Statutes, with the designated clerk, receipt of which is hereby acknowledged.

Clerk

Date

PERMITTEE:
Richard K. Nath
Manager Environmental Programs
CSX Transportation, Inc.
500 Water Street, J-275
Jacksonville, FL 32202

PERMIT/CERTIFICATION
Permit No.: 0570033-015-AC
County: Hillsborough
Expiration Date: June 26, 2015
Project: Initial Non-Title V Construction
Permit for Combined Facilities

This permit is issued under the provisions of Chapter 403, Florida Statutes, and Florida Administrative Code Rules 62-204, 62-210, 62-212, 62-296, 62-297, and 62-4. The above named permittee is hereby authorized to perform the work or operate the facility shown on the application and approved drawing(s), plans, and other documents, attached hereto or on file with the EPC and made a part hereof and specifically described as follows:

This air construction permit combines the CSX Rockport and CSX Newport facilities into one permitted source, and establishes the combined CSX Rockport/Newport Terminal facility as a Synthetic non-Title V source. The process description for each facility is described below.

Rockport Terminal

The operation at the CSXT Rockport Terminal involves a phosphate fertilizer materials (DAP, MAP, GTSP) railcar unloading, handling, storage, and ship loading operation. Railcars containing oiled phosphate fertilizer materials are unloaded into the receiving pits at either Railcar Dumper #1 and/or Railcar Dumper #2. Both of these dumpers are housed inside a partially enclosed building. The material is then conveyed to the Storage Building or directly to shiploading through the use of a belt conveyor system with multiple transfer points, all of which are enclosed, except for Belt #9. The operation inside of the Storage Building involves two (2) stacker/reclaimer units and a chokefeeder. When the phosphate materials are reclaimed from the Storage Building for export, they are re-oiled prior to leaving the building, belt conveyed, and loaded into ships using a telescoping chute. The emission units associated with this operation are described in more detail, as follows:

Emission Unit Nos. 001 and 003 Railcar Unloading

Oiled phosphate fertilizer materials (MAP, DAP, GTSP) are delivered to the facility by railcar. The railcars are emptied by Rotary Dumper #1 and #2. The rotary dumpers attach to the railcars and invert them, directing the materials to either of two below-grade receiving pits. The dumpers are contained within partially enclosed buildings, which have plastic curtains that hang at the ends of the building to further enclose the operation. The material from Railcar Dumper #1 is transferred by

two feeder belts, Conveyor Belt #1 and #2, to covered Conveyor Belt #3.

The material from Railcar Dumper #2 is transferred by two feeder belts, Conveyor Belt #1A and #2A, to covered Conveyor Belt #3A. Particulate matter emissions from railcar unloading operations are controlled by oil applied to the product prior to receipt and the railcar dumper partial enclosures.

Emission Unit Nos. 004-007, and 013 Conveyor Transfer Points and Storage Building

From covered Conveyor Belt #3, the material can be transferred to covered Conveyor Belt #5 or covered Conveyor Belt #4. If the material is transferred to covered Conveyor Belt No. 5, the material is directed to the North side of the storage building. The Belt #3 to Belt #5 transfer point (EU 006) is housed within an enclosure. If the material is transferred to covered Conveyor Belt #4, the material can be diverted to covered Conveyor Belt #6. The Belt #4 to Belt #6 transfer point (EU 007) is housed within an enclosure. From covered Conveyor Belt #6, the material is directed to the South side of the storage building. A radial stacker/reclaimer located on Conveyor Belt #6 stacks the material onto storage piles inside the storage building.

From covered Conveyor Belt #3A, the material can be transferred to covered Conveyor Belt #4A or covered Conveyor Belt #6. The covered Belt #3A to Belt #4A or Belt #6 transfer point (EU 004) is housed within an enclosure. If the material is transferred to covered Conveyor Belt #6, the material is directed to the South side of the storage building. If the material is diverted to covered Conveyor Belt #4A, the material is then transferred to covered Conveyor Belt #5. The Belt #4A to Belt #5 transfer point (EU 005) is housed within an enclosure. From covered Conveyor Belt #5, the material is directed to the North side of the storage building. A radial stacker/reclaimer located on Conveyor Belt #5 stacks the material onto storage piles inside the storage building.

Particulate matter emissions from these conveyor transfer points are controlled by oil coating applied to the product prior to receipt and partial enclosures.

