

PORT MANATEE
STORM WATER POLLUTION PREVENTION PLAN

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)
MULTI-SECTOR GENERIC PERMIT (MSGP)
STORM WATER FACILITY ID NO: FLR05B681-004

Manatee County Port Authority
December 2, 2021

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Introduction

Pursuant to state law under the program known as the National Pollutant Discharge Elimination System (NPDES), point source storm water discharge into state waters, such as Tampa Bay, from certain types of industrial facilities, including Port Manatee and some of its tenants, requires an NPDES Multi-Sector Generic Permit (MSGP) for industrial activities issued by the Florida Department of Environmental Protection (DEP). The permit with its terms is written in the law and requires submittal of a Notice of Intent (NOI) to be covered, and requires implementation and maintenance of a Storm Water Pollution Prevention Plan (SWPPP) meeting certain requirements depending on the type of facility.

The purpose of the NPDES program is to identify potential sources of pollutants that could contaminate rain water by contact before it runs off into the bay, plan and implement methods for controlling said contact between the pollutants and the storm water, monitor the effectiveness of the plan, and adjust accordingly.

Port Manatee is considered a Sector Q facility under the program and has prepared its Storm Water Pollution Prevention Plan (SWPPP) according to the Sector Q permit requirements. The port filed its latest NOI to renew its permit on December 2, 2021. Thus, Port Manatee is covered by the NPDES Multi Sector Generic Permit. The port's permitted facility no. is FLR05B681-005 pursuant to DEP confirmation of coverage dated December 2, 2021 in response to the port's NOI. Current permit coverage is effective from December 5, 2021 to December 4, 2026.

While only some port tenants and users are required to have NPDES permits, all port tenants and users are subject to requirements related to this program. Please refer to the *Requirements of the Port and its Tenants and Users* section included in this plan for further explanation.

This plan is intended to be a dynamic working document that is adjusted over time as lessons are learned and conditions change. The port encourages tenants and users to comment on the plan and suggest any modifications considered beneficial. Contact the Pollution Prevention Team member responsible for plan preparation identified in the *Pollution Prevention Team* section of this plan.

Additional related documentation is available upon request from the Pollution Prevention Team member responsible for plan maintenance identified in the *Pollution Prevention Team* section of this plan.

The DEP website for information related to the program is:
<http://www.dep.state.fl.us/water/stormwater/npdes/industrial4.htm>

Port Manatee is proud and very protective of the water quality in and around the port. Thank you for doing your part to keep our environment clean.

Permit Requirements of the Port and its Tenants and Users

All Port Manatee tenants and users are subject to the Port Manatee Tariff. The Tariff is available online at portmanatee.com.

Pursuant to item 141 of the tariff, all port tenants and users, not just those required to have permit coverage, must comply with the terms of this plan, including the terms applicable to their operations in the best management practices section, *Measures and Controls, Including Best Management Practices*.

In addition, tenants and users required to have an NPDES permit are required to comply with their own permit requirements and provide all related documentation to the individual responsible for plan implementation identified in the *Pollution Prevention Team* section of this plan.

This pollution prevention plan addresses potential sources of pollutants associated not just with the port's operations, which are covered by the port's permit, but other operations at the port as well, including those of tenants and users. As a result, there is likely to be substantial overlap between this plan and other permittees' plans. While the *Measures and Controls, Including Best Management Practices* section applies to all tenants and users, the details of the monitoring and reporting requirements in this plan are specific to the port. They do not apply to other permittees. Other permittees must identify and comply with their own monitoring and reporting requirements.

In cases where a tenant or user is required to have a permit and its representative discharge mingles with runoff from others, the tenant or user is still responsible for the monitoring. Representative discharges are defined in the *Monitoring Requirements by Permittee* section of this plan. In these circumstances, contact the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for help resolving any issues related to exceedance of cut-off concentrations in co-mingled discharges.

In cases where a permit requirement parameter such as a facility's Sector or monitoring outfalls is determined to be different than that determined in this plan, the tenant or user is responsible for pointing out the difference to the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan and explaining the rationale for the differing determination.

Who Needs a Permit

Whether an operation at the port is required to have permit coverage depends on the type of industry in which the operation is engaged at the port, and activities at the port. Guidance for making the determination is provided on DEP’s website at:

<http://www.dep.state.fl.us/water/stormwater/npdes/industrial2.htm>.

Below is the port’s analysis of who it considers required to obtain and maintain permit coverage. This is a cursory summary of the analysis, addressing only requirements applicable to operations identified. For details, and to address new operations as they are added, refer to the DEP website identified above. Every tenant or user is ultimately required to make its own determination as to whether it is required to have permit coverage. Any tenant or user required to have a permit must submit an NOI to DEP and implement and maintain its own SWPPP. Every permittee must meet its own monitoring and reporting requirements. Copies of the NOI, SWPPP and all other documentation regarding related regulatory compliance, including monitoring results, must be provided to the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

The standard industrial classification code for a facility’s primary operation at the port is used to determine whether a permit is required. Industrial classification codes applicable to industries at the port are summarized below.

Table 1: Sectors by SIC

SIC (1)	NAICS (1)	Sector (2)	General Description
3241	327310	E	Cement Manufacturing
4013	488210	P	Railroad Switching Services
4212	484220	P	Specialized Freight Trucking, Local
4214	484110	P	Local Trucking With Storage
4221	493130	P	Farm Product Storage
4222	493120	P	Refrigerated Storage
4225	493110	P	General Warehouse and Storage
4226	493190	P	Warehousing
4412	483111	Q	Deep Sea Foreign Freight Transportation
4491	488310	Q	Port Facility Operation, Waterfront Terminal Operation
4491	488320	Q	Stevedoring Services
4613	486910		Pipeline Transportation of Refined Petroleum
4922	486210		Pipeline Transportation of Natural Gas
5012	423110		Automobile and Other Motor Vehicle Merchant Wholesalers
5031	423310		Lumber Merchant Wholesalers
5032	423320		Brick, Stone, and Related Construction Materials

5149	424490		Juices Merchant Wholesalers
5171	424710	P	Petroleum Bulk Stations and Terminals

1. <http://www.census.gov/epcd/www/naics.html>
2. http://www.dep.state.fl.us/water/stormwater/npdes/docs/msgp/MSGP_sectors.pdf

In general, permit coverage is required under category (i) for cement manufacturing facilities with effluent limitations. Permit coverage is required under category (viii), transportation, for transportation facilities with primary site activity SIC code of 40XX, 41XX, 42XX (except 4221, 4222 and 4225 addressed below), 43XX, 44XX, 45XX or 5171 and vehicle maintenance shops or equipment cleaning operations. Separate construction permit coverage is required under category (x), construction, for construction projects over 5 acres of disturbance which are not part of a larger common plan of development or sale. Permit coverage is required under category (xi), light industry, for facilities with primary site activity SIC code 4221, 4222 or 4225 and exposure of equipment or activities. These categories are defined in more detail at the following address:

http://www.dep.state.fl.us/water/stormwater/npdes/docs/industrial_categories.pdf

The following table illustrates the port's analysis of which tenants require permit coverage. Tenants with a permit requirement category listed in the table below are considered required to have permit coverage, unless noted otherwise.

