EMISSION SOURCES - MAXIMUM ALLOWABLE EMISSION RATES

Permit Number 9498

This table lists the maximum allowable emission rates and all sources of air contaminants on the applicant's property covered by this permit. The emission rates shown are those derived from information submitted as part of the application for permit and are the maximum rates allowed for these facilities. Any proposed increase in emission rates may require an application for a modification of the facilities covered by this permit.

		AIR CONTAMINANTS DATA		
Emission Point No. (1)	Source Name (2)	Air Contaminant Name (3)	Emission Rates lb/hr	TPY
TS PC-1	Transfer Station Receives Material and Drops it Onto CB-1 (4)	PM	1.63	0.27
		PM_{10}	0.77	0.13
CB-1	Conveyor Belt 1 (4)	PM	4.45	0.74
		PM_{10}	2.10	0.35
TS-1	Transfer Station 1, Drops Product from CB-1 to CB-2, Changing Direction (4)	PM	0.33	0.11
		PM_{10}	0.15	0.05
TS PC-2	Transfer Station Receiving Hopper Loaded by PC-2 (4)	PM	1.63	0.27
		PM_{10}	0.77	0.13
CB-2	Transfer from CB-1 (TS-1 and TS PC-2) up to TS FEL-2 (4)	PM	1.76	0.88
		PM_{10}	0.83	0.42
TS FEL-2	Transfer Station Receives Product for Discharge onto CB-2 (4)	PM	1.63	0.27
		PM_{10}	0.77	0.13
CB-2	Transfer from TS PC-2, TS-1, and TS FEL-2 (4)	PM	1.76	1.00
		PM_{10}	0.83	0.47
TS-2	Transfer Station Receives Material from CB-2, Drops into CB-3, and Changes Direction (4)	PM	0.06	0.10
		PM_{10}	0.05	0.03

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Emission Point No. (1)	Source Name (2)	Air Contaminant Name (3)	Emission Rates lb/hr	Emission Rates TPY
DS-RR	Dump Station to Transfer Product from Railcars onto CB-4 (4)	PM PM_{10}	0.33 0.15	0.10 0.05
TS-3	Transfer Station Receives Product from CB-4 Transfers to CB-5, Change of Direction to Ship Loader (4)	PM PM_{10}	0.10 0.05	0.09 0.04
TS-6	Receive Material from CB-8 and Drops it onto CB-5, Which Goes to Ship Loader (4)	PM PM_{10}	0.10 0.05	0.01 <0.01
TS-4	Transfer Station TS-4 Receives Product from CB-5 and Transfers to CB-6, Change of Direction (4)	PM PM_{10}	0.10 0.05	0.08 0.04
CB-6	Ship Loader Conveyor Belt CB-6 Receives Material from CB-5, Changes Direction Going to Ship Loader (4)	PM PM_{10}	1.75 0.83	1.52 0.72
SL	Telescopic Spout-Out Ship Loader, Enters Enclosed Hold-Space of Ship to Load Product (4)	PM PM_{10}	0.41 0.19	0.35 0.17
TS PC-4	Transfer Station TS PC-4 Receives Material for Discharge onto CB-7 (4)	PM PM_{10}	1.63 0.77	0.27 0.13
CB-7	Conveyor Belt Headed Towards the Rail Loadout System (RL) and/or to the Ship Loader (SL) (4)	PM PM_{10}	2.72 1.29	0.45 0.21

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Emission Point No. (1)	Source Name (2)	Air Contaminant Name (3)	Emission Rates lb/hr	TPY
TS-5	TS-5 is a Head Shuttle with Bi-Directional Capability. Drops Product from CB-7 onto CB-9, Which Goes to RL, or CB-8, Which Goes to SL (4)	PM PM_{10}	0.10 0.05	0.02 0.01
CB-8	Conveyor Belt CB-8 Dedicated to Ship Loader (4)	PM PM_{10}	3.83 1.81	0.38 0.18
RL	Railcar Loadout Point with a Bi-Truncated Chute that is Lowered into the Compartment for Railcar Loading (4)	PM PM_{10}	0.81 0.38	0.19 0.09
H-1	Hopper for Rail Loadout To Trucks (4)	PM PM_{10}	0.33 0.15	0.04 0.02
FEL-6	Front-End Loader Loading Trucks at Railcar Loadout to Trucks (4)	PM PM_{10}	0.16 0.08	0.02 <0.01
FEL PC-5	Front-End Loader Feeding Hopper at Railcar Loadout Storage Pad (4)	PM PM_{10}	0.11 0.03	0.02 0.01
STKPL-RL	Rail Loadout Station Stockpile (4)	PM PM_{10}		1.99 1.00
STKPL-RCU	Stockpile for Loading Trucks From Railcars (4)	PM PM_{10}		0.96 0.48
H2STPORT2	H_2S Fugitives from Sulfur Transport (4)	H_2S	0.56	<0.01

(1) Emission point identification - either specific equipment designation or emission point number from a plot plan.
(2) Specific point source names. For fugitive sources use area name or fugitive source name.
(3) PM - particulate matter, suspended in the atmosphere, including PM_{10} and $PM_{2.5}$

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PM_{10} - particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ - particulate matter equal to or less than 2.5 microns in diameter
H_2S - hydrogen sulfide

(4) Fugitive emissions are an estimate only.

The maximum hourly emissions do not all occur simultaneously. Maximum hourly emissions are 15.89 lb/hr of PM and 7.51 lb/hr of PM_{10} (excluding stockpile emissions) and occur during one of the following operating scenarios, as represented in the permit application:

(a) Koch sulfur pad to ship loader and Valero to rail pad;
(b) Koch sulfur pad to ship loader and Koch to rail pad.

Dated May 24, 2010