Emission Unit Nos. 002, 008, and 009 Storage Building and Conveyor Transfer Points

When material is ready to be loaded into a ship, the material is reclaimed from the storage piles via either of two (2) stacker reclaimers located on Conveyor Belt #5 and Conveyor Belt #6. A front-end loader is used to assist with the loading of the materials into the stacker/reclaimers. Conveyor Belt #5 conveys material from the North side of the storage building to enclosed Conveyor Belt #8. Also, material from is conveyed from the South side of the storage building via Conveyor Belt #6 to covered Conveyor Belt #7. From covered Conveyor Belt #7 the material is transferred to covered Conveyor Belt #8. The Belt #5 or #7 to Belt #8 transfer point (EU 002) and the Belt #6 to Belt #7 transfer point (EU 008) are each housed within a partial enclosure. Oil coating is re-applied to the fertilizer material prior to the material leaving the storage building via Conveyor Belt #5 and #6.

From covered Conveyor Belt #8 the material is transferred to open Conveyor Belt #9. The Belt

#8 to Belt #9 transfer point (EU 009) is housed within a partial enclosure. The majority of Conveyor Belt #9 is open and equipped with wind guards to allow for the ship loader to move along the dockside.

Particulate matter emissions from the storage building are controlled by keeping the exterior doors closed as necessary during stacker/reclaimer operation. Particulate matter emissions from the conveyor transfer points are controlled by oil coating applied to the product prior to leaving the storage building and partial enclosures.

Emission Unit Nos. 010 and 012 Conveyor Transfer Point and Shiploading

Material is conveyed from open Conveyor Belt #9 to the covered shiploading Conveyor Belt #10. The Belt #9 to Belt #10 transfer point (EU 012) is contained within a partial enclosure. The covered shiploading Conveyor Belt #10 directs the material to a telescoping shiploading spout. The ship loader (gantry) is able to move along the dockside and deposit materials throughout the shipholds. The Conveyor Belt #10 to Shiploading spout/Shiphold (EU 010) are contained within partial enclosures.

Particulate matter emissions from the Belt #9 to Belt #10 transfer point and the Conveyor Belt #10 to Shiploading spout/Shiphold transfer point are controlled by oil coating and partial enclosures.

Newport Terminal

The operation at the CSXT Newport Terminal consists of a phosphate fertilizer materials (MAP, DAP, GTSP) and wet phosphate rock railcar unloading, handling, storage, and ship loading operation. Bulk fertilizer materials (MAP, DAP, GTSP) and wet phosphate rock are received by railcar and transferred either to the storage building or the outdoor storage area (wet phosphate rock only) using a combination of partially covered and/or open conveyor belts that have multiple transfer points. The transfer points for the handling of MAP, DAP, and GTSP are partially enclosed, while the transfer points for the handling of wet phosphate rock are partially enclosed or open transfer points. The storage building is divided into two sides, and has eight (8) bins on each side. From the storage building or outdoor storage area, the materials are reclaimed by the stacker reclaimer units (two (2) indoor units and one (1) outdoor unit) and then loaded into marine vessels for shipment offsite. This facility is permitted to handle MAP, DAP, GTSP, and wet phosphate rock. MAP, DAP, and GTSP are stored inside of the storage building. Wet phosphate rock can be stored outdoors.

Particulate matter emissions from phosphate fertilizer handling are minimized by the use of enclosures and coating the MAP, DAP, and GTSP material with oil prior to receipt and prior to outbound shipment and/or the utilization of nine (9) baghouses, used as necessary to meet the opacity standards. Particulate matter emissions from wet phosphate rock handling are minimized by using water or dust suppressant, and/or five (5) baghouses as necessary to meet the opacity standards. The facility may handle MAP, DAP, GTSP, and wet phosphate rock while the baghouses are turned off as long as the applicable opacity standards are not exceeded. The emission units associated with this operation are described below.

Emission Unit No. 100, Railcar Unloading

Material (MAP, DAP, GTSP and wet phosphate rock) is delivered to the facility by railcar. The cars are emptied by a rotary dumper which attaches to the railcars and inverts them. The dumper is contained within a partially enclosed building, which has plastic curtains that hang at the ends of the building to further enclose the operation. Particulate matter emissions from railcar unloading are controlled by dust suppressant applied to the product prior to receipt and the railcar dumper partial enclosure. A 154,670 DSCFM Mikro-Pulsaire, Model 2G-8, baghouse (Baghouse A) can be placed into operation, if necessary.

Emission Unit Nos. 101-103, and 108-111 Conveyor Transfer Points and Storage Building

Enclosed Conveyor Belt No. 2 (C2) conveys material from the railcar dumper building to either enclosed Conveyor Belt No. 7 (C7) or open Conveyor Belt No. 3 (C3). If material is directed to C7, the transfer point from C2 to C7 is enclosed within the building. C7 then conveys material to either enclosed Conveyor Belt No. 9 (C9) or to enclosed Conveyor Belt No. 8 (C8). If material is conveyed to C9, C9 conveys the material into the southeast side of the storage building. If material is directed to C8, C8 conveys material to enclosed Conveyor Belt No. 10 (C10), which then conveys the material into the southwest side of the storage building. Both sides of the storage building have conveyors (C9 to Storage Pile & C10 to Storage Pile) which feed radial stacker-reclaimers, which stack the material onto storage piles inside of the storage building. A front-end loader is used to load material onto the stacker-reclaimer when material is ready to be loaded into a ship.