Table 2: Port and Tenants Permit Requirement Analysis

Tenant, Contact	Primary SIC Code (1)	Sector	Maintenance	Permit Requirement Category (2)
Alpico International Ildes Alpizar, 941-721-6422, ildes@alpico-intl.com	5012		NA	
Argos ⁴ (Cement Plant) Terry Bennett, 813-247-4831, X222, tbennett@argos-us.com	3241	E	NA	i ⁴
Arrow Terminals DBA Port Manatee Forestry Terminal Chris Sheils, 813-477-9610, cs@gearbulk.com	4225	P	No	
Carver Maritime Matt Lazzari, (518) 881-7994 mlazzari@carvercompanies.com John Reagan, (518) 355-6034;155 JReagan@carvercompanies.com	5032		NA	
Citrosuco Bob Williams, 863-696-6018 bwilliams@citrosuco.com	5149		NA	
Cropland Services Michael Stallings, 863-665-0125	4491	Q	No	

mike@croplandservices.com				
Del Monte Carlos Agudelo, 941-722-3060, cagudelo@freshdelmonte.com	5149		NA	
Federal Marine Terminals (FMT) Troy Layton, 941-721-0223 X225, tlayton@fedmar.com	4491	Q	Yes	viii
FPL Manatee Terminal Rich Sanger, 941-729-5747, Richard.Sanger@FPL.com	4613		NA	
Gulfstream Natural Gas System Eric Raymond, 941-723-7000, eric.a.raymond@williams.com	4922		NA	
Kinder Morgan Erin Dibacco, (813) 386-3615, erin_dibacco@kindermorgan.com	4491	Q	Yes	viii
Logistec Anthony Bates, 941-721-7209, abates@logistec.com	4491	Q	Yes	viii
Logistec Gulf Coast Drew Everett, (941) 705-9173, deverett@logistec.com	4491	Q	No	
Manatee County Port Authority George Isiminger, 941-722-6621, gisiminger@portmanatee.com	4491	Q	Yes	viii
Martin Marietta Eric Welling, 904-438-7927, eric.welling@martinmarietta.com	5032		NA	
Suwannee American Cement Jeff Kaiphas, 941-729-7311 jeffrey.kaiphas@sacement.com	5032		NA	
TransMontaigne ³ Steve Lynch, 941-722-7727 X6173, slynch@transmontaigne.com	5171	P	Yes	viii

1. <http://www.census.gov/epcd/www/naics.html>
2. http://www.dep.state.fl.us/water/stormwater/npdes/docs/industrial_categories.pdf
3. TransMontaigne has elected to be permitted. Category is unknown.
4. Argos, under category “i,” is subject to storm water effluent limitations guideline, when operating. The facility is not operating.

Monitoring Requirements by Industry Sector

Permittees are required to monitor how well they are doing in order to be able to adjust their approach to ensure compliance. The Multi-Sector Generic Permit specifies up to four types of monitoring, depending on a permittee's industry type and activities at the port. The four types of monitoring are quarterly visual examination of storm water quality, quarterly analytical monitoring of storm water, annual compliance monitoring, and annual comprehensive site compliance evaluations. EPA guidance on monitoring and reporting is available at: http://www.dep.state.fl.us/water/stormwater/npdes/docs/dmr_guide.pdf.

Sector-specific information on requirements for each industrial sector is available at: <http://www.dep.state.fl.us/water/stormwater/npdes/industrial5.htm>.

Sector E, cement manufacturing monitoring requirements include:

- Quarterly visual examinations
- Annual compliance monitoring (TSS and pH) – performed by Vulcan/Florida Rock
- Annual comprehensive site compliance evaluations

Refer to details at:

<http://www.dep.state.fl.us/water/stormwater/npdes/docs/msgp/efp.pdf>

Sector P monitoring requirements included:

- Quarterly visual examinations
- Annual comprehensive site compliance evaluations

Refer to details at:

<http://www.dep.state.fl.us/water/stormwater/npdes/docs/msgp/pfp.pdf>

Sector Q monitoring requirements include:

- Quarterly analytical monitoring during years 2 (2017 for Port Manatee) and 4 (2019 for Port Manatee) of the 5-year permit. (Year 4 monitoring may not be required, depending on Year 2 results.)
- Quarterly visual examinations every year
- Annual comprehensive site compliance evaluations

Refer to details at:

<http://www.dep.state.fl.us/water/stormwater/npdes/docs/msgp/qfp.pdf>

Monitoring Requirements by Permittee

In this section, the port identifies the monitoring requirements the port considers applicable to itself and other permittees (others considered required to have MSGP coverage based on the preceding analysis), then specifies a monitoring program just for the port, not others. The port performs the monitoring required of the port only. Other permittees are responsible for their own monitoring and reporting.

The following table lists, by permittee, the sector to which the permittee belongs, the outfalls where runoff from the permittee's activity requiring monitoring discharges, the primary (most representative) outfall, and the applicable monitoring requirements. The primary outfalls are considered to discharge essentially identical effluents, and therefore representative, because they drain the same areas and are near the other outfalls. The Quarterly Visual Examinations, Quarterly Analytical Sampling, and Annual Compliance Monitoring are to be performed at the primary outfall. The Annual Comprehensive Site Compliance Evaluation is to be performed facility-wide. For the port, year 2 of the 5-year permit is 2017 and year 4 is 2019. Others' permit years may vary.

Monitoring requirements by permittee:

Permittee: TransMontaigne.

Sector: P

Outfalls: 22, 23, 24

Primary Outfall: 23

Quarterly Visual Examination: Yes

Quarterly Analytical Sampling: No

Annual Compliance Monitoring: No

Annual Site Compliance Evaluation: Yes

Permittee: Federal Marine Terminals (FMT)

Sector: Q

Outfalls: 18

Primary Outfall: 18

Quarterly Visual Examination: Yes

Quarterly Analytical Sampling: Year 2 (Al, Fe, Pb, Zn), Year 4 (depends on Year 2 results)

Annual Compliance Monitoring: No

Annual Site Compliance Evaluation: Yes

Permittee: Kinder Morgan

Sector: Q

Outfalls: 1-9

Primary Outfall: 9¹

Quarterly Visual Examination: Yes

Quarterly Analytical Sampling: Year 2 (Al, Fe, Pb, Zn), Year 4 (depends on Year 2 results)

Annual Compliance Monitoring: No

Annual Site Compliance Evaluation: Yes

Permittee: Logistec
Sector: Q
Outfalls: 14, 15
Primary Outfall: 14
Quarterly Visual Examination: Yes
Quarterly Analytical Sampling: Year 2 (2018) (Al, Fe, Pb, Zn), Year 4 (2020) (depends on Year 2 results)
Annual Compliance Monitoring: No
Annual Site Compliance Evaluation: Yes

Permittee: Manatee County Port Authority
Sector: Q
Outfalls: 19, 20
Primary Outfall: 19
Quarterly Visual Examination: Yes
Quarterly Analytical Sampling: Year 2 (2017) (Al, Fe, Pb, Zn), Year 4 (2019) (depends on Year 2 results)
Annual Compliance Monitoring: No
Annual Site Compliance Evaluation: Yes

Permittee: Argos²
Sector: E
Outfalls: 2, 3
Primary Outfall: 3
Quarterly Visual Examination: Yes
Quarterly Analytical Sampling: No
Annual Compliance Monitoring: TSS (≤ 50 mg/l), pH (6.0-9.0)
Annual Site Compliance Evaluation: Yes

Footnotes:

- ¹. Outfall 8 would be more representative, but is inaccessible; it discharges below tide.
- ². The absence of cement manufacturing activity at the Argos facility may affect monitoring requirements.

