

ENVIRONMENTAL PROTECTION COMMISSION OF
HILLSBOROUGH COUNTY, as Delegated by

STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION

NOTICE OF PERMIT ISSUANCE

CERTIFIED MAIL

Bob Turner
Plant Manager
Gaetano Cacciatore, Inc.
3920 Pendola Point Rd.
Tampa, Fl 33619

File No.: 0571314-007-AO
County: Hillsborough

Enclosed is Permit No. 0571314-007-AO for the renewal of the current operating permit (Permit No. 0571314-006-AO) at the cement (including various concrete raw materials) and aggregate handling facility, issued pursuant to Section 403.087, Florida Statutes. Please read this new permit thoroughly as there are changes from the previous permit.

The EPC will issue the final permit with the attached conditions unless a timely petition for an administrative hearing is filed pursuant to Section 120.569 and 120.57 F.S. before the deadline for filing a petition. The procedures for petitioning for a hearing are set forth below.

A person whose substantial interests are affected by the proposed permitting decision may petition for an administrative proceeding (hearing) under Sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) in the Legal Department of the EPC at 3629 Queen Palm Dr., Tampa, Florida 33619, Phone 813-627-2600, Fax 813-627-2660. Petitions filed by the permit applicant or any of the parties listed below must be filed within 14 (fourteen) days of receipt of this notice of intent. Petitions filed by any persons other than those entitled to written notice under Section 120.60(3), F.S. must be filed within 14 (fourteen) days of receipt of this permit. Under Section 120.60(3), however, any person who asked the EPC for notice of agency action may file a petition within 14 (fourteen) days of receipt of that notice, regardless of the date of publication. A petitioner shall mail a copy of the petition to the applicant at the address indicated above, at the time of filing. The failure of any person to file a petition within the appropriate time period shall constitute a waiver of that person's right to request an administrative determination (hearing) under Sections 120.569 and 120.57, F.S., or to intervene in this proceeding and participate as a party to it. Any subsequent intervention will be only at the approval of the presiding officer upon the filing of a motion in compliance with Rule 28-106.205 of the F.A.C.

A petition that disputes the material facts on which the EPC's action is based must contain the following information:

- (a) The name and address of each agency affected and each agency's file or identification number if known;
- (b) The name, address, and telephone number of the petitioner and the name, address, and telephone number of each petitioner's representative, if any, which shall be the address for service purposes during the course of the proceedings; and an explanation of how the petitioner's substantial interests will be affected by the EPC's determination;
- (c) A statement of how and when the petitioner received notice of the EPC action;
- (d) A statement of all disputed issues of material fact. If there are none, the petition must so indicate;
- (e) A concise statement of the ultimate facts alleged, including the specific facts the petitioner contends warrant reversal or modification of the EPC's proposed action;
- (f) A statement of specific rules or statutes that the petitioner contends requires reversal or modification of the EPC's proposed action, including an explanation of how the alleged facts relate to the specific rules or statutes; and
- (g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the EPC to take with respect to the EPC's proposed action.

A petition that does not dispute the material facts upon which the EPC's action is based shall state that no such facts are in dispute and otherwise shall contain the same information as set forth above as required by Rule 28-106.301.

Because the administrative hearing process is designed to formulate final agency action, the filing of a petition means that the EPC's final action may be different from the position taken by it in this notice. Persons whose substantial interests will be affected by any such final decision of the EPC on the application have the right to petition to become a party to the proceeding, in accordance with the requirements set forth above.

Mediation under section 120.573, F.S. is not available in this proceeding.

This action is final and effective on the date filed with the Clerk of the EPC unless a petition is filed in accordance with above. Upon the timely filing of a petition, this order will not be effective until further order of the EPC.

Any person listed below may request to obtain additional information, a copy of the application (except for information entitled to confidential treatment pursuant to Section 403.111, F.S.), all relevant supporting materials, and all other materials available to the EPC that are relevant to the permit decision. Interested persons may contact Diana M. Lee, P.E., at the above address or call (813) 627-2600, for additional information.

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Tampa, Fl 33619

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Any party to this order has the right to seek judicial review of it under Section 120.68 of the Florida Statutes, by filing a notice of appeal under rule 9.110 of the Florida rules of Appellate Procedure with the EPC's Legal Office at 3629 Queen Palm Dr., Tampa, Florida 33619 and with the clerk of the Department of Environmental Protection in the Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000, 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 must be filed within thirty days after this order is filed with the clerk of the Department.