Conveyor C3 is used to convey only wet phosphate rock. C3 conveys material to a radial stacker-reclaimer which stacks the material onto open storage piles. A front-end loader is used to load material onto the stacker-reclaimer when material is ready to be loaded into a ship. The stacker-reclaimer conveys material to Conveyor Belt No. 4 (C4) when it is ready to be loaded into a ship.

Particulate matter emissions from the C2 to C7 transfer point and the C7 to C8 or C9 transfer point may be controlled by a 9,563 DSCFM Mikro-Pulsaire, Model No. 1F-2, baghouse (Baghouse B). However, when this baghouse is not operating, the emissions from the C2 to C7 transfer point are controlled by an enclosure.

Particulate matter emissions from the C8 to C10 transfer point may be controlled by a 4,500 ACFM Mikro-Pulsaire, Model No. 64S-8-20, baghouse, if necessary, which is vented inside of the storage building. However, when this baghouse is not operating, the emissions from the C8 to C10 transfer point are controlled by an enclosure.

Emissions from the storage building may be controlled by four (4) identical 79,000 ACFM American Air Filter Ameripulse 10-312 baghouses (Baghouses I-IV), if necessary. Two of the baghouses are located on the south side of the storage building and two are located on the north side of the building. In addition, the baghouses on the south side of the storage building have an elevator associated with them. Material collected by these baghouses is returned to the storage building using the elevator. The elevator may be controlled by a 270 DSCFM Flex Kleen, Model No. 84-CT-8, baghouse, if necessary. This baghouse vents indoors.

Emission Unit No. 104 Conveyor Transfer Point

When material is ready to be loaded into a ship, C9 conveys material from the southeast side of the storage building to enclosed Conveyor No. 4 (C4). The C9 to C4 transfer point is enclosed within a building. C4 then conveys material to Conveyor Belt No. 4A (C4A). Particulate matter emissions from the C9 to C4 transfer point may be controlled by a 4,050 DSCFM Mikro-Pulsaire, Model No. 64S-8-20, baghouse (Baghouse D), if necessary.

In addition, when material is ready to be loaded into a ship, Conveyor No. 10 (C10) conveys material from the northwest side of the storage building to C4A. The C4 to C4A transfer point and the C10 to C4A transfer points are enclosed within a building. Particulate matter emissions from the C4 to C4A transfer point and the C10 to C4A transfer point are controlled by two identical 4,500 ACFM Mikro-Pulsaire, Model No. 64S-8-20, baghouses, which vent inside of the building.

Emission Unit Nos. 105-107 C5 to C6 Transfer Point and Shiploading

Material is conveyed from C4A to Conveyor Belt No. 5 (C5). This transfer point is enclosed within the same building as transfer points C4 to C4A and C10 to C4A. C5 conveys material to enclosed Conveyor Belt No. 6 (C6), which loads the ship using a ship loading spout. C5 has side skirts only to allow the ship loader (gantry) to move and deposit materials throughout the shipholds.

Particulate matter emissions from the C5 to C6 transfer point may be controlled by a 4,050 DSCFM Mikro-Pulsaire, Model No. 64S-8-20, baghouse (Baghouse G), if necessary. Particulate matter emissions from the ship loading spout (EU No. 107) may be controlled by a 46,800 DSCFM Haven, Alpha Mark 1 Size 30, baghouse (Baghouse H), if necessary.

Particulate matter emissions are minimized by coating the MAP, DAP, and GTSP material with a dust suppressant and/or the utilization of nine (9) baghouses. The facility may handle MAP, DAP, GTSP, and wet phosphate rock while the baghouses are turned off as long as the applicable opacity standard is not exceeded.

Based on the requested limitations, the combined CSX Rockport/Newport Terminals will have a revised PM PTE of 93.1 tons per year, making the facility a non-Title V source. This facility is subject to Rule 62-296.711, F.A.C., Reasonably Available Control Technology (RACT) Particulate Matter for Material Handling, Sizing, Screening, Crushing, and Grinding. The facility is also subject to Chapter 1-3.52, Rules of the EPC.

Based on the Air Construction permit application received March 20, 2014, this facility is not a major source of hazardous air pollutants (HAP).