For an operation discharging to multiple outfalls, the primary outfall most likely to discharge runoff from the key area of operation was chosen to represent the operation. In the case of the Sector E facility, the key area of operation is the material storage and spillage area. In the case of all of the Sector P and Q operations, the key area is the vehicle and equipment maintenance and repair facility. Outfall 3 may be sampled at the last catch basin before discharge as it is difficult to access the discharge point under the Berth 6 dock. Outfall 9 is considered less representative than outfall 8, but outfall 8 discharge is underwater.

Pollution Prevention Team

The Manatee County Port Authority has identified the following pollution prevention team, consisting of qualified individuals who are responsible for the development and implementation of the SWPPP.

- Dave Sanford, Deputy Executive Director (941-721-2333 (o), 941-721-3793 (m)). Responsibilities: Executive authority.
- George F. Isiminger, P.E., Senior Director of Planning, Engineering and Environmental Affairs (941-721-2330 (o), 941-650-3451 (m)). Responsibilities: Plan preparation, maintenance and implementation.
- David St. Pierre, Director of Seaport Security (941-721-2525 (o), 941-650-7300 (m)). Responsibilities: Port Best Management Practices (BMP) implementation oversight, tenants and users BMP implementation coordination and spill prevention and response coordination.
- Shawn Smith, Director of Operations & Maintenance (941-721-2355 (o), 941-650-3452 (m)). Responsibilities: Operations and storm water management system maintenance.
-

Description of Potential Pollutant Sources

In this section of the plan, activities and materials that might significantly pollute storm water discharges or that might result in the discharge of pollutants during dry weather are identified and described. Refer also to the drainage site map included with this plan.

Port Manatee is located in the lower southeast corner of Tampa Bay, between Cockroach Bay and Terra Ceia Bay. It is essentially a low-lying coastal area that was developed by dredging of an entrance channel and basin and filling of adjacent areas. The industrial activity of the port's tenant and common areas is close to the receiving water bodies (basin and adjacent bay waters). The majority of the port in the industrial and common areas is impervious with an associated storm sewer system with sediment traps and some skimmers which routes storm water into the receiving water body. The drainage is also conveyed by ditches and roadside swales, and sheet flows off of the dock areas into the receiving water body. There is relatively little topographic relief throughout the port jurisdictional boundary. Run-on into the port's jurisdictional boundary is limited to the existing south rim ditch, which discharges directly into Tampa Bay.

Drainage

From a storm water quality perspective, discharges are categorized as follows:

Sheet flow to receiving waters: Rainfall on the dock aprons at Berths 6, 7, 8, 10, 11 and parts of Berths 12 and 14 sheet-flows to the receiving waters either through breaks in the dockside curbing or over the bulkhead at lower-elevation sections between berths.

Collection and conveyance to receiving waters: Rainfall on near-dock areas in the central, oldest section of the port is collected in catch basins and conveyed to the bay by pipe. These areas generally consist of near-dock warehouse facilities, container storage, and some open storage areas. The storm sewer collection system serves the majority of the various industrial activities that are located within the port boundaries and lease areas. The catch basins are fitted with sediment traps that are routinely cleaned by port staff.

Detention: Rainfall on Berths 4 and 5, on parts of Berths 12 and 14 and the south container yard, and on more recently developed lands generally farther from the docks is treated with detention ponds before discharge to the bay. Rainfall on the dock apron at Berth 9 is treated with baffle boxes before discharge to the bay. Rainfall on open storage areas is treated in dry retention ponds.

Site Map

A drainage site map has been prepared as part of the plan.

The intent of the drainage site map is to show the locations of the following:

1. Outfall locations,
2. An outline of the portions of the drainage (contributing) area of each storm water outfall that are within the facility boundaries,
3. Direction of flow in the drainage areas
4. Likely pollutants in the drainage areas
5. Structural control measures,
6. Surface water bodies,
7. Major spills and leaks identified in the *Spills and Leaks* section of this plan,

The map should also show the locations of the following activities where such activities are exposed to precipitation:

1. Fueling,
2. Engine maintenance and repair,
3. Vessel maintenance and repair,
4. Pressure washing,
5. Painting,
6. Sanding,
7. Blasting,
8. Welding,
9. Metal fabrication,
10. Loading/unloading areas,
11. Locations used for the treatment, storage or disposal of wastes;
12. Liquid storage tanks,
13. Liquid storage areas (i.e., paint, solvents, resins),
14. Material storage areas (i.e., blasting media, aluminum, steel, scrap iron).

The map should be updated as conditions change to maintain a useful map of current conditions.

Flow Directions and Types of Pollutants

This section addresses each area of the facility that generates storm water discharges associated with industrial activity with a reasonable potential for containing significant amounts of pollutants, a prediction of the direction of flow, and an identification of the types of pollutants which are likely to be present in storm water discharges associated with industrial activity. Factors to consider include the toxicity of chemical; quantity of chemicals used, produced or discharged; the likelihood of contact with storm water; and history of significant leaks or spills of toxic or hazardous pollutants. Flows with a significant potential for causing erosion are identified.

Dry bulk material handling areas: Dry bulk materials are handled generally on the north side of the port. Dry bulk stockpile areas are designated and shown on the drainage site map. Constituents that are normally consider contaminants are typically well bound in the material, not subject to significant release by leaching for example. Stockpile sites and material handling requirements are designed to minimize exposure. The materials posing the greatest risk are stockpiled at sites with drainage treated with detention, on pavement for easy thorough cleanup, and under tarps to minimize contact with storm water. Practices are constantly improved based on lessons learned.

Vehicle maintenance areas: All but the largest vehicles are maintained indoors to prevent contact of any spilled fluids with storm water. Vehicles too large to be worked on indoors are maintained offsite or with extra precautions to intercept any spills before discharge into the storm water conveyance system.

Inventory of Exposed Materials and Risk Identification

Included herein is an inventory of materials potentially exposed since three years before the NOI. The following information is provided:

1. Material,
2. Storage location,
3. Storage method,
4. Material management practices employed to minimize contact,
5. Control measures,
6. Storm water treatment,
7. Pollutant parameters of concern.

This information addresses both the “inventory of exposed materials” and the “risk identification” sections of the permit. The inventory and material-specific risk identification information for some materials is provided in this section and, for other materials, in the *Measures and Controls, Including Best Management Practices* section. The inventory and material-specific risk identification information is being transferred over time from the former section to the latter section to simplify plan implementation, as there is much overlap.

