Emission Sources - Maximum Allowable Emission Rates

Permit Number 73424

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, sources, and related activities. 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 | |
|---|---|---|---|---|
| | | | lbs/hour | TPY (4) |
| RP-1-1 | Truck Receiving Pit No. 1 | PM | 3.40 | 5.95 |
| | | $PM_{10}/PM_{2.5}$ | 0.50 | 0.88 |
| RP-2-1 | Truck Receiving Pit No. 2 | PM | 3.40 | 5.95 |
| | | $PM_{10}/PM_{2.5}$ | 0.50 | 0.88 |
| RP-3-1 | Truck Receiving Pit No. 3 | PM | 3.40 | 5.95 |
| | | $PM_{10}/PM_{2.5}$ | 0.50 | 0.88 |
| | Total Truck Receiving Operations (RP-1-1, RP-2-1, and RP-3-1) | PM | -- | 5.95 |
| | | $PM_{10}/PM_{2.5}$ | -- | 0.88 |
| RP-4-1 | Railcar Receiving Pit | PM | 4.08 | 1.55 |
| | | $PM_{10}/PM_{2.5}$ | 0.60 | 0.23 |
| DC-4 | Railcar Receiving Pit Transfer Baghouse | $PM/PM_{10}/PM_{2.5}$ | 1.41 | 6.18 |
| DC-1 | Grain Transfer Headhouses Nos. 1 and 3 Baghouse | $PM/PM_{10}/PM_{2.5}$ | 0.34 | 1.50 |
| DC-2 | Headhouse No. 1 Top Belt Baghouse | $PM/PM_{10}/PM_{2.5}$ | 0.43 | 1.87 |
| DC-3 | Headhouse No. 3 Top Belt Cartridge Filter | $PM/PM_{10}/PM_{2.5}$ | 0.09 | 0.38 |
| C-1-1 | Headhouse No. 1 Grain Handling and Storage Cyclone | $PM/PM_{10}/PM_{2.5}$ | 2.31 | 10.14 |
| C-1-2 | Headhouse No. 1 Grain Handling and Storage Cyclone | $PM/PM_{10}/PM_{2.5}$ | 2.31 | 10.14 |
| C-2-1 | Headhouse No. 2 Grain Handling and Storage Cyclone | $PM/PM_{10}/PM_{2.5}$ | 3.86 | 16.89 |
| C-3-1 | Headhouse No. 3 Grain Handling and Storage | $PM/PM_{10}/PM_{2.5}$ | 3.60 | 15.77 |

## Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | Cyclone | | | |
| D-1 | Dryer No. 1 | PM | 19.80 | 7.13 |
| | | $PM_{10}/PM_{2.5}$ | 4.95 | 1.78 |
| | | $SO_2$ | <0.01 | <0.01 |
| | | $NO_x$ | 2.19 | 0.79 |
| | | CO | 1.84 | 0.66 |
| | | VOC | 0.12 | 0.04 |
| D-2 | Dryer No. 2 | PM | 19.80 | 7.13 |
| | | $PM_{10}/PM_{2.5}$ | 4.95 | 1.78 |
| | | $SO_2$ | <0.01 | <0.01 |
| | | $NO_x$ | 2.19 | 0.79 |
| | | CO | 1.84 | 0.66 |
| | | VOC | 0.12 | 0.04 |
| | Total Drying Operations (D-1 and D-2) | PM | -- | 7.13 |
| | | $PM_{10}/PM_{2.5}$ | -- | 1.78 |
| | | $SO_2$ | -- | <0.01 |
| | | $NO_x$ | -- | 0.79 |
| | | CO | -- | 0.66 |
| | | VOC | -- | 0.04 |
| B-1 | Flaker Boiler/Dryer No. 1 | $PM/PM_{10}/PM_{2.5}$ | 0.10 | 0.45 |
| | | $SO_2$ | 0.01 | 0.04 |
| | | $NO_x$ | 1.19 | 5.22 |
| | | CO | 1.13 | 4.93 |
| | | VOC | 0.07 | 0.32 |
| B-2 | Flaker Boiler/Dryer No. 2 | $PM/PM_{10}/PM_{2.5}$ | 0.10 | 0.45 |
| | | $SO_2$ | 0.01 | 0.04 |
| | | $NO_x$ | 1.19 | 5.22 |
| | | CO | 1.13 | 4.93 |
| | | VOC | 0.07 | 0.32 |
| C-F-1 | Flaker Dryer/Cooler No. 1 Cyclone | $PM/PM_{10}/PM_{2.5}$ | 3.09 | 13.52 |
| C-F-2 | Flaker Dryer/Cooler No. 2 Cyclone | $PM/PM_{10}/PM_{2.5}$ | 3.09 | 13.52 |

## Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| D-F-1 | Flaker Dump No. 1 to Bunker | PM | 0.11 | 0.47 |
| | | $PM_{10}/PM_{2.5}$ | 0.03 | 0.16 |
| D-F-2 | Flaker Dump No. 2 to Bunker | PM | 0.11 | 0.47 |
| | | $PM_{10}/PM_{2.5}$ | 0.03 | 0.16 |
| DC-5 | Roller Mill Baghouse | $PM/PM_{10}/PM_{2.5}$ | 0.17 | 0.75 |
| L-1-1 | Headhouse No. 1 Truck Loadout 1 | PM | 1.29 | 10.84 |
| | | $PM_{10}$ | 0.44 | 3.65 |
| | | $PM_{2.5}$ | 0.07 | 0.62 |
| L-1-2 | Headhouse No. 1 Truck Loadout 2 | PM | 1.29 | 10.84 |
| | | $PM_{10}$ | 0.44 | 3.65 |
| | | $PM_{2.5}$ | 0.07 | 0.62 |
| L-1-3 | Headhouse No. 1 Truck Loadout 3 | PM | 1.29 | 10.84 |
| | | $PM_{10}$ | 0.44 | 3.65 |
| | | $PM_{2.5}$ | 0.07 | 0.62 |
| L-1-4 | Headhouse No. 1 Truck Loadout 4 | PM | 1.29 | 10.84 |
| | | $PM_{10}$ | 0.44 | 3.65 |
| | | $PM_{2.5}$ | 0.07 | 0.62 |
| L-1-5 | Headhouse No. 1 Truck Loadout 5 | PM | 1.29 | 10.84 |
| | | $PM_{10}$ | 0.44 | 3.65 |
| | | $PM_{2.5}$ | 0.07 | 0.62 |
| L-1-6 | Headhouse No. 1 Railcar Loadout 6 | PM | 0.76 | 10.84 |
| | | $PM_{10}$ | 0.03 | 3.65 |
| | | $PM_{2.5}$ | 0.01 | 0.62 |
| L-2-1 | Headhouse No. 2 Truck Loadout 1 | PM | 1.29 | 10.84 |
| | | $PM_{10}$ | 0.44 | 3.65 |
| | | $PM_{2.5}$ | 0.07 | 0.62 |
| L-3-1 | Headhouse No. 3 Truck Loadout 1 | PM | 5.16 | 10.84 |
| | | $PM_{10}$ | 1.74 | 3.65 |
| | | $PM_{2.5}$ | 0.29 | 0.62 |
| L-3-2 | Headhouse No. 3 Truck Loadout 2 | PM | 5.16 | 10.84 |
| | | $PM_{10}$ | 1.74 | 3.65 |
| | | $PM_{2.5}$ | 0.29 | 0.62 |
| L-3-3 | Headhouse No. 3 Truck | PM | 5.16 | 10.84 |

## Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| | Loadout 3 | $PM_{10}$ | 1.74 | 3.65 |
| | | $PM_{2.5}$ | 0.29 | 0.62 |
| L-3-4 | Headhouse No. 3 Truck Loadout 4 | PM | 5.16 | 10.84 |
| | | $PM_{10}$ | 1.74 | 3.65 |
| | | $PM_{2.5}$ | 0.29 | 0.62 |
| L-3-5 | Headhouse No. 3 Truck Loadout 5 | PM | 5.16 | 10.84 |
| | | $PM_{10}$ | 1.74 | 3.65 |
| | | $PM_{2.5}$ | 0.29 | 0.62 |
| L-3-6 | Headhouse No. 3 Truck Loadout 6 | PM | 5.16 | 10.84 |
| | | $PM_{10}$ | 1.74 | 3.65 |
| | | $PM_{2.5}$ | 0.29 | 0.62 |
| L-3-7 | Headhouse No. 3 Railcar Loadout 7 | PM | 1.62 | 10.84 |
| | | $PM_{10}$ | 0.13 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |
| L-3-8 | Headhouse No. 3 Railcar Loadout 8 | PM | 1.62 | 10.84 |
| | | $PM_{10}$ | 0.13 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |
| L-3-9 | Headhouse No. 3 Railcar Loadout 9 | PM | 1.62 | 10.84 |
| | | $PM_{10}$ | 0.13 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |
| L-3-10 | Headhouse No. 3 Railcar Loadout 10 | PM | 1.62 | 10.84 |
| | | $PM_{10}$ | 0.13 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |
| L-3-11 | Headhouse No. 3 Railcar Loadout 11 | PM | 1.62 | 10.84 |
| | | $PM_{10}$ | 0.13 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |
| L-3-12 | Headhouse No. 3 Railcar Loadout 12 | PM | 1.62 | 10.84 |
| | | $PM_{10}$ | 0.13 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |
| L-F-1 | Flaked Material Loadout | PM | 0.43 | 10.84 |
| | | $PM_{10}$ | 0.15 | 3.65 |
| | | $PM_{2.5}$ | 0.02 | 0.62 |

## Emission Sources - Maximum Allowable Emission Rates

| | | | | |
|---|---|---|---|---|
| L-R-1 | Roller Mill Loadout | PM | 1.72 | 10.84 |
| | | $PM_{10}$ | 0.58 | 3.65 |
| | | $PM_{2.5}$ | 0.10 | 0.62 |
| | Total Loadout Operations (L-1-1, L-1-2, L-1-3, L-1-4, L-1-5, L-1-6, L-2-1, L-3-1, L-3-2, L-3-3, L-3-4, L-3-5, L-3-6, L-3-7, L-3-8, L-3-9, L-3-10, L-3-11, L-3-12, L-F-1, and L-R-1) | PM | -- | 10.84 |
| | | $PM_{10}$ | -- | 3.65 |
| | | $PM_{2.5}$ | -- | 0.62 |

(1) Emission point identification - either specific equipment designation or emission point number from plot plan.
(2) Specific point source name. For fugitive sources, use area name or fugitive source name.
(3) PM - total particulate matter, suspended in the atmosphere, including $PM_{10}$ and $PM_{2.5}$, as represented
$PM_{10}$ - total particulate matter equal to or less than 10 microns in diameter, including $PM_{2.5}$, as represented
$PM_{2.5}$ - particulate matter equal to or less than 2.5 microns in diameter
$SO_2$ - sulfur dioxide
$NO_x$ - total oxides of nitrogen
CO - carbon monoxide
VOC - volatile organic compounds as defined in Title 30 Texas Administrative Code § 101.1
(4) Compliance with annual emission limits (tons per year) is based on a 12 month rolling period.
(5) Emission rate is an estimate and is enforceable through compliance with the applicable special condition(s) and permit application representations.

Dated January 13, 2012