Rockport Terminal

EU ID No.	Emission Unit Description
001	Railcar Dumper #1
002	Transfer Belt #5 or #7 to Belt #8
003	Railcar Dumper #2
004	Transfer Belt #3A to Belt #4A or #6
005	Transfer Belt #4A to Belt #5
006	Transfer Belt #3 to Belt #5
007	Transfer Belt #4 to Belt #6
008	Transfer Belt #6 to Belt #7
009	Transfer Belt #8 to Belt #9
010	Shiploading/shiphold
012	Transfer Belt #9 to Belt #10
013	Transfer Belt #3 to Belt #4

Newport Terminal

EU ID No.	Baghouse Designation	Emission Unit Description
100	A	Railcar Unloading
101	n/a	C2 to C3 or C7 Transfer Point
102	B	C7 to C8 or C9 Transfer Point
103	n/a	C8 to C10 Transfer Point
104	D	C9 to C4 Transfer Point OR C4 to C4A Transfer Point OR C10 to C4A Transfer Point
105	n/a	C4A to C5 Transfer Point
106	G	C5 to C6 Transfer Point
107	H	Shiploading
108	I	Storage Building Baghouse #1, SE or C9 or C10 to Storage Pile
109	II	Storage Building Baghouse #2, SW or Storage Pile to C9 or C10
110	III	Storage Building Baghouse #3, NW or C9 or C10 to Storage Pile

111	IV	Storage Building Baghouse #4, NE or Storage Pile to C9 or C10
112	n/a	C3 to Wet Phosphate Rock Stacker Transfer Point
113	n/a	Wet Phosphate Rock Loadout/Reclaim
EU ID No.	Baghouse Designation	Emission Unit Description
114	n/a	Wet Phosphate Rock Stacker to C3 Transfer Point
115	n/a	C3 to C4 Transfer Point

Location: 3701 Causeway Boulevard, Tampa

UTM: 17-361.0 E 3089.0 N NEDS NO: 0033

Replaces Permit Nos.: 0570033-014-AF
0570014-022-AV/023-AC

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

Facility-wide Conditions

1. A part of this permit is the attached General Conditions. [Rule 62-4.160, F.A.C.]
2. All applicable rules of the Environmental Protection Commission of Hillsborough County including design discharge limitations specified in the application shall be adhered to. The permit holder may also need to comply with county, municipal, federal, or other state regulations prior to construction. [Rule 62-4.070(7), F.A.C.]
3. Issuance of this permit does not relieve the permittee from complying with applicable emission limiting standards or other requirements of Chapters 62-204, 62-210, 62-212, 62-296 and 62-297, F.A.C., or any other requirements under federal, state, or local law. [Rule 62-210.300, F.A.C.]
4. General Pollutant Emission Limiting Standards. Objectionable Odor Prohibited. No person shall cause, suffer, allow, or permit the discharge of air pollutants which cause or contribute to an objectionable odor. [Rule 62-296.320(2), F.A.C.]
5. General Particulate Emission Limiting Standards. General Visible Emissions Standard. Except for emissions units that are subject to a particulate matter or opacity limit set forth or established by rule and reflected by conditions in this permit, no person shall cause, let, permit, suffer or allow to be discharged into the atmosphere the emissions of air pollutants from any activity, the density of which is equal to or greater than that designated as Number 1 on the Ringelmann Chart (20 percent opacity). EPA Method 9 is the method of compliance pursuant to Chapter 62-297, F.A.C. [Rules 62-296.320(4)(b)1. and 4., F.A.C.]
6. General Pollutant Emission Limiting Standards. Volatile Organic Compounds (VOC) Emissions or Organic Solvents (OS) Emissions. The permittee shall allow no person to store, pump, handle, process, load, unload or use in any process or installation, volatile organic compounds (VOC) or organic solvents (OS) without applying known and existing vapor emission control devices or systems deemed necessary and ordered by the Department or its delegated agent, the Environmental Protection Commission of Hillsborough County. Nothing was deemed necessary and ordered at this time. [Rule 62-296.320(1), F.A.C.]
7. Emissions of Unconfined Particulate Matter. All reasonable precautions shall be taken to prevent and control generation of unconfined emissions of particulate matter in accordance with the provision in Rule 62-296.320, F.A.C. These provisions are applicable to any source, including, but not limited to, vehicular movement, transportation of materials, construction, alterations, demolition or wrecking, or industrial related activities such as loading, unloading, storing and handling. Reasonable precautions shall include, but not limited to the following: [Rules 62-296.320(4)(c)2. and 62-4.070(3), F.A.C., and Air Construction Permit Application received March 20, 2014]