Storm water treatment

As noted in the *Introduction*, the purpose of the NPDES program is to address contact between pollutants and storm water, as opposed to treatment of already polluted storm water. Nonetheless, storm water treatment provides an extra measure of protection and should be considered when formulating the plan.

Cargo is the primary source of potential pollutants. All cargo transits a berth. Runoff from Berths 4 and 5 is treated in a retention pond. Runoff from Berths 6, 7, 8, 10 and 11 is conveyed to the

bay, some or all through catch basins with a sediment trap that is periodically cleaned out. Runoff from Berth 9 is run through a baffle box with debris screen, sediment trap and oil and grease skimmer. Part of the runoff from berths 12 and 14 runs directly to the bay with non-point discharge and part is treated in a retention pond with excess treatment volume.

Much of the dry bulk cargo is stockpiled at designated sites shown on the drainage site map. Part of the runoff from stockpile site A (east of Berth 4) is conveyed to the bay through a ditch system without prolonged detention and part is treated in a retention pond. Runoff from stockpile sites B1 (Martin Marietta west), B2 (Martin Marietta east) and E (Reeder Lot) is treated in retention ponds. Runoff from stockpile sites C (north of Grove Street), D (south of Grove Street) and F (slag site north of driveway to Zone C, just east of Reeder Road) is conveyed through high-volume, circuitous, vegetated ditch systems before discharge. Runoff from stockpile site G (sulfur pad) is treated in a retention pond designed not to discharge in less than a 100-year event. Part of the runoff from stockpile site H (Argos site) is conveyed to the bay through a ditch system without prolonged detention and part is conveyed to the bay through a catch basin with a sump that is periodically cleaned out.

Dry Bulk Cargo

Dry bulk cargo is cargo that is dry, normally granular, and transported in bulk, not packaged. The required inventory and risk identification information for dry bulk materials is incorporated into the *Dry Bulk Material* section under *Measures and Controls, Including Best Management Practices* section.

Liquid Bulk Cargo

Liquid bulk cargo is cargo that is liquid and transported in bulk, not packaged.

Petroleum Products

Import, bunkering, and export of various petroleum products is performed through the use of underground dedicated pipelines between the berths and the on-site TransMontaigne tank farm. Hoses are connected to the pipelines in pits at the dock and to pipelines on the vessel for the transfer of the cargo by pumping. Petroleum products are imported by ship or barge and unloaded at Berths 7, 8, 9 and 10 for bunkering at the tank farm and transferred from the tank farm to vessels. In addition, petroleum is exported from the tank farm by truck. Petroleum is also imported by ship or barge and pumped from vessels at Berth 9 or 10 to the offsite FPL tank farm for power generation.

The pollutant parameter of concern would be hydrocarbons.

The potential pollution source in these situations is petroleum product leakage during bunkering operations.

Spill prevention procedures are implemented and spill containment equipment and personnel are maintained on-site. During the petroleum bunkering process, the scuppers in the bullrails along the berth are fitted with plugs to help prevent an accidental petroleum spill from leaking into the basin.

There is no point-source discharge of runoff from the dock areas where the bunkering operations are performed. Runoff is by sheet flow from the dock areas. Berths 7, 8 and 10 are equipped for bunkering operations. There is reportedly no discharge from the tank farm area.

Juice

Orange juice is imported in bulk by ship and pumped directly from the ship's hold into trucks for immediate transport offsite. Berths 4, 5, 9, 10, 12 and 14 are the primary locations for this portable operation. The juice is pumped from the ship into trucks by way of a portable rack system.

The pollutant parameter of concern would be BOD (organic matter).

Typically, very little to no juice is spilled during the operation. The only intentionally open point in the unloading system is at the opening in the top of the truck tank into which the nozzle is inserted for filling.

The operation is continuously monitored and flow is shut down immediately upon discovery of a spill and not resumed until the cause has been repaired. The spill is cleaned up to prevent entry into the storm water conveyance system.

Discharge of runoff from the subject exposed areas at Berths 4 and 5 would be non-point source or through the storm water pond, depending on where the leakage occurred. Discharge of runoff from the subject exposed areas at Berth 6 would be at outfalls 3 and 4. Discharge of runoff from the subject exposed areas at Berths 9 and 10 is not point-source. Discharge of runoff from the subject exposed areas at Berths 4 and 5 would be non-point source or through the storm water pond, depending on where the leakage occurred.

Container and Break Bulk Cargo

Containers are imported by ship and offloaded primarily at Berths 10, 11, 12 and 14 using ship's gear, and transferred from the dock to the container storage area by yard mule. At some storage yards, refrigerated containers are powered by connection to reefer plugs until they are trucked offsite.

Pollutants are undefined; depends on cargo.

Contact would occur if a container discharged cargo, until the discharge was cleaned up.

Discharges would be cleaned up upon discovery.

Break bulk cargoes, including palletized fresh fruit, rolls of liner board, bundles of lumber, aluminum ingots, and steel, are imported at various berths, depending on availability and storage location, generally on a first come, first served basis. Fresh fruit is stored in Warehouses 2, 6, 7 and 8. Lumber is generally stored in Warehouses 2, 7, 9, 10 and 11 and occasionally in packs out of doors under tarps. Aluminum and steel are stored out of doors on paved laydown areas. The cargoes are generally transferred from ship to yard mule by ship mounted gantry crane or by Gottwald cranes on-dock and to warehouse by yard mule and from warehouse offsite by truck, sometimes by train.

Rolls of liner board arrive by truck, are stored generally in Warehouse 7, and are exported by ship, transferred from the warehouse to the dock by yard mule and loaded with ship's gear.

Pollutants are undefined; depends on cargo.

A relatively insignificant potential pollution source in this situation is debris that may collect during cargo transfer operations.

Any spillage is cleaned up upon discovery.

Vehicle Storage and Transfer

Automobiles are occasionally exported by ship. They arrive by truck and are typically stored in Zone B while awaiting shipment.

The pollutant parameter of concern would be hydrocarbons.

The potential pollution source associated with this activity is leakage of fluids from the vehicles in the exposed storage areas.

The storage areas are treated by detention with decant weirs equipped with skimmers. The areas are inspected for spills and would be cleaned immediately upon discovery of stains.

Vehicle and Equipment Maintenance and Repair

Vehicle and equipment maintenance and repair are performed onsite by the port and by various stevedores, all of which have covered work areas. The maintenance facilities are located at a big top outside Warehouse 6, Warehouse 5, FMT O&M facility, and the port's O&M facility. Additionally, the port washes vehicles at its O&M facility.

The pollutant parameters of concern are spent solvents; oil; heavy metals such as total aluminum, iron, lead and zinc; ethylene glycol; acid/alkaline wastes; and detergents.

The potential pollutant sources associated with these operations include parts cleaning; waste disposal of greasy rags, used fluids, and batteries; use of cleaners and degreasers; fluid spills; and fluid replacement.

Vehicle maintenance and repair is performed in accordance with specified BMPs. Vehicle washing is performed on an impervious surface with biodegradable soap.

