Title V Air Operation Permit Revision
Permit No. 0570092-024-AV

APPLICANT

The applicant for this project is Kinder Morgan Bulk Terminals, Inc. The applicant's responsible official and mailing address are: Rodney Palmer, Director of Operations, Kinder Morgan, 5321 Hartford Street, Tampa, FL 33619.

FACILITY DESCRIPTION

The applicant operates the existing Port Sutton Terminal that consists of two material handling facilities located in Hillsborough County. The Port Sutton Terminal facility is located at 4310 Pendola Point Road, Tampa, FL 33619 and the Hartford Street Terminal facility is located at 5321 Hartford Street, Tampa, FL 33619, which is approximately one mile east of the Port Sutton Terminal facility.

The Port Sutton Terminal receives bulk materials from ships, barges, trucks, containers, or railcars. Material received by ship (EU 010) is transferred via clamshell into an onshore hopper (EU 011), which is equipped with 4' high steel panel windscreens. A 1500 Series E-Crane, (Model 9317 B) ship unloader associated with EU 011 and EU 019 (Clamshell to Ship's/Barge's Hold) is an electric hydraulic machine, which utilizes electricity for power, and is equipped to utilize either a 7.5 yd or a 10 yd bucket. A series of six covered conveyor belts transfer the material from the onshore hopper to one of four storage buildings (EU 012, 013, 014, and 103). Material can also be unloaded via covered conveyors (EU 020). Material received by truck or container can be unloaded into a storage building or unloaded on the windscreened pad at the dock and transferred via clamshell into the onshore hopper (EU 011).

Material received by railcars is unloaded into a grate (EU 101), which directs the material into the underground conveyor in order to transfer the material to the buildings using the covered conveyor belts (EU 102). The railcar unloading station also includes truck unloading of material. Material can also be transferred via the same covered conveyor belts, between buildings. The material is loaded out from each building by conveyor belts into either trucks or railcars. Building Nos. 1 and 2 have one truck loadout area each and one truck/railcar loadout area each (EU 015 and 016). Building Nos. 3 and 4 have one truck/railcar loadout area each (EU 017 and 104). Storage of ammonium nitrate in Building Nos. 2 and 4 have all required safety upgrades such as a fire suppression system and the addition of a non-combustible coating on the paved floors to inhibit product absorption. The existing conveyors are utilized to move the material to Building No. 2. The facility also loads material from the onshore hopper directly into trucks (Direct Hit) via covered conveyor belts (EU 015). The Port Sutton Terminal can also load material into a ship or barge. A front end loader dumps material onto a windscreened pad on the dock (EU 018). The material is then transferred by clamshell into the ship's hold (EU 019).

The Hartford Street Terminal, which is located approximately one mile east of the Port Sutton Terminal, is also a material handling facility. Material, which is divided into eight groups, is delivered to the Hartford Street Terminal by truck or railcar. The truck dumps material from Groups I and II onto a product pad and a front end loader transfers the material into a hopper. From the hopper, material is transferred to either Storage Building No. 1 or to Storage Building No. 2 using a series of conveyor belts. When handling

magnesium oxide, the material may be received by truck or railcar in super sacs. The sacs are opened onsite inside of a storage building and the loose material is stored within one of three buildings. Railcars unload directly into Storage Building Nos. 1 and 2. Each Storage Building Nos. 1 or 2 has one truck/railcar loadout area. Materials are transferred via front end loader into trucks or railcars for shipment offsite.

Materials conveyed into the warehouses may be dropped directly into a pile or into a portable screener, which sorts and directs the material into two piles: one with a larger diameter product and one with a smaller diameter product. When the material is ready to be loaded out, a front-end loader will load the material from the pile into the truck. Alternatively, a front-end loader will load an existing hopper in Building 2, which transfers the material to an existing bucket elevator. The bucket elevator will direct the material to an existing a railcar/truck loading spout.

In addition to the two storage buildings, there is a third storage building, the Material Storage Building, which is used primarily to store salt. Trucks drive into the storage building and dump the material directly onto the ground. Front end loaders then transfer the material to a storage pile. When ready to be loaded, a front end loader loads the material directly into the truck. This storage building does not have any screeners or conveyor belts. The facility also has a Bag Storage Building which is used to store bagged product. Bags of product are received by truck or railcar and are stored in the building until they are ready to be shipped offsite. No bagging of material occurs onsite.

Non-water soluble products may be stored in outdoor storage piles at the Hartford Street Terminal. These products are received by truck and are unloaded directly onto the ground. Front end loaders then transfer the material to a storage pile(s). When ready to be loaded, a front end loader loads the material directly into a truck. A water spray system controls emissions from this operation as needed.

Also included in this permit are miscellaneous unregulated/insignificant emissions units and/or activities.

PROJECT DESCRIPTION

The purpose of this project is to revise the current Title V Operation Permit for the above referenced facility.

PROCESSING SCHEDULE AND RELATED DOCUMENTS

Title V Air Operation Permit Revision Application received February 16, 2015
Additional Information Requested: N/A

PRIMARY REGULATORY REQUIREMENTS

Title III: The facility is identified as an area source of hazardous air pollutants (HAP).

Title V: The facility is a Title V major source of air pollution in accordance with Chapter 62-213, Florida Administrative Code (F.A.C.).

PSD: The facility is not a Prevention of Significant Deterioration (PSD)-major source of air pollution in accordance with Rule 62-212.400, F.A.C.

NSPS: The facility does operate units subject to the New Source Performance Standards (NSPS) of 40 Code of Federal Regulations (CFR) 60.

NESHAP: The facility does operate units subject to the National Emissions Standards for Hazardous Air Pollutants (NESHAP) of 40 CFR 63.

CAIR: The facility is not subject to the Clean Air Interstate Rule (CAIR) set forth in Rule 62-296.470, F.A.C.

PROJECT REVIEW

The purpose of this project is to revise the current Title V Operation Permit to incorporate Permit No. 0570092-023-AC. Permit No. 0570092-023-AC, which is being issued concurrently with Permit No. 0570092-024-AV, authorized the handling of magnesium oxide at the Hartford Street Terminal.

PM emissions from the Hartford Terminal remain limited to 153.4 tons/year. In addition, the PM emissions from the Port Sutton Terminal remain limited to 91.6 tons/year for a facility-wide PM PTE of 245 tons/year. The facility is subject to Rule 62-296.711, F.A.C. Materials Handling, Sizing, Screening, Crushing and Grinding Operations and Chapter 1-3.52, Rules of the EPC, which limit visible emissions to a 5% opacity standard for all of the material handling operations.

CONCLUSION

This Title V air operation permit revision is issued under the provisions of Chapter 403, Florida Statues (F.S.), and Chapters 62-4, 62-210 and 62-213, F.A.C.