Executed in Tampa, Florida

ENVIRONMENTAL PROTECTION COMMISSION
OF HILLSBOROUGH COUNTY

Richard D. Garrity, Ph.D.
Executive Director

RDG/JDS/jds

Attachment

cc: Florida Department of Environmental Protection, Southwest District (via email)

CERTIFICATE OF SERVICE

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

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

Clerk

Date

PERMITTEE:

Gaetano Cacciatore, Inc.
3920 Pendola Point Road
Tampa, FL 33619

PERMIT/CERTIFICATION

Permit No.: 0571314-007-AO
County: Hillsborough
Expiration Date: June 25, 2017
Project: Pneumatic Cement and Concrete Raw Materials
Handling and Aggregate Handling Operations

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:

Gaetano Cacciatore, Inc. is a material handling facility that handles cement (including various concrete raw materials) and aggregate. Cement and concrete raw materials are delivered to the facility by ship. A dock-mounted, electrically-driven pneumatic (induced draft) ship unloader with an articulating arm is used to unload cement from ships at a maximum unloading rate of 770 tons/hour. The material is pneumatically transferred from the unloading arm to a filter/receiver where the air and the material streams are separated. The material is transferred into a hopper above two pressure pots and the filtered air is discharged through five vacuum blower vents (three on the east end of the ship unloader and two on the west end of the ship unloader). Emissions from the filter/receiver are controlled by a 24,720 DSCFM Van Aalst-Son Bulk Handling, Compact Filter Type 13.0, baghouse. The ship unloader is able to move on rails down the length of the dock in order to unload the various holds of the ship without having to move the ship. Alternatively, ships can be unloaded by means of a ship based, self-contained closed pneumatic unloading system. Particulate Matter (PM) emissions from the shiphold during normal unloading operations and from the use of a front-end loader in the shiphold to gather the material left in the corners of the hold are controlled by partially closing the hatches to maintain compliance with the opacity standard.

From the filter/receiver hopper, the material is gravity fed into the two pressure vessels. Compressed air is used to pressurize the pressure vessels. An electrically powered silica gel dehumidifier dries the air feeding the compressors to ensure low humidity levels for the transport air. Once pressurized, the material is pneumatically transferred through a pipeline at a maximum rate of 770 tons/hour to a 49,590 ton capacity storage dome (Dome No. 1). A 12,360 DSCFM MAC Equipment Inc., Model 96LST196, baghouse with an Industrial Air Technology Corp. fan controls PM emissions from the dome. The fan on the baghouse operates only during dome loading. Material can also be discharged by self unloading ships at Tampa Port Authority's Berth 24 and pumped to Dome No. 1 via separate pipeline. The maximum transfer rate using the pipeline is 770 tons/hr.

The material is transferred from the dome using an aerated floor/air slide system which conveys the material to a screw conveyor. The screw conveyor transfers the material into a hopper which gravity feeds the material into a twin pot pressure vessel conveying system. The enclosed transfer system is controlled by a 221 DSCFM Van Aalst-Son Bulk Handling Convey Unit, Compact Filter Type 13.0, baghouse. The material is pneumatically transferred from the twin pot pressure vessels to a truck/railcar loading silo at a maximum rate of 250 ton/hr. The PM emissions from the loading of the silo are controlled by a 2,154 DSCFM MAC Equipment Inc., Model 96LST81, baghouse.

Material is unloaded from the silo into trucks and railcars using one telescoping loading spout. Trucks and railcars are loaded in a partially enclosed loading building. PM emissions from the loading operation are controlled by a DCL, Model No. CFM330, cartridge type dust collector located on the spout apparatus which vents inside of the loading enclosure.

In the event of a malfunction or failure of the normal truck/railcar loadout system, the facility also has an emergency truck loading system. The system is connected to a flange located at the unloading system of the dome. The aerated floor/air slide system of the dome gravity feeds material to a screw conveyor. From the screw conveyor, material is transferred to an enclosed conveyor which conveys the material into a truck loading spout. The maximum process rate of this operation is limited to 90 tons/hour. PM emissions from the emergency truck loading system are controlled by a 1,500 DSCFM Diversified Storage System, Air Max 250, dust collector.

All operations at the facility run on electrical power, except for a diesel-fired Perkins, Model No. 1103A-33, engine that is present on the dock for use as an emergency hydraulic pump to enable the removal of the ship unloader from the ship's hold in case of power failure. This engine is exempt from permitting as an emission unit per Rule 62-210.300(3)(a)35., F.A.C., and is also exempt from 40 CFR 60 - Subpart III since it was manufactured prior to April 1, 2006. This engine is subject to 40 CFR 63 - Subpart ZZZZ; therefore, a condition has been included in the permit (along with an attached copy of the subpart) referring to the applicability of this subpart and the operating requirements under 40 CFR 63.6640(f) relating to emergency engines.

In the aggregate handling portion of the facility, limestone and crushed granite are received by ship. Included under the designation of "crushed granite" is a finely ground granite with a trade name of SAND. The material is delivered by self-unloading ships and transferred to an on-shore receiving hopper. There are currently three generations of ships received at the facility. The third and later generations of ships utilize onboard dust collectors to control emissions on the ship. These ships may have multiple dust collectors onboard. The maximum combined total airflow of the ship dust collectors venting to the atmosphere is limited to 60,500 dscfm. The first generation ships do not have dust collectors and use onboard cranes (clamshells) to load a series of onboard hoppers followed by conveyors that lead to the final ship unloading boom.