Spills and Leaks

A list of exposed significant spills and leaks of toxic or hazardous pollutants documented since December 1, 2013 (three years prior to the December 1, 2016 effective date of this permit) is to be maintained here. The following spills have occurred:

- February 6, 2016 – Bay Street and National Street southwest corner. Diesel fuel spill on pavement. Did not reach collection system.

All such spills are reported to the United States Coast Guard as appropriate. Each spill has been remediated as necessary.

Sampling Data

Quarterly analytical sampling is performed as set forth in the *Monitoring and Reporting, Sampling* section. The laboratory results are compared against cut-off concentrations to gauge the effectiveness of control measures described in the *Measures and Controls, Including Best Management Practices* section. Exceeding the cut-off concentrations does not constitute a permit violation.

None of the port's year-2 quarterly analytical monitoring exceeded the applicable cut-off concentration. As a result, quarterly analytical monitoring is not required for year 4.

Lab reports are to be stored in an appendix to this Plan.

Risk Identification and Summary of Potential Pollutant Sources

The deepwater port facility is engaged in cargo transfer and storage involving a variety of products and materials at any particular time. Port infrastructure provides the flexibility to accommodate various forms of cargo throughout a significant portion of the upland facilities, including palletized (such as fresh fruit), containerized (such as fresh fruit), liquid bulk (such as petroleum), dry bulk (such as phosphate, limestone), and break bulk (such as cars, etc.). Most of these products are stored for transfer between modes of transportation in warehouses, tanks, silos, unsheltered container yards and unsheltered cargo lay-down areas. Items are transported through the port over the ten active berths currently maintained by the port.

Port facilities are comprised of common, leased and non-leased port properties maintained by the port and its tenants. The roadways and docks that are not held under lease are considered as common areas.

In addition to the facilities described above, the port maintains a maintenance shop which houses vehicle and equipment used for port facilities operations. The equipment consists of lawn maintenance vehicles, light duty trucks, forklifts, and some watercraft.

Most maintenance activities, vehicle retrofits or repairs of the port and tenants occur in covered maintenance areas. Some heavy equipment repairs are conducted outdoors on machinery such as heavy cranes that cannot be accommodated in covered areas. Materials such as engine lubricants, fuels, detergents, etc., are maintained in self-contained locations and are not subject to storm water runoff associated with maintenance activities. Stevedores who do not have access to covered maintenance facilities on-site conduct these operations off-site.

Measures and Controls, Including Best Management Practices

This section of the Port Manatee Storm Water Pollution Prevention Plan is the Best Management Practices document referenced in Port Tariff Item 141 and, as such, all tenants and users shall comply with the best management practices applicable to their facilities and operations contained in this document. A copy of tariff item 141 is included in the appendices to this SWPPP. Check the current tariff for the latest version of item 141. Additional requirements also apply; see, for example, tariff item 143. Additional lease requirements may also apply; refer to your current lease, if applicable.

Once a pollutant has been entrained in the storm water, the only choice is treatment and disposal, or pollution control. Reducing or eliminating the pollutant at the source, or pollution prevention, is the first priority, while pollution control is employed as a step further for good measure. The port has identified strategic operational measures and controls for the storage and handling of potential pollutants, including cargoes, aimed at minimizing and avoiding contact with storm water. Structural treatment systems are also in place for control of unavoidable pollution. The port's operational measures and controls, or Best Management Practices (BMP), include good housekeeping, preventive maintenance, spill prevention and response procedures, inspections, employee training, record-keeping and internal reporting procedures, prohibition of non-storm water discharges, and sediment and erosion control.

Activities that may result in contact of pollutants with storm water and are not addressed in this plan are not allowed without first contacting the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for incorporation of the activity into this plan if appropriate.

Good Housekeeping

Good housekeeping requires maintenance of areas that may contribute pollutants to storm water discharges in a clean, orderly manner. Good housekeeping practices are the responsibility of those who store and handle potential pollutants. The port implements its own good housekeeping practices and expects, requires, and encourages its tenants and users to do the same. This section establishes the expectations of the port, the procedures for encouraging action from the responsible parties, and alternative procedures to be implemented when necessary.

Tenants and users are responsible for performing periodic inspections and making improvements as necessary to maintain best management practices. Through frequent inspections, the port identifies improvements needed and identifies the responsible party. The port may perform pollution prevention activities deemed the responsibility of another party in the event of the responsible party's failure to timely and adequately perform the activity. In such case the port

will demand reparations due.

Discovery of exposed pollutants that cannot be immediately cleaned up should be reported to the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

Pressure Washing to Remove Marine Growth

Pressure washing of vessels to remove marine growth is not permitted without a separate NPDES permit with a pollution prevention plan. Contact the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan. The plan must describe the measures to collect or contain the discharge from the pressure washing area, detail the method for the removal of the visible solids, describe the method of disposal of the collected solids, and identify where the discharge will be released (i.e., the receiving water body, storm sewer system, sanitary sewer system). If the plan includes discharge into a receiving water body, it must include routing through a storm water treatment pond prior to release. A version of the following measures would likely be required:

1. Collect discharge water and remove all visible solids before discharging to a sewer system, or where permitted, to a drainage system, or receiving water.
2. Perform pressure washing only in designated areas where wash water containment can be effectively achieved.
3. Use no detergents or additives in the pressure wash water.
4. Direct deck drainage to a collection system sump for settling and/or additional treatment. Implement diagonal trenches or berms and sumps to contain and collect wash water at marine railways.
5. Use solid decking, gutters, and sumps at lift platforms to contain and collect wash water for possible reuse.

Trailer and Container Washing

Washing of truck trailers and shipping containers is to be performed in a manner that does not discharge wash water into the storm water drainage system or any surface water body. Protect the storm drain by placing storm drain filters around the drain. Install measures for capturing errant drainage to the catch basin and pumping the water out.

Blasting and Painting Areas

Blasting and painting activities are to be conducted in a manner that prevents abrasives, paint chips, and overspray from reaching the storm sewer system or the bay. Adhere to the following BMPs.

Surface preparation, sanding and paint removal:

1. Enclose, cover, or contain blasting and sanding activities to the extent practical to prevent abrasives, dust, and paint chips from reaching storm sewers or receiving water.
2. Where feasible, cover drains, trenches, and drainage channels to prevent entry of blasting debris to the system.
3. Do not perform uncontained blasting or sanding activities over open water.
4. Do not perform blasting or sanding activities during windy conditions which render containment ineffective.
5. Inspect and clean sediment traps to ensure the interception and retention of solids prior to entering the drainage system.
6. Sweep accessible areas drydock to remove debris and spent sandblasting material prior to flooding.
7. Collect spent abrasives routinely and store under a cover to await proper disposal.

