

3.04 Fugitive Dust Control - Portland

Purpose

To prevent the generation of fugitive particulate matter from dust generating dry bulk cargo, including coal and salt, by reducing their exposure to cargo handling and environmental disturbances that can result in airborne particles.

Responsibility

The Terminal Manager or Assistant Terminal Manager is responsible for ensuring that their employees receive appropriate training and are prepared to implement procedures established by this policy.

The Bulk Cargo PIC is responsible for implementing these policies and coordinating the referenced methods of fugitive dust control as discussed in the procedures below.

Procedure

- 1) Fugitive Dust Control Procedures – Prior to the arrival of a dry bulk cargo vessel, the Terminal Manager will communicate the terminal's fugitive dust controls to the vessel's operator and Master as well as any contractors involved in the cargo operation.

Any request requiring action on the part of the vessel or contractor to minimize fugitive dust should be made prior to cargo operations.

- a) Prior to the commencement of the cargo discharge, the Bulk Cargo PIC shall conduct a pre-transfer conference with the vessel's representative as required by [TOM 3.02 – Cargo Operations for Dry Bulk, Breakbulk, and Project Cargo](#).

This conference will include the discussion of measures to minimize the generation of fugitive dust and establish communications protocols to address problems or concerns that may arise during the discharge.

- b) To minimize the risk of dry bulk cargo sedimentation infiltrating the storm drain system, storm drains shall be fitted with silt fence membranes that are covered with bark mulch.
- c) To minimize the generation of fugitive dust from vehicle activity, the Terminal Manager shall ensure that terminal roads are cleaned by street sweepers during and after vessel discharge.

- i) Street sweeping must occur in regular intervals throughout the vessel

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discharge.

- 2) Weather Conditions - The Bulk Cargo PIC shall consult local weather forecasts and on-site monitoring equipment to determine if conditions ensure ongoing compliance with fugitive dust emission limits throughout the cargo operation.
 - a) If the cargo is particularly susceptible to dust generation, determining the best window for discharge should account for both the speed and direction of wind.
 - b) Cargoes that may easily generate dust (typically those exceeding 10% fine content) shall be off-loaded in winds of no more than 20 mph.
 - c) The encrusting agent cannot be safely or effectively applied when the winds are greater than five miles per hour.
- 3) Visible Emissions – All dry bulk cargo discharges shall be managed by the Bulk Cargo PIC to ensure compliance with applicable federal and state fugitive dust standards.

- a) If compliance is in question, the employee shall inform the Bulk Cargo PIC who shall then secure the discharge until such time compliance can be achieved.

The times and circumstances regarding the securing and resumption of cargo discharge shall be logged in the Terminal Log.

- b) Visible emissions from any general process source shall not exceed 20% opacity on a six-minute block basis, except for no more than one six-minute block average basis.
 - c) Visible emissions from a fugitive emission source (including stockpiles and roadways) shall not exceed 20% opacity, except for no more than five minutes block average basis.
- 4) Hopper Operations - The terminal's hoppers are used to transfer dry bulk cargo from the vessel's cargo gear to trucks for subsequent transport to the storage pad. Hoppers are manually operated by a Terminal Operator stationed in the hopper booth.
 - a) The Terminal Operator shall monitor the material transfer rate into trucks to minimize the generation of fugitive dust. Specifically, vessel transfer rates shall be managed as close as possible to hopper drop rates to minimize the

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filling of hoppers.

- b) The hopper transfer area, including truck ingress and egress points, shall be swept periodically to control spillage from filling hoppers and loading trucks.
- 5) Transportation of Dry Bulk Cargo - Trucks utilized for the transportation of dry cargo from the hopper to the storage pad shall not be overloaded to control spillage and airborne dust.
- 6) Storage of Dry Bulk Cargo –
 - a) Salt Stockpiles must be covered and properly ballasted as soon after the receipt of dry bulk cargo as feasible but no later than 14 days.
 - b) Salt Stockpiles may only be exposed if actively being used for distribution and then only the minimum area possible to enable truck loading.
 - c) Coal stockpile must be coated with the approved encrusting agent within five days of receipt completion, as weather safely and effectively permits.
- 7) Post Cargo Handling Inspection - Following the conclusion of each coal receipt event, the Terminal Manager shall conduct a visual inspection of all areas impacted by cargo handling activity and remove any material that may have accumulated outside of the storage pad area.