Material is transferred from the ship's unloading boom to an on-shore receiving hopper. The on-shore receiving hopper is 18' x 37' with an approximate height of 70'. It also contains a water spray system at the top of the hopper. From the hopper the material is transferred by an elevated covered belt conveyor (BC-1) to a covered radial stacker conveyor (RS-1). Both BC-1 and RS-1 are 60" in width with a maximum designed material transfer rate of 4,000 ton/hr. The radial stacker conveyor includes an in-line material drop (transfer) onto an uncovered secondary conveyor acting as a telescoping extension. The radial stacker

can vary its length and height and can drop the material in various piles around a pivot arc of approximately 225°, which is estimated to have a stacker pile radial footprint of 2.4 acres. The length of the radial conveyor can extend from 120' to 193', and the corresponding drop heights with no piles formed are 18' and 25.5'. PM emissions are controlled as necessary by a water spray system at each transfer point and a sprinkler system or water cannon within the pile formation area.

Ships that have unloading booms that are too short to reach the on-shore receiving hopper utilize the mobile stevedoring hopper and conveyor system. The self-unloading ships transfer the material from their cargo holds via under-hold conveyors to the ship unloading boom. Water suppression is available as needed. The material is discharged from the boom through a telescopic chute, designed to minimize dust emissions, directly into the stevedoring hopper. Material is gravity fed from the stevedoring hopper to an open stevedoring conveyor which conveys the material to a chute adjoining the on-shore receiving hopper. The electric-powered stevedoring conveyor is 36" wide and 125' long with an estimated transfer rate of 1,000 ton/hr. The stevedoring hopper and conveyor have a water spray system at each transfer point that is used as necessary to minimize emissions.

From the storage piles, the material is transferred via front-end loaders to a reclaim hopper with a water spray system located at the top of the hopper. The material is then gravity fed onto a covered reclaim conveyor (RC-1). RC-1 transfers material to a second covered reclaim conveyor (RC-2) which feeds material into one of three elevated truck loading bins. Both RC-1 and RC-2 are 42" in width with a maximum designed material transfer rate of 1,200 ton/hr. The loadout bins are located over a weigh scale with two-sides partially enclosed. Trucks drive underneath the bins and the desired product is gravity fed into an open bed truck. PM emissions are controlled by a water spray system located at each conveyor transfer point. In addition, a water sprays are located under the loadout bin to control PM emissions as necessary.

Location: 3920 Pendola Point Road, Tampa

UTM: 17-360.74E 3087.0N Facility ID No.: 0571314

Emission Unit No.:

- 001 - Ship Unloading (including Shiphold)
- 002 - Dome No. 1
- 003 - Transfer System No. 1
- 004 - Outload Silo No. 1
- 005 - Outload Truck and Railcar Spout No. 1 (including Emergency Truck Loading System)
- 016 - Shipboard Aggregate Unloading with Baghouse
- 017 - Shipboard Aggregate Unloading (Shiphold, Shipboard Conveyor Transfers, Cranes to Shipboard Hoppers, Shipboard Hoppers to Shipboard Conveyors, Shipboard Conveyors to Ship Boom)
- 018 - Aggregate Handling Operation
 - EP No. 1: Shiphold to Ship Boom
 - EP No. 2: Ship Boom to Onshore Hopper or Stevedoring Hopper
 - EP No. 3: Stevedoring Hopper to Stevedoring Conveyor
 - EP No. 4: Stevedoring Conveyor to Onshore Hopper Chute
 - EP No. 5: Onshore Hopper or Onshore Hopper Chute to Belt Conveyor (BC-1)
 - EP No. 6: BC-1 to Radial Stacker Conveyor (RS-1)

EP No. 7: RS-1 to Radial Stacker Conveyor Extension (RS-2)
EP No. 8: RS-2 to Storage Pile
EP No. 9: Storage Pile (via front-end loader) to Reclaim Hopper
EP No. 10: Reclaim Hopper to Reclaim Conveyor (RC-1)
EP No. 11: RC-1 to Reclaim Conveyor (RC-2)
EP No. 12: RC-2 to Truck Loadout Bin
EP No. 13: Truck Loadout Bin to Truck

References Permit Nos.: 0571314-001-AC, 0571314-004-AC, and 0571314-005-AC

Replaces Permit No.: 0571314-006-AO

PERMITTEE:
Gaetano Cacciatore, Inc.

PERMIT/CERTIFICATION NO.: 0571314-007-AO
PROJECT: Aggregate Handling and Pneumatic
Concrete Raw Materials Handling

SPECIFIC 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. The permittee shall not cause, suffer, allow or permit the discharge of air pollutants which cause or contribute to an objectionable odor. [Rule 62-296.320, F.A.C.]
5. The use of property, facilities, equipment, processes, products, or compounds, or the commission of paint overspraying or any other act, that causes or materially contributes to a public nuisance is prohibited, pursuant to the Hillsborough County Environmental Protection Act, Section 16, Chapter 84-446, Laws of Florida, as Amended.