Painting:

1. Enclose, cover, or contain painting activities to the maximum extent practical to prevent overspray from reaching the receiving water.
2. Do not perform uncontained spray painting activities over open water.
3. Do not perform spray painting activities during windy conditions which render containment ineffective.
4. Mix paints and solvents in designated areas away from drains, ditches, piers, and surface waters, preferably indoors or under cover.
5. Have absorbent and other cleanup items readily available for immediate cleanup of spills.
6. Allow empty paint cans to dry before disposal.
7. Keep paint and paint thinner away from traffic areas to avoid spills.
8. Recycle paint, paint thinner, and solvents.
9. Train employees on proper painting and spraying techniques, and use effective spray equipment that delivers more paint to the target and less overspray.

Material Handling and Storage Areas

This section applies to the storage and transport of both materials being shipped (cargos) and materials used for operations. Materials may only be stored exposed as permitted in this section. Materials and methods of storage not specifically addressed here that may result in contact of pollutants with storm water are not allowed without first contacting the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for incorporation of the activity into this plan if appropriate.

Fuels, Paints, Solvents, Waste Oil, Antifreeze, Batteries

When handling materials, such as fueling, painting, mixing solvents, etc., adhere to the following measures:

1. Where practical, use spill and overflow protection. In the case of above-ground fuel

tanks, spill and overflow protection is not required, even if practical, if the tank is in good condition and the site is tidy and spillage is easily detectable and the monthly inspection record indicates no pattern of spillage.

2. Mix paints and solvents in areas away from drains, ditches, piers, and surface waters, preferably indoors or under a shed.
3. Minimize run-on of storm water to material handling areas.

Store containerized materials in accordance with the following control measures:

1. Store containerized materials (fuels, paints, solvents, etc.) above ground in a protected, secure location and away from drains.
2. Plainly label and keep clean stored containerized materials.
3. Where practical, cover containerized material storage areas and physically isolate from storm water run-on.
4. Store reactive, ignitable, or flammable liquids in compliance with the local fire code.
5. Label potentially hazardous materials, their characteristics, and use.
6. Control excessive purchasing, storage, and handling of potentially hazardous materials.
7. Educate personnel for proper storage, use, cleanup, and disposal of materials.
8. Where practical, provide sufficient containment for outdoor storage areas for the larger of either 10 percent of the volume of all containers or 110 percent of the volume of the largest tank.
9. Use spill troughs for drums with taps.
10. Clean up leaks and spills and repair the sources of the leaks immediately upon discovery.
11. Store spent abrasives under cover until proper disposal off-site.

Dry Bulk Material

The requirements in this section apply to the handling of dry bulk materials. This section also includes the required inventory of exposed materials and provides the required risk identification information.

General Housekeeping Standards

In general terms, use good enough equipment, use it the right way, and clean up enough to meet certain standards. There are different standards for your exclusive work area and common areas used by others, and depending on whether it looks like rain or not, and whether you filter the runoff with boom socks or not. These standards are not applied at leased sites with modern era leases as long as runoff, point source discharge and dust emissions are acceptable at the lease site boundary.

If it doesn't look like rain, a little spillage will be tolerated in your work area until the end of the loading or unloading operation. If it looks like rain, you need to clean up your work area right away (to "finished clean" if you don't filter runoff, or to "anti-nuisance clean" if you filter, as defined below).

Whether it looks like rain or not, you need to keep common areas clean (to “finished clean” if it looks like rain and you don’t have the appropriate filters deployed, or to “anti-nuisance clean” as defined below).

At the end of the loading or unloading operation, the work area and common areas must be promptly cleaned up to “finished clean.”

Do not rinse equipment so much or apply so much moisture to the material that it runs off of pavement into the grass, a storm drain or directly into the water.

For our purposes here, “looks like rain” means it’s raining, or you can see the rain coming, or the NOAA forecast is 40% or greater chance of rain within the time it takes to clean up. In other words, if it takes 3 hours to clean up, and NOAA forecast is 40% chance of rain 3 hours from now, even if you can’t see it coming, it “looks like rain.” Since clean-up time is a judgment call, err on the side of caution and keep things clean enough and stop spilling early enough to give yourself plenty of time for complete clean-up before it rains.

“Finished clean” means as clean as you can get it with the best equipment for the job from the list below:

- Shovels: Both manual and power, such as loader buckets. Appropriate when not damaging to existing facilities.
- Manual brooms: Not appropriate when they kick up dust to the extent that it blows beyond the work area.
- Power sweepers: Not appropriate when they kick up dust to the extent that it blows beyond the work area.
- Vacuum trucks: Appropriate when non-vacuum sweepers would kick up dust to the extent that it blows beyond the work area.
- Water trucks: Not always appropriate. Not appropriate if flow rate cannot be controlled enough to prevent runoff from the pavement into the grass, catch basins or directly into the water. Not a cleaning tool except perhaps to facilitate cleanup with power sweepers. May be appropriate for addressing nuisance dust resuspension.

Of course, the necessary cleaning and response equipment and operators must be on site when needed.

“Anti-nuisance clean” means clean enough that resuspension of the material, either by dust or mud, is not a nuisance in the common area. Violation of SDS safety recommendations would certainly be considered a nuisance. The runoff filter, whether it be hay bales or boom sock, must filter sediment and suspended solids and is not appropriate for material with pollutants of concern, such as heavy metals, if it does not also filter the pollutants. Hay bales do not filter heavy metals; you can get boom socks that do.

If not reintroduced into the cargo stream, cleaned up material must be properly disposed-of off of Port property.

Compliance

In the event of non-compliance with these requirements and failure to properly respond to port direction on rectifying the offending condition, the operation is subject to shut-down and the operator is subject to financial penalties of \$1,000 per day until rectification of the offending condition.

Assessment of financial penalties is subject to due warning. Due warning includes an initial written warning to the designated contact for your organization, a second written warning after continued non-compliance of the same nature, and a follow-up meeting if practicable.

For example, the stevedore's designated contact is Joe Stevedore. The Port observes non-compliance with some of these requirements and issues a written warning to Joe, probably after having called and not been satisfied with the response. The Port then observes that the problem has not been adequately rectified and issues a second written warning to Joe and, if Joe is available, meets with him to discuss the matter. Once that has occurred, if the Port observes that the violation has not been rectified, Joe's organization is subject to \$1,000 penalty for that day and every day thereafter until the matter is rectified. Note that stevedores are responsible for their truckers.

Monitoring

Continuously monitor and maintain in good working order all facilities, equipment and operations as necessary to ensure compliance. The monitor is to be specifically designated, familiar with this Plan, and have the responsibility, authority and ability to comply or be responsible for and capable of quickly reporting potential violations to an individual with the responsibility, authority and ability to comply.

Immediately rectify any activity in violation of these provisions upon discovery or upon notification by Port staff.

If any potential environmental impact not addressed by this SOP is identified, notify and consult with the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

Clam Buckets

Use tight-lipped clam-bucket grabs that can be kept closed to minimize leakage and control dust. Use covers on grabs as necessary to control dust. Allow any initial spillage from clam buckets to cease before raising and swinging the bucket from the ship's hold as necessary to control dust and spillage. Do not slow or stop the bucket over water. Keep the bucket closed until the bucket is down in the hopper, below the hopper rim at the open bottom of the bucket. Open the bucket entirely at its lowest possible position in the hopper and keep it there until fully discharged before raising it. Do not fill the hopper so high as to preclude operating in this manner.