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

- A) Ensure all building doors are closed, if necessary, while processing material.
- B) On a daily basis, check for equipment leaks and immediately repair any leaks found.
- C) Use tarps, covers, or shields at the shiphold as necessary.
- D) Vacuum or clean paved roads to prevent dusting as necessary.
- E) Apply water to unpaved roads to prevent dusting as necessary.
- F) Limit vehicular speed to 15 MPH or less. Post signs as necessary.
- G) Transfer points - inspection doors shall remain closed during operations.
- H) Conveyor belts - covers shall always be in place during operations.
- I) On a daily basis, spillage shall be cleaned up immediately and placed in a container or building.
- J) When disposing of spilled product, the material drop height (payloader to dump truck) shall be minimized at all times.
- K) Apply water or non-hazardous dust suppressant to outdoor storage piles of material as necessary to prevent wind erosion and minimize unconfined emissions.
- L) The outdoor storage pile height shall not exceed the height that the water/dust suppressant application equipment is capable of reaching. The water/dust suppressant application equipment shall be capable of reaching the top of the outdoor storage piles to prevent wind erosion.
- M) Planting of vegetation on unpaved areas.

8. The permittee shall provide timely notification to the Environmental Protection Commission of Hillsborough County prior to implementing any changes that may result in a modification to this permit pursuant to Rule 62-210.200(185), F.A.C. The changes do not include normal maintenance, but may include, and are not limited to, the following, and may also require prior authorization before implementation: [Rules 62-210.300 and 62-4.070(3), F.A.C.]

- A) Alteration or replacement of any equipment or major component of such equipment.
- B) Installation or addition of any equipment which is a source of air pollution.
- C) The handling of any material not authorized by this permit, including but not limited to, dry phosphate rock.

9. Prior to performing any emissions testing, the permittee shall install, operate, and maintain equipment or instruments necessary to determine process variables, such as process weight input, when such data is needed in conjunction with emissions data to determine the compliance of the emissions unit with applicable emission limiting standards. Equipment or instruments used to directly or indirectly determine process variables, including devices such as belt scales, weight hoppers, and flow meters shall be calibrated and adjusted to indicate the true value of the parameter being measured with sufficient accuracy to allow the applicable process variable determined within 10% of its true value. [Rule 62-297.310(5)(a) and (b), F.A.C.]

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

10. The permittee shall submit all compliance related notifications and reports required of this permit to the Environmental Protection Commission of Hillsborough County at:

Environmental Protection Commission
Air Management Division
3629 Queen Palm Drive
Tampa, FL 33619
Telephone: (813)627-2600 Fax: (813)627-2660

11. Submit to the Environmental Protection Commission of Hillsborough County each calendar year on or before April 1, completed DEP Form 62-210.900(5), "Annual Operating Report for Air Pollutant Emitting Facility", for the preceding calendar year. When calculating actual particulate matter emissions, the calculation methodology and control efficiencies listed in the Technical Evaluation and Preliminary Determination to this permit shall be used. [Rules 62-210.370(3)(a)3. and (3)(c), F.A.C.]

12. When the Environmental Protection Commission of Hillsborough County (EPC) after investigation, has good reason (such as complaints, increased visible emissions or questionable maintenance of control equipment) to believe that any applicable emission standard contained in Rules 62-204, 62-210, 62-212, 62-296, or 62-297, F.A.C., or in a permit issued pursuant to those rules is being violated, it may require the owner or operator of the source to conduct compliance tests with the particulate emission standards which identify the nature and quantity of pollutant emissions from the source and to provide a report on the results of said tests to the EPC. [Rule 62-297.310(7)(b), F.A.C.]

13. The permittee shall retain records of all monitoring data and support information for a period of at least three (3) years from the date of the monitoring sample, measurement, report, or application. Support information includes all calibration and maintenance records and all original strip-chart recordings for continuous monitoring instrumentation, and copies of all reports required by the permit. [Rule 62-4.160, F.A.C.]

14. A minimum of two copies of an application for a state operating permit shall be submitted to the Environmental Protection Commission of Hillsborough County within 90 days of receipt of the Final Air Construction Permit. The application shall include a copy of an Operation and Maintenance Plan for particulate control for the Newport Terminal, in accordance with Rule 62-296.700(6), F.A.C. [Rules 62-4.050(2), and 62-296.700(6), F.A.C.]