Conditions Specific to the Cement and Concrete Raw Materials Handling Operation

6. The permittee shall not cause, permit, or allow any visible emissions (five percent opacity) from any emission unit, transfer point, or activity associated with the cement and concrete raw materials handling operation (EU Nos. 001 - 005). [Rule 62-296.711(2)(a), F.A.C., Chapter 1-3.52.2, Rules of the Environmental Protection Commission of Hillsborough County, and Permit No. 0571314-001-AC]
7. As requested by the permittee, the maximum allowable particulate matter (PM) emissions are limited to 20.6 tons as follows for EU Nos. 001 - 005. These limits are based on the baghouse design flow rates and shall not exceed the following: [Rules 62-296.711(2) and 62-4.070(3), F.A.C. and Permit Nos. 0571314-004-AC and 005-AC]

<u>EU No.</u>	<u>Description</u>	<u>Type of Control Equipment (ID)</u>	<u>Baghouse Airflow Rate (DSCFM)</u>	<u>Potential PM Emissions tons/yr</u>	<u>Allowable PM Emissions</u>
001	Ship Unloading	Baghouse (BH-S)	24,720	11.9	.03 grains/dscf
002	Dome No. 1	Baghouse (BH1-A)	12,360 (Loading)	2.0	.03 grains/dscf
002	Dome No. 1	Baghouse (BH1-A)	6,180 (Unloading)	1.8	.03 grains/dscf
003	Transfer System No. 1	Baghouse (BH1-B)	221	0.2	.03 grains/dscf

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SPECIFIC CONDITIONS:

<u>EU No.</u>	<u>Description</u>	<u>Type of Control Equipment (ID)</u>	<u>Baghouse Airflow Rate (DSCFM)</u>	<u>Potential PM Emissions tons/yr</u>	<u>Allowable PM Emissions</u>
004	Outload Silo No. 1	Baghouse (BH1-C)	2,154	2.4	.03 grains/dscf
005	Outload Truck Spout No. 1	Baghouse (BH1-D)	2,000	2.2	.03 grains/dscf
005	Emergency Truck Loading	Baghouse	1,500	0.01	.03 grains/dscf

8. In order to ensure compliance with Specific Condition No. 6, the following restrictions and limitations shall apply: [Rule 62-4.070(3), F.A.C., and Permit Nos. 0571314-001-AC and 0571314-005-AC]

- A) Only cement and concrete raw materials, as defined in B) below, may be processed through EU Nos. 001 – 005.
- B) Cement and concrete raw materials are defined as Type I cement, masonry cement, flyash, slag cement, natural and synthetic gypsum, lime, cement kiln dust, limestone, sand, and natural and artificially produced pozzolana materials.
- C) No more than 550,000 tons of material shall be processed through the cement and concrete raw materials handling operation (EU Nos. 001 – 005) in any twelve consecutive month period.
- D) The maximum material unloading rate from the ship and the loading rate into the dome shall not exceed 770 ton/hr.
- E) The maximum material unloading rate from the dome into the outload silo shall not exceed 250 ton/hr.
- F) The maximum material loading rate through the truck/railcar loading spout shall not exceed 400 ton/hr.
- G) All unloading and loading operations shall be done using the pneumatic transfer system, except when the dome is unloaded using the emergency truck loading system as specified in Specific Condition No. 10.
- H) Dome No. 1 may receive material that is discharged pneumatically from a ship at Tampa Port Authority Berth 24 and pumped to Dome No. 1 via pipeline. The maximum transfer rate using the pipeline shall not exceed 770 tons/hr. All material transferred to the permittee's dome from Berth 24 must be included in cement and concrete raw materials handling operation throughput.
- I) The Ship Unloader baghouse shall be in operation during any ship unloading activity.
- J) The Dome baghouse shall be in operation during any dome loading activity.
- K) The Transfer System baghouse shall be in operation during any transfer activities.
- L) The Outload Spout baghouse shall be in operation during any railcar or truck loading operations. However, it may operate as a bin vent, that is, without a fan.
- M) There shall be no discharges from the open shiphold in excess of 5% opacity. Open holds on the ship shall be partially closed or operations shall be ceased to ensure compliance with the 5%

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Concrete Raw Materials Handling

SPECIFIC CONDITIONS:

opacity standard.

N) Front-end loaders, bulldozers, etc. may be used in any open shiphold to help collect the final approximate 3 feet of material which remains at the bottom of the shiphold. Manual sweeping may be used as well, but no blowers are allowed. Partial closing of the hatches or ceasing of operations shall be done as necessary to maintain compliance with the opacity standard.

O) During high wind conditions, all of the shipholds filled with material shall be completely closed with a permanent hatch.

9. The hours of operation shall not exceed the following per twelve consecutive month period: [Rules 62-4.070(3) and 62-210.200(PTE), F.A.C., and Permit Nos. 0571314-001-AC and 005-AC]

A) Ship Unloading (EU 001): 3,750 hours

B) Dome No. 1 (EU 002): 1,250 hours of loading into the dome and 2,220 hours of unloading the dome

C) Transfer System No. 1 (EU 003): 8,745 hours

D) Outload Silo No. 1 (EU 004): 8,745 hours

E) Outload Truck/Railcar Spout No. 1 (EU 005): 8,745 hours

10. The following limitations and restrictions shall apply to the emergency truck loading system: [Rule 62-4.070(3), F.A.C. and Permit Nos. 0571314-002-AO, 003-AC and 004-AC]

A) The emergency truck loading system shall not operate while the normal truck loading or railcar loading operation is occurring.

B) The hours of operation of the emergency truck loading system shall not exceed 70 hours per any twelve consecutive month period.