Save-alls

Install save-alls to span the entire space between ship and dock under the grab's swing path to prevent spillage of material into the water. The save-all must be wide enough and positioned so as to be under the entire width of the bucket's swing path and then some. Secure the ship and/or save-all to prevent separation between the ship and save-all during the cargo transfer. Save-alls must have the capacity to withstand the load of a full bucket load dropped from the height of the swing path without allowing the material to drop in the water. This would preclude the use of most tarp material and would at least require anchoring of the bottom if strong enough tarp material were used.

Hoppers

Use hoppers with rims wider than the fully opened clam bucket, and deep and large enough that the clam bucket can be fully opened with the bottom opening well below the hopper rim.

Position the hopper so that spillage due to missing the hopper does not fall into the water.

Do not overfill the hopper such that spillage would result.

The discharge chute must be smaller than the receiving vessel, whether truck or conveyor belt, and capable of quick, sure cessation of flow of material.

Use windscreens, such as hanging freezer strips or tarps, as necessary to control dust from exposure to wind.

Hoppers Loading Trucks

Position the truck boxes so that no material from the hopper misses the box. Do not open a hopper chute when it would result in spillage due to missing the truck. Close the hopper chute before the truck moves out from under the discharge stream.

Do not overfill trucks such that spillage would occur during transport.

Hoppers Feeding Conveyors

Position the conveyor belt so that no material from the hopper misses the belt. Do not open a hopper chute when it would result in spillage due to missing or overfilling the belt. Close the hopper chute before filling the belt to the point that spillage occurs as a result.

Do not overfill conveyor belts such that spillage would result.

Hoppers Feeding Pneumatic Pumps

Use hopper discharge chutes pneumatically sealed to the pump intake. Prevent the material in the hoppers from getting so low when the pump is running as to result in dust plumes. Stop the pump as necessary to control dust. The pneumatic pumping system is to be sealed all the way to the silos.

Self Unloaders

Operate ship self unloaders in a manner that prevents spillage. Position the self unloader so that the entire discharge falls into the hopper at all flow rates. Use equipment and operate in a manner that allows sure cessation of flow of material before the hopper overflows.

Drain Covers and Filters

In the exclusive work area, install impermeable covers, such as conveyor belt material, over storm drain inlets where trucks or clam buckets pass over them in a manner that prevents displacement when trucks drive over them. Replace the covers whenever displaced from covering the inlet. Use appropriate filters as necessary to intercept contact water runoff before it enters the storm drainage system or the bay directly. Clean up any spillage into the storm drain.

Application of Moisture

Apply moisture to the cargo, whether spilled or being handled, as necessary to meet the dust and spillage control standards, unless application of moisture is specifically identified as not required in the material-specific section.

Do not apply so much moisture as to result in runoff to a catch basin or off of the paved area. This may be achieved by misting to an optimum level, for example.

Moisture application equipment and operators needed for compliance must be on site in advance of the need without counting on using Port equipment unless prior arrangements have been made on an event-by-event basis.

As long as the dust and spillage control requirements and the cleaning requirements are being met, this measure is not necessarily required. On the other hand, if the dust and spillage control requirements and the cleaning requirements are not being met, this measure is required.

Hauling by Truck

Position the truck directly under the hopper chute so that nothing is spilled. Do not overfill trucks such that they would spill material when jostled. Cover truckloads as necessary to control dust.

Seal and lock tailgates as necessary to prevent leakage and to ensure they do not inadvertently open when traversing bumps such as at railroad tracks.

Stay on approved routes.

Stevedores are responsible for ensuring that truckers hired by them comply with these requirements. Leaking trucks are subject to rejection.

Suspension of Operations

Suspend material handling operations as necessary for compliance.

The Port will order suspension of material handling operations when considered necessary for compliance with these provisions if the operations are not suspended voluntarily. In such a case the Port encourages improvements for resumption of operations subject to Port approval based on demonstration of success. An operation that does not meet these requirements will not be allowed to continue. The Port is committed to working with its partners to achieve success and allow operations to continue.

Exposed Stockpiles

On-site stockpiling is prohibited unless specifically allowed for the material in question. Exposed stockpiling is prohibited unless specifically allowed for the material in question.

Only Dry Bulk Stockpile Areas A through I shown on the SWPPP Site Map are approved for exposed stockpiles. Conduct all stockpiling and load-out operations within the approved Stockpile Area footprint. Specific stockpile and load-out area location within the approved areas is subject to the approval of the port's director of operations on a shipment-by-shipment basis.

Exposed stockpiles must be bermed and/or properly silt-fenced (trenched in) in all runoff flow directions to the extent necessary to fully contain runoff. A minimum of 5 ft of green space is to be maintained between the stockpile and load-out area and the berm or silt fence.

Covered Stockpiles

On-site stockpiling is prohibited unless specifically allowed for the material in question. Covered stockpiling may be required if the material contains pollutants of concern, such as pollutants that could trigger regulatory soil cleanup requirements. When the material in question is required to be covered, it must be placed on pavement and covered as soon and as quickly as practicable after the material stockpile is in place.

Further, when the material in question is required to be covered and runoff filtering is to be used to qualify for the "anti-nuisance clean" standard, boom socks rated for removal of the pollutants of concern, usually heavy metals, must be used.

Only paved Dry Bulk Stockpile Area E (Reeder Road lot) is approved for stockpiles required to be covered. Conduct all stockpiling and load-out operations within the approved Stockpile Area footprint shown on the SWPPP Site Map. Do not use steel tracked equipment on the pavement. Patch any voids or potholes that appear in the pavement as a result of the operation with asphalt in a manner that is impervious and smooth enough for thorough cleanup.

Covered stockpiles and load-out areas must be bermed and/or properly silt-fenced (trenched in) at the edge of pavement in all runoff flow directions.

Have all of the necessary cover materials and installation crew on site before they are needed. Future shipments are subject to rejection if the materials and crew are not on hand when needed. Cover the material as soon as practicable after placement and as quickly as possible, certainly within 24 hours of the ship debarking. Provide complete coverage with no gaps. Use heavy enough material and sufficient hold-down weights (sizes and placement) to prevent cover material from suspending dust due to flapping in the wind.

The working area may be uncovered only as necessary for load-out. A portion is not to remain uncovered more than one day between load-out days. Install the tarp in a manner that allows for readily available personnel to cover the working end as needed to comply with this requirement.

Maintain the pavement in an impervious, smooth and hard state.

Rumble Strips

Rumble strips at the load-out area exit need only be used if specifically identified as required for the particular material, but their use is recommended at all stockpile sites to ease the burden of the cleaning requirement and may alleviate the need for remedial measures.

Related Requirements

Comply with the Stationary Air Sources rule, FDEP Chapter 62-210, FAC, and, if regulated, obtain any permits required.

Comply with all other applicable governmental regulations and permitting requirements.

Follow all Safety Data Sheet (SDS) recommendations and have all necessary safety materials, equipment and operators on site. Verify that the storage site provides the necessary safety features, e.g., sufficient ventilation. Provide the SDS and UN number of the material to the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

Consult with the fire department and other emergency response agencies in advance on all emergency response related matters identified in the SDS and comply with specified safety procedures. Be available to the fire department and other emergency response agencies with

related information during a response to an incident.