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

The following specific conditions apply to the emissions units (EU Nos. 100 thru 115) at the Newport Terminal listed on Page 6-7 of this Permit:

A.1. As requested by the permittee, and in order limit the potential-to-emit and ensure compliance with the opacity standards specified in A.2. below, the following limitations shall apply: [Rules 62-4.070(3) and 62-210.200(PTE), F.A.C., and Air Construction Permit Application received March 20, 2014]

- A) The permittee shall handle only the following materials and shall not exceed the following maximum hourly transfer rates.
 - 1. Wet Phosphate Rock: 2,800 tons/hour
 - 2. MAP/DAP/GTSP: 2,000 tons/hour
- B) The maximum annual material throughput (received and shipped) shall not exceed the following per any twelve consecutive month period:
 - 1. Wet Phosphate Rock: 3,000,000 tons
 - 2. MAP/DAP/GTSP: 3,600,000 tons
- C) When wet phosphate rock is handled, the moisture content of the wet rock shall be a minimum of 2.5%.
- D) The hours of operation for the Newport facility are not limited (8,760 hours/year), except for the time that the baghouses are in operation. The hours of operation of the baghouses are limited to 1,800 hours per 12-consecutive month period.

A.2. The permittee shall not cause, permit, or allow any visible emissions (five percent opacity) from any emissions unit, transfer point, storage building, or shiphold at this facility except at the point where material is being discharged to the hold of a ship from a conveyor system. When the conveyor and/or hatch covering is moved, an opacity of 10 percent will be allowed. [Rule 62-296.711(2)(a), F.A.C.]

A.3. In order to ensure compliance with the opacity standards specified in A.2. above, the following limitations and restrictions shall apply: [Rule 62-4.070(3), F.A.C.]

- A) All doors, windows, and other openings in the material storage building and transfer point enclosure(s) shall be kept closed, if necessary, while material is being processed.
- B) During the operation of the stacker/reclaimer(s) inside the storage building, no emissions shall be vented to the exterior of the storage building except those passing through the building baghouses, if the operation of the baghouses is necessary to meet the opacity standard.
- C) All dust laden exhaust from each emission unit shall be vented to the respective baghouse(s), except as specified in Specific Condition No. A.4.

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

A.4. The permittee is authorized to handle MAP, DAP, GTSP, and wet phosphate rock while the baghouses are turned off provided the following requirements are satisfied: [Rules 62-4.070(3), 62-210.200 and 62-210.300(2)(a), F.A.C.]

- A) Visible emissions from the material handling and storage operation shall not exceed 5% opacity as specified in Specific Condition No. A.2.
- B) The MAP, DAP, and GTSP shall be sufficiently coated with a non-hazardous oil or dust suppressant in sufficient quantity to ensure compliance with the opacity standard specified in Specific Condition No. A.2.
- C) The wet phosphate rock shall maintain a minimum moisture content of 2.5%, as determined by ASTM-D2216. Water or non-hazardous dust suppressant shall be applied as necessary to meet the opacity standard. Sample the moisture content of the phosphate rock prior to each shiploading operation, and apply water or dust suppressant as needed prior to ship loading. Moisture content records of the train shipment analyses and outbound shipment analyses shall be kept on-site and be available for inspection upon request.
- D) The permittee shall operate the baghouse when visible emissions from an emission unit or transfer point are greater than the opacity standard specified in Specific Condition No. A.2.
- E) A documented training program shall be instituted to instruct employees in the opacity requirements and reasonable precautions.
- F) The permittee shall perform daily instantaneous visible emissions observations on the railcar unloading and ship loading operations. One reading shall be performed during the railcar unloading operation, and one reading shall be performed on the ship loading operations. The visible emissions observations shall be performed once a day at the point of highest opacity while the emission units and transfer points are handling material. The permittee shall maintain an emissions reading log. The log shall contain the material handled, results of each instantaneous visible emissions reading, and any actions taken by the permittee to correct conditions the cause of excess emissions. If visible emissions are observed, the permittee shall timely act to remedy and correct the condition causing the excess emissions. If timely corrective measures are not available, the permittee shall cease unloading or loading operations until the source of the excess emissions is corrected.

A.5. In order to limit the potential-to-emit for particulate matter, the maximum allowable and potential particulate matter emissions from each emission unit equipped with a baghouse, and the hours of operation for each baghouse, shall not exceed the following per any twelve consecutive month period: [Rules 62-210.200, 62-296.711(2)(b), and 62-4.070(3), F.A.C.]

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

A)

EU ID No.	Baghouse ID	Air Flow Rate (DSCFM)	grain loading (gr/dscf)	PM lbs/hr	hrs/yr	PM TPY
100	A	154,670	0.01	13.26	1,800	11.93
102	B	9,563	0.02	1.64	1,800	1.48
104	D	4,050	0.03	1.04	1,800	0.94
106	G	4,050	0.03	1.04	1,800	0.94
107	H	46,800	0.02	8.02	1,800	7.22
108	I	77,818	0.01	6.67	1,800	6.00
109	II	78,329	0.01	6.71	1,800	6.04
110	III	78,667	0.01	6.74	1,800	6.07
111	IV	73,205	0.01	6.27	1,800	5.65

B) The hours of operation listed above apply only when the baghouse fans are in operation.