C) The maximum material loading rate of the system shall not exceed 90 tons/hour and 6,300 tons per twelve consecutive month period.

D) The emergency truck loading system baghouse shall be in operation during any transfer activities through the system.

E) The emergency truck loading system baghouse shall have a fan and shall have 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.

F) Visible emissions shall be less than or equal to 5% opacity.

G) A visible emissions test shall be performed on the emergency truck loading system at least once per federal fiscal year*. If the system is not used during a federal fiscal year, then a visible emissions test shall be performed during its first operation thereafter.

H) An instantaneous Method 22 observation shall be conducted at the start of the operation on each day the emergency truck loading system is operated. If visible emissions are observed, then the permittee shall perform a 12-minute Method 9 observation*.

* - The 15-day test notification is waived for the VE tests required by Specific Condition Nos.

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10.G) and 10.H) ; however, the facility shall notify EPC by telephone or in writing as soon as possible that a VE test is scheduled for the emergency truck loading system.

11. The permittee shall not allow any person to circumvent any pollution control device or allow the emissions of air pollutants without the applicable air pollution control device operating properly. No owner or operator shall circumvent the provisions of an applicable emission limitation by increasing the volume of gas in any exhaust or group of exhausts for the purpose of reducing the stack gas concentration. This includes allowing dilution air to enter the system through leaks, open vents, or similar means. [Rules 62-210.650 and 62-296.700(5), F.A.C.]

12. All the baghouses listed in Specific Condition No. 7 shall have devices 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. [Rules 62-4.070(3) and 62-297.310(5)(b), F.A.C.]

13. Test the open hold shiphold and Emission Unit Nos. 001 – 005 for visible emissions (opacity) at least once per federal fiscal year (October 1 – September 30). Submit two copies of the test data to the Air Management Division within 45 days of such testing. Each test shall be at least 30 minutes in duration and shall be conducted in accordance with the requirements below. Testing procedures shall be consistent with the requirements of 40 CFR 60 and Rule 62-297, F.A.C. [Rules 62-297.310(7)(a)4. and 62-4.070(3), F.A.C.]

- A) Test the ship unloading operation (EU No. 001) at the filter/receiver baghouse exhaust stacks. The filtered air from the baghouse is vented through five vacuum blower vents, all of which must be observed and identified during the compliance test. One visible emissions test can be performed on all five stacks.
- B) Test the shiphold of an open hold ship while actively unloading concrete raw materials from the shiphold.
- C) The test on the dome exhaust shall be performed while the dome is receiving material from the ship unloading operation.
- D) The transfer system baghouse and outload silo baghouse shall be tested while the system is transferring material from the dome to the silo.
- E) The truck/railcar loading operation shall be tested from the point of highest opacity observed at the truck loading spout and the cartridge filter that controls emissions from the truck/railcar loading spout.

14. Compliance with the visible emissions limitations of Specific Condition Nos. 6 and 10.F) 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. EPA Method 22 may be used when testing the emergency truck loading system as specified in Specific Condition No. 10.H). 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. [Rule 62-297.310, F.A.C.]

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SPECIFIC CONDITIONS:

15. Testing of emissions shall be conducted with the sources operating at capacity. Capacity is defined as 90-100% of rated capacity of 770 ton/hr for ship unloading and dome loading, 250 ton/hr for transfer of material from the dome to the silo, 400 ton/hr for the truck/railcar loading spout, and 90 ton/hr for the emergency truck loading system. 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 rate 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, baghouse pressure drops, and actual operating conditions may invalidate the test. [Rules 62-4.070(3) and 62-297.310(2)(b), F.A.C.]

16. 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. [Rules 62-297.310(7)(a)9., F.A.C.]

17. The maximum allowable emission rate for particulate matter for this source is set by Specific Condition No. 7. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing to be waived in lieu of a visible emission standard not to exceed opacity of 5%. If the EPCHC has reason to believe that the applicable particulate weight emission standard is not being met, it shall require that compliance be demonstrated by the test method specified in the applicable rule. [Rules 62-297.620(4) and 62-296.711(3)(c), F.A.C.]

18. To demonstrate compliance with Specific Condition Nos. 6 and 8 - 10, the permittee shall maintain records of operations for the most recent three year period. 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 not limited to, the following: [Rules 62-4.070(3) and 62-4.160(14)(b), F.A.C. and Permit Nos. 0571314-001-AC and 005-AC]

A) Daily

- 1) Day, Month, Year
- 2) Hours of operation for each emission unit. Hours of operation for unloading of the dome may be recorded monthly.
- 3) Amount and type of materials loaded into trucks and railcars [tons]
- 4) When in use, hours of operation of the emergency truck unloading system
- 5) When in use, amount and type of materials loaded into trucks using the emergency truck unloading system [tons]
- 6) When in use, record the pressure drop [inches of H₂O] of the emergency truck unloading system baghouse once per day.

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SPECIFIC CONDITIONS:

- 7) When in use, results of the Method 22 and 12-minute Method 9 (if applicable) observations of the emergency truck unloading system as specified in Specific Condition 10.H).
- 8) Record of the pressure drop [inches H₂O] across each baghouse as required by the O&M Plan specified in Specific Condition No. 32.
- 9) Records of the checks and observations required by the O&M Plan specified in Specific Condition No. 32.

B) Monthly

- 1) Month, Year
- 2) Hours of operation for each emission unit during the month [hours] and twelve month rolling total [hours/12 months]
- 3) Amount and type of materials unloaded from the ships during the month [tons] and twelve month rolling total [total tons/12 months]
- 4) Amount and type of materials loaded into trucks and railcars during the month [tons] and twelve month rolling total [tons/12 months]
- 5) Hours of operation of the emergency truck unloading system during the month [hours] and twelve month rolling total [hours/12 months]
- 6) Amount and type of materials loaded into trucks using the emergency truck unloading system during the month [tons] and twelve month rolling total [tons/12 months]
- 7) A checklist of the items required by the O&M Plan as specified by Specific Condition No. 32.

19. In order to ensure compliance with 40 CFR 63 Subpart ZZZZ, the stationary compression ignition internal combustion engine (emergency hydraulic pump) used for the removal of the ship unloader shall meet, at a minimum, the following specifications: [Rule 62-4.070(3), F.A.C. and 40 CFR 63.6585]

- A) The permittee shall maintain compliance, as applicable for the emergency engine, with Attachment A of this permit - 40 CFR 63 Subpart ZZZZ (National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines). Attachment A is an enforceable document that is part of this permit.
- B) In order to maintain identification of the engine as an “emergency” engine, the permittee must operate the engine according to the requirements specified in 40 CFR 63.6640 and summarized as follows:
 - (i). There is no time limit on the use of emergency stationary RICE in emergency situations.
 - (ii). You may operate your emergency stationary RICE for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by Federal, State or local government, the manufacturer, the vendor, or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. 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

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- if the owner or operator maintains records indicating that Federal, State, or local standards require maintenance and testing of emergency RICE beyond 100 hours per year.
- (iii). You may operate your emergency stationary RICE up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing. The 50 hours per year for non-emergency situations cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply power as part of a financial arrangement with another entity; except that owners and operators may operate the emergency engine for a maximum of 15 hours per year as part of a demand response program if the regional transmission organization or equivalent balancing authority and transmission operator has determined there are emergency conditions that could lead to a potential electrical blackout, such as unusually low frequency, equipment overload, capacity or energy deficiency, or unacceptable voltage level. The engine may not be operated for more than 30 minutes prior to the time when the emergency condition is expected to occur, and the engine operation must be terminated immediately after the facility is notified that the emergency condition is no longer imminent. The 15 hours per year of demand response operation are counted as part of the 50 hours of operation per year provided for non-emergency situations. The supply of emergency power to another entity or entities pursuant to financial arrangement is not limited by paragraph 40 CFR 63.6640(f)(1)(iii), as long as the power provided by the financial arrangement is limited to emergency power.

Conditions Specific to the Aggregate Handling Operation

20. The permittee shall not cause, permit, or allow any visible emissions (five percent opacity) from any emission unit, emission point, transfer point, or activity associated with the aggregate handling operation (EU No. 016, 017, and 018), including but not limited to, the following emission units and emission points: [Rule 62-296.711(2)(a), F.A.C. and Chapter 1-3.52.2, Rules of the EPC]

- EU No. 016 - Shipboard Aggregate Unloading with Baghouse
- EU No. 017 - Shipboard Aggregate Unloading (Shiphold, Shipboard Conveyor Transfers, Cranes to Shipboard Hoppers, Shipboard Hoppers to Shipboard Conveyors, Shipboard Conveyors to Ship Boom)
- EU No. 018 - Aggregate Handling Operation
 - EP No. 1: Shiphold to Ship Boom
 - EP No. 2: Ship Boom to Onshore Hopper or Stevedoring Hopper
 - EP No. 3: Stevedoring Hopper to Stevedoring Conveyor
 - EP No. 4: Stevedoring Conveyor to Onshore Hopper Chute
 - EP No. 5: Onshore Hopper or Onshore Hopper Chute to Belt Conveyor (BC-1)
 - EP No. 6: BC-1 to Radial Stacker Conveyor (RS-1)
 - EP No. 7: RS-1 to Radial Stacker Conveyor Extension (RS-2)
 - EP No. 8: RS-2 to Storage Pile
 - EP No. 9: Storage Pile (via front-end loader) to Reclaim Hopper
 - EP No. 10: Reclaim Hopper to Reclaim Conveyor (RC-1)

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- EP No. 11: RC-1 to Reclaim Conveyor (RC-2)
- EP No. 12: RC-2 to Truck Loadout Bin
- EP No. 13: Truck Loadout Bin to Truck

21. The following limitations and restrictions apply to each shipboard dust collector (EU 016) associated with the aggregate handling operation: [Rules 62-296.711(2), 62-210.200(239), and 62-4.070(3), F.A.C.; and Permit No. 0571314-005-AC]

- A) The combined maximum annual potential particulate matter emissions from the shipboard dust collector(s) associated with the aggregate handling operation shall not exceed 2.9 tons/year.
- B) The maximum allowable particulate matter emissions from each shipboard dust collector associated with the aggregate handling operation shall not exceed 0.03 gr/dscf.
- C) The permittee shall not cause, permit, or allow any visible emissions (five percent opacity) from each baghouse exhaust.
- D) The maximum combined airflow from any single ship's dust collectors that exhaust to the atmosphere shall not exceed 60,500 dscfm.
- E) The hours of operation for ship unloading while a shipboard baghouse or combination of baghouses are operated shall not exceed 367 hours per twelve consecutive month period.