A.6. In order to ensure compliance with the allowable particulate matter emissions specified in Specific Condition No. A.5. above, the permittee shall install, operate and maintain the following devices on each baghouse: [Rule 62-4.070(3), F.A.C.]

- A) A device capable of monitoring the pressure differential across the baghouse. The monitoring device shall be maintained in working order and shall be calibrated and adjusted to allow the pressure drop to be determined within 10% of its true value.
- B) A time elapsed meter on each baghouse. As an alternative to installing an elapsed time meter, the permittee may keep a manual log of the start and stop times of each baghouse and calculation of time elapsed.

A.7. [Reserved.]

A.8. The permittee shall perform the following emissions tests as specified: [Rules 62-297.310(7) and 62-4.070(3), F.A.C.]

- A) Test all emission units as follows for visible emissions once per federal fiscal year (October 1 – September 30) in order to demonstrate compliance with the opacity standard specified in Specific Condition No. A.2.:
 - 1) While handling wet phosphate rock. Testing shall be representative of normal operations for the most recent twelve month period. If the baghouses have been operated within the previous 12-month period, the test shall be performed while the baghouses are turned on.

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

- 2) While handling MAP, DAP, or GTSP. Testing shall be representative of normal operations for the most recent twelve month period. If the baghouses have been operated within the previous 12-month period, the test shall be performed while the baghouses are turned on.
 - 3) Test the north and south doors of the fertilizer storage building for visible emissions during normal operations.
- B) Test the exhaust of Baghouse A (EU No. 100) for particulate matter emissions during railcar unloading operations at least ninety (90) days prior to the operation permit expiration date.
 - C) Test the exhaust of Baghouses I, II, III, and IV (EU Nos. 108-111) for particulate matter emissions during the storage building operations at least ninety (90) days prior to the operation permit expiration date.
 - D) The permittee shall test each emission unit for visible emissions the next time wet phosphate rock is transferred through the facility, and annually thereafter, during each federal fiscal year.
 - E) When testing emissions from ship loading, the visible emissions test shall be performed at the shiphold. In addition, if the baghouse is in operation during testing, testing shall also be performed at the baghouse exhaust (EU No. 107).

A.9. Compliance with the emission limitations specified in Specific Condition Nos. A.2. and A.5. shall be determined using EPA Methods 1, 2, 4, 5, and 9 contained in 40 CFR 60, Appendix A and adopted by reference in Rule 62-297, F.A.C. The EPA Method 9 test shall be at least thirty (30) minutes in duration and shall be conducted concurrently with the Method 5 test, if a Method 5 test is required. The minimum requirements for stack sampling facilities, source sampling, and reporting shall be in accordance with Rule 62-297, F.A.C. and 40 CFR 60, Appendix A. [Rules 62-296.711(3) and 62-4.070(3), F.A.C.]

A.10. Testing of emissions shall be conducted with the source operating at capacity. Capacity is defined as 90-100% of the material handling rates specified in Specific Condition No. A.1. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the EPC. Failure to submit the input rates, including the type of material being handled during the compliance test, information on whether or not the baghouse was in operation, the pressure drop across each baghouse, the hourly processing rate, and actual operating conditions may invalidate the test. [Rules 62-4.070(3) and 62-297.310(2)(b), F.A.C.]

A.11. The permittee shall notify the Air Compliance Section of the Environmental Protection Commission of Hillsborough County at least 15 days prior to the date on which each formal

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

compliance test is to begin of the date, time, and place of each such test, and the contact person who will be responsible for coordinating and having such test conducted. [Rules 62-297.310(7)(a)9., F.A.C.]

A.12. The permittee shall file a report with the Environmental Protection Commission of Hillsborough County on the results of each compliance test as soon as practical but no later than 45 days after the last sampling run of each test is completed. The test report shall provide sufficient detail on the emissions unit tested and the test procedures used to allow the Environmental Protection Commission of Hillsborough County to determine if the test was properly conducted.[Rule 62-297.310(8), F.A.C.]

A.13. In order to demonstrate compliance with Specific Condition Nos. A.1. and A.5., the permittee shall develop and maintain a monthly recordkeeping system. The records shall be maintained onsite for three (3) years and shall be made available upon request to any local, state, or federal air pollution agency. The records shall include, but not limited to, the following: [Rule 62-4.070(3), F.A.C. and Air Construction Permit Application received March 20, 2014]

- A) Month/Year
- B) Amount and type of material received (tons).
- C) Amount and type of material loaded into ships (tons).
- D) Periods when the control equipment was used while handling material.
- E) Hours of operation for each baghouse
- F) Rolling twelve month total of B), C), and E) above.
- G) Records as specified in Specific Condition No. A.4.E)

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

The following specific conditions apply to the emission units (EU Nos. 001 thru 013) at the Rockport Terminal listed on Page 6 of this Permit:

B.1. Visible emissions from any emission unit, including the storage building, at this facility shall not exceed 5% opacity, except at the shiphold. A 10% opacity limit shall apply when the material is being discharged to the hold of a ship from the conveyor system. [Rule 62-296.711(2)(a), F.A.C.]