22. In order to ensure compliance with Specific Condition No. 20, the following limitations and restrictions for the aggregate handling operation shall apply: [Rule 62-4.070(3), F.A.C. and Permit Nos. 0571314-004-AC and 005-AC]

- A) Only various grades (sizes) of limestone and granite, including finely ground granite commonly referred to as "SAND", shall be handled in the aggregate yard. Any other type of aggregate may only be handled if prior approval is obtained from the Environmental Protection Commission (EPC).
- B) The maximum combined aggregate throughput shall not exceed 1,500,000 tons in any twelve consecutive month period.
- C) Of the 1,500,000 tons, no more than 400,000 tons shall be unloaded using EU No. 017 (first generation ships with onboard clamshell/hopper system) per any twelve consecutive month period.
- D) The maximum aggregate transfer rate for ship unloading to storage piles shall not exceed 4,000 tons/hr.
- E) When using the stevedoring hopper and conveyor system, the maximum aggregate transfer rate for ship unloading to storage piles shall not exceed 1,000 tons/hour.
- F) The maximum aggregate transfer rate for Emission Unit No. 018, Emission Point Nos. 9-13 (reclaim from pile to loading of trucks) shall not exceed 1,200 tons/hr.
- G) The hours of operations for the aggregate handling operation are not limited.
- H) Reserved.
- I) The truck loadout area and all conveyors, with the exception of the stevedoring conveyor and the telescoping extension on the radial stacker, shall be partially enclosed as specified in the

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permit application.

- J) The permittee shall maintain an atomized water suppression system at all hoppers, conveyor transfer points, and loadout points to adequately wet the material as necessary to comply with the opacity standard specified in Specific Condition No. 20. The permittee shall ensure the material stays adequately wet while the material is moving on the conveyor belts and is dropped/stored in piles.
- K) The permittee shall use a water spray system (permanent sprinkler system or water truck with water cannon spray) for the open storage piles as necessary to comply with the opacity standard specified in Specific Condition No. 20. The water spray system shall ensure coverage of the storage piles and front-end loader working areas.
- L) All aggregate handling conveyor motors shall be electrical.
- M) Utilize tarps and/or covers as necessary to prevent visible emissions from the ship/shiphold in excess of 5% opacity, and curtail operations if winds are entraining particulate matter in excess of 5% opacity.
- N) No blowers shall be used in any open shiphold vessels.

23. Test all the emission units and emission points associated with the aggregate handling operations for visible emissions (opacity) at the point of highest opacity at least once per federal fiscal year (October 1 – September 30). Submit two copies of the test data to the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of such testing. Testing procedures shall be consistent with the requirements of Rule 62-297.310, F.A.C. Each Method 9 test shall be at least 30 minutes in duration and shall be conducted as follows: [Rules 62-297.620(4), 62-297.310, and 62-4.070(3), F.A.C. and Permit No. 0571314-004-AC]

- A) The tests for Emission Unit No. 016, Emission Unit No. 017 and Emission Point No. 1 of Emission Unit No. 018 shall be performed following a comprehensive overview of all shipboard operations during active unloading activities to determine the highest single point of opacity on the ship. The overview shall include an analysis of all transfer points, hopper loadings, and baghouse exhaust points. The Method 9 test shall be performed at the point determined to be the highest point of opacity.
- B) All emission points shall be tested while actively transferring material.
- C) Emission Point Nos. 12 and 13 of Emission Unit No. 018 shall be tested at the point of highest opacity observed exiting the partial enclosure surrounding the corresponding loading area.

24. Compliance with the emission limitations of Specific Condition No. 20 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 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 62-297, 62-297.310(4)(a)2, and 62-296.711(3), F.A.C.]

25. Testing of emissions shall be conducted with the sources operating at capacity. Capacity is defined as 90-100% of the rated ton/hr capacity for each emission point as defined in Specific Condition Nos.

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22.D), E), and F). 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 rate 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 process rates and actual operating conditions may invalidate the test. [Rules 62-4.070(3) and 62-297.310(2)(b), F.A.C.]

26. 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.]

27. The maximum allowable emission rate for particulate matter for the shipboard baghouse(s) is set by Specific Condition No. 21. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing on the shipboard baghouse(s) to be waived in lieu of a visible emission standard not to exceed opacity of 5%. If the EPCHC has reason to believe that the particulate weight emission standard applicable is not being met, it shall require that compliance be demonstrated by the test method specified in the applicable rule. [Rules 62-297.620(4) and 62-296.711(3)(c), F.A.C.]

28. The permittee shall perform the following observations and checks on the schedule specified below. The permittee shall perform any necessary maintenance work in order to keep the equipment in good working order to minimize fugitive particulate emissions. [Rule 62-4.070(3), F.A.C. and Permit No. 0571314-005-AC]

A) Daily (when in operation)

- 1) Inspect all water sprinkler systems for proper operation, including, but not limited to, leaks and adequate wetness of material.

B) Each day of material handling (when in operation)

- 1) Inspect the unpaved areas to ensure they are adequately wet.
- 2) Inspect the paved truck loading areas to ensure they are free of dust and debris.

C) Records of inspections, maintenance, and performance parameters shall be retained for a minimum of three years and shall be made available to any local, state, or federal air pollution control agency upon request.

29. In order to demonstrate compliance with Specific Condition Nos. 21, 22, and 28 the permittee shall maintain records of operations for the most recent three year period. 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 not limited to, the following: [Rules 62-4.070(3) and 62-

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- A) Daily
 - 1) Day, Month, Year
 - 2) The type of ship delivering aggregate (first generation, third generation, etc.) and whether the stevedoring conveyor was being utilized
 - 3) Amount and type of material loaded into trucks (tons/day)
 - 4) Hours of operation for unloading ships controlled by baghouses (hrs/day) and the total combined baghouse airflow exhausted to the atmosphere
 - 5) Records as required by Specific Condition No. 28

- B) Monthly
 - 1) Month, Year
 - 2) Monthly total of the amount and type of material received by first generation (onboard clamshell/hopper system) ships (tons/ship)
 - 3) Monthly total of the amount and type of material received by all other ships (tons/ship)
 - 4) Monthly total of all material loaded into trucks (tons)
 - 5) Monthly total of the hours of operation for unloading ships controlled by baghouses
 - 6) Rolling twelve (12) month totals of 2) through 5) above

Facility Wide Conditions

30. 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 be limited to, the following: [Rules 62-296.320(4)(c) and 62.4.070(3), F.A.C., and Permit No. 0571314-005-AC]

- A) Minimize drop heights (free-fall distance) when handling any materials.
- B) The cement and concrete raw materials truck/railcar loadout station and loading spout should be inspected weekly and swept or vacuumed as needed to remove any material.
- C) Properly maintain all enclosures, coverings, and drop chutes on the conveyors.
- D) All trucks shall be covered prior to exiting the site.
- E) Attend to major operational upsets promptly and effectively. Stop operation, if necessary.
- F) Maintain trafficked areas clean. Limit vehicular traffic to 10 miles per hour or less, if necessary.
- G) Application of asphalt, water, chemicals, or dust suppressants as needed to reduce emissions from truck/vehicle traffic. Vehicle movement in the area of the unpaved roads should be limited. Unpaved parking areas and vehicular passageways should be covered with coarse aggregates and wetted as necessary.
- H) Removal of particulate matter from roads and other paved areas under the control of the owner or operator of the facility to prevent reentrainment, and from buildings or work areas to prevent particulate from becoming airborne. Manual sweeping and vacuuming may be

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used, but no blowers are allowed.

- D) Make plant personnel aware of the environmental requirements in this permit.
- J) Exercise good housekeeping practices at all times.
- K) At the option of the permittee, a surfactant chemical may be added to the water to increase the effectiveness of the dust suppression systems.

31. 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.]

32. The permittee shall monitor, maintain, and operate the pollution control equipment in accordance with the Operation and Maintenance Plan (O&M Plan) attached to this permit. The O&M in Appendix A is an enforceable document that is part of this permit. [Rules 62-296.700(6) and 62-4.070(3), F.A.C.]

33. The pollution control equipment shall be maintained in good repair to perform adequately the function for which they were intended. Maintenance shall include, but is not limited to, inspections as stated in the O&M Plan and replacement or repair of faulty equipment when necessary or as required by the manufacturer. Any maintenance/repair performed shall be recorded. Records of maintenance shall be maintained for the most recent three year period and made available for inspection upon request. [Rule 62-4.070(3), F.A.C. and Permit No. 0571314-005-AC]

34. 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. [Rules 62-210.370(3)(a)3. and (3)(c), F.A.C.]

35. 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(199), 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) Handling of any materials not authorized by this permit or the EPC.

36. If the permittee wishes to transfer this permit to another owner, an "Application for Transfer of Air Permit" (DEP Form 62-210.900(7)) shall be submitted, in duplicate, to the Environmental Protection Commission of Hillsborough County within 30 days after the sale or legal transfer of the permitted facility.

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37. Prior to sixty days before the expiration of this operating permit, the permittee shall apply for a renewal of the permit using the current version of the permit renewal application form. A renewal application shall be timely and sufficient. If the application is submitted prior to sixty days before the expiration of the permit, it will be considered timely and sufficient. If the renewal application is submitted at a later date, it will not be considered timely and sufficient unless it is submitted and made complete prior to the expiration of the operation permit. When the application for renewal is timely and sufficient, the existing permit shall remain in effect until the renewal application has been finally acted upon by the EPC or, if there is court review of the final agency action, until a later date is required by Section 120.60, Florida Statutes. [Rule 62-4.090, F.A.C.]

ENVIRONMENTAL PROTECTION COMMISSION
OF HILLSBOROUGH COUNTY

Richard D. Garrity, Ph.D.
Executive Director