B.2. As requested by the permittee, in order to limit the potential-to-emit, and ensure compliance with Specific Condition No. B.1., the following restrictions shall apply: [Rules 62-210.200(PTE) and 62-4.070(3), F.A.C., and Air Construction Permit Application received March 20, 2014]

- A) The permittee is authorized to handle/store oiled MAP, DAP and GTSP at a maximum transfer rate of 2,000 TPH at each transfer point.
- B) The maximum throughput for handing phosphate fertilizer materials (MAP, DAP and GTSP) shall not exceed 3,600,000 tons in any twelve consecutive month period.
- C) The MAP, DAP, and GTSP product shall be sufficiently coated with a non-hazardous coating oil in order to meet the opacity limits as specified in Specific Condition No. B.1.
- D) Hours of operation are not restricted.
- E) The permittee shall perform daily instantaneous visible emissions observations on the railcar unloading and ship loading operations. One reading shall be performed during the railcar unloading operation, and one reading shall be performed on the ship loading operations. The visible emissions observations shall be performed once a day at the point of highest opacity while the emission units and transfer points are handling material. The permittee shall maintain an emissions reading log. The log shall contain the material handled, results of each instantaneous visible emissions reading, and any actions taken by the permittee to correct conditions the cause of excess emissions. If visible emissions are observed, the permittee shall timely act to remedy and correct the condition causing the excess emissions. If timely corrective measures are not available, the permittee shall cease unloading or loading operations until the source of the excess emissions is corrected.

B.3. In order to ensure compliance with the emission limitations in Specific Condition No. B.1., the following testing conditions and terms shall apply: [Rules 62-210.200(PTE) and 62-4.070(3), F.A.C., and Air Construction Permit Application received March 20, 2014]

- A) Test each emission unit (EU) for visible emissions between October 1 and September 30 (once per federal fiscal year) with a target date of January 7th.
- B) Testing of emissions should be performed at the point of highest opacity at each emission source.

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

B.4. Compliance with the emission limitations of Specific Condition No. B.1. shall be determined using EPA Method 9 contained in 40 CFR 60, Appendix A and adopted by reference in Rule 62-297, F.A.C. The EPA Method 9 test shall be at least thirty (30) minutes in duration. The minimum requirements for source sampling and reporting shall be in accordance with Rule 62-297, F.A.C. and 40 CFR 60, Appendix A.

B.5. Testing of emissions shall be conducted with the source operating at capacity. Capacity is defined as 90-100% of rated capacity of the material handling rates specified in Specific Condition No. B.2.A). If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the EPC. In any case the material handling rates shall not exceed the maximum limits described in Specific Condition No. B.2.A). Failure to submit the input rates and actual operating conditions may invalidate the test. [Rules 62-4.070(3) and 62-297.310, F.A.C.]

B.6. The permittee shall notify the Air Compliance Section of the Environmental Protection Commission of Hillsborough County at least 15 days prior to the date on which each formal compliance test is to begin of the date, time, and place of each such test, and the contact person who will be responsible for coordinating and having such test conducted. [Rule 62-297.310(7)(a)9., F.A.C.]

B.7. The permittee shall submit two copies of test data to the Air Compliance Section of the Environmental Protection Commission of Hillsborough County within 45 days of such testing. Testing procedures shall be consistent with the requirements of 40 CFR 60, Appendix A and Rule 62-297, F.A.C.

B.8. In order to demonstrate compliance with Specific Condition No. B.2., the permittee shall maintain records of operation for the previous three (3) years. The records shall be made available to the Environmental Protection Commission of Hillsborough County, state, or federal air pollution agency upon request. The records shall include, but are not limited to the following: [Rule 62-4.160(14)(b), F.A.C. and Air Construction Permit Application received March 20, 2014]

- A) Month/Year
- B) Amount and type of material received (tons).
- C) Amount and type of material loaded into ships (tons).
- D) A rolling total of the throughput for each twelve month period (B) and C) above).

PERMITTEE:
CSX Transportation, Inc.

PERMIT/CERTIFICATION NO.: 0570033-015-AC
PROJECT: Combine Rockport/Newport Facilities

SPECIFIC CONDITIONS:

ENVIRONMENTAL PROTECTION COMMISSION
OF HILLSBOROUGH COUNTY

Richard D. Garrity, Ph.D.
Executive Director