Comply with the Port Tariff available at portmanatee.com. Tariff items 141, 143, 145 and the referenced berth restrictions, 210, and 225 are particularly applicable here.

Comply with Port security requirements.

Comply with the Port's *Hazardous Material Response Plan* contained in the appendices to this Plan.

Do not exceed the allowable dock loading limits. See the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for information on the allowable dock loading limits.

Material-specific Requirements

Following are approved procedures and further dry bulk material handling requirements by material type. These sections apply to specific materials in the named categories and the related handling procedures that have been specifically assessed. Materials in the same category but different than the previously assessed materials due to a change in the source or some other factor are subject to a new assessment for approval. Changes in procedure or storage location are subject to a new assessment for approval.

A material and procedure, including storage location, not addressed in this section requires its own material-specific plan approved by the Port. For Port approval, make a clear request for NPDES-program approval from the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan. Provide information on the material and how it is to be handled. Information on the material should include at least the applicable Safety Data Sheet (SDS) prepared as required by the Globally Harmonized System. Additional information may be required, such as material chemical analysis and SPLP test results.

If constituents listed in Table II from 62-777 FAC "Contaminant Cleanup Target Levels" are present in the material, the user is responsible for ensuring that entrainment of the material in soils and/or groundwater over time will not exceed the listed Cleanup Target Levels (CTL). Port approval of the plan is not a waiver of the user's responsibility in this regard.

If an activity is not specifically allowed for a material, it is prohibited. If requirements are not identified for an approved activity, contact the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for guidance. Handling of any material not specifically addressed in this plan is not allowed. See the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for amendment of the plan to address a new material.

Material-specific requirements may vary by stevedore based on differences in stevedores' past

performance, and may be modified over time by the Port based on a stevedore's past performance.

AGREMAX Ash Rock

Approval date: April 5, 2019

Stevedore: Logistec Gulf Coast

Contact phone & email:

Drew Everett, LGC, (941) 705-9173, deverett@logistec.com

James Williams, LGC, 941-465-1076, jwilliams@gc.logistec.com

Billy Roy, LGC, (813) 405-9086, broy@gc.logistec.com

Approved material: AES AGREMAX ash rock MSDS dated July 7, 2008, submitted by LGC March 21, 2018.

Pollutant parameters of concern: Suspended solids, dust, heavy metals.

Approved berths: Berth 4, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear, hoppers loading trucks, hauling by truck. At the end when the last remaining material is clumped, the hopper chutes may be left open for direct loading of trucks to avoid jamming of the hopper. Under-fill trucks as necessary to ensure over-filling is prevented.

The trench drain is to be blocked at the pipe to the pond near the north end before commencement of unloading operations until after cleanup.

No overflow of the drain blocks is allowed. Passage of some clean filtered water is permitted. Pump-out and tank equipment capable of preventing the overflow must be onsite before commencement of unloading operations until after cleanup.

Filter material is to be installed along the bull rail and at all other storm drains as needed to intercept runoff before commencement of unloading operations until after cleanup.

The trench drain trench is to be cleaned after the surrounding dock apron areas have been cleaned, from the north end to at least as far south as the railroad. Block the trench on both sides of the pipe to the pond for cleaning of the trench.

Approved stockpile type(s): Exposed stockpiling

Approved stockpile location: Argos parcel between clinker shed, shed-to-grinder conveyor, garage building and Vulcan conveyor. Two exposed stockpiles with a truck route between them.

Approved haul route if stockpiling on-Port: Coastal Street, roadway through Argos site, National Street, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved haul route if hauling directly off-Port: National Street, North Dock Street, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Start-up of unloading operations will not be allowed until all requisite measures are in place, and suspension of operations may be ordered immediately upon the first instance of non-compliance until the operation is brought into compliance.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Template

(Use this to submit a proposed material handling plan.)

Approval date:

Stevedore:

Approved material:

Pollutant parameters of concern:

Approved berths:

Approved ship unloading and transport method:

Approved haul routes:

Comply with all general requirements applicable to the methods approved in this material-specific section.

Ammonium Nitrate

Note: Ammonium Nitrate (bulk or super-sacks) is considered a dangerous cargo that may not be stored within Port Manatee's footprint over 6 hours, in accordance with 33 CFR § 126.

Approval date: July 24, 2018 (update for Warehouse 3)

Stevedore: Logistec Gulf Coast

Approved material: Ammonium Nitrate

Pollutant parameters of concern: Suspended solids, dust, nutrients. The material is also known to accelerate corrosion of concrete reinforcing steel.

Approved berths: Berths 4 and 5, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear, hoppers loading trucks, hauling by truck.

Approved stockpile type(s): Inside warehouse for less than 6 hours.

Approved stockpile site(s): Inside Warehouse 3 at Berth 4 (if not trucked directly offsite).

Approved haul route: Bay Street and North Dock Street (if trucking directly offsite), subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Application of moisture is not required as it would be detrimental to the material.

The Port will not accept hire for clean-up of ammonium nitrate.

Continuous cleaning is required, regardless of weather forecast.

Ammonium Nitrate is subject to additional restrictions since it can be explosive. See the Port's Security Department for additional requirements related to handling of ammonium nitrate.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Ammonium Sulfate

Pollutant parameters of concern: Dust. Decomposition to Ammonia.

Approved berths: Normally Berths 4, 5. Approval of an alternative is subject to approval of the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: The proposed 50,000 pound hopper load is approved. Steel plates are to be deployed under the wheels at Berths 4, 5, 12, 14 before loading the hopper. Transfer the material from ship with clam buckets through hoppers into trucks and truck directly to Warehouse 1. A spotter is to ensure tailgates are secure before leaving the hopper.

Approved haul route: Subject to approval of the Port's director of operations on a shipment-by-shipment basis.

Approved haul times: Subject to approval of the Port's director of operations on a shipment-by-

shipment basis. Time restrictions may apply depending on presence of a fruit vessel.

Continuous cleaning is required.

On-site stockpiling inside Warehouse 1 is approved. The trucks are to dump the material inside the warehouse. After dumping each truck and before leaving the warehouse, the tailgate is to be cleaned inside the warehouse using a flat 16-inch soft bristle brush. Rubber-tired loader or rubber-tracked Bobcat are to be used to push the material into a stockpile inside the warehouse.

Approved load-out method: Rubber-tired loader transfers material from stockpile to truck. Truck unloading, stockpiling and truck loading is to be entirely within Warehouse 1.

Warehouse structure protection: Cargo handler is responsible for protection of the structure from damage with trained drivers, equipment operators and spotters and is responsible for repair of any damage.

Application of moisture is not required as it would be detrimental to the material.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Ash, Kinder Morgan

Approval date: November 26, 2013

Stevedore: Kinder Morgan

Contact phone & email:

Ryan O'Neill, Kinder Morgan, (941) 705-2822, ryan_oneill@kindermorgan.com

Approved material: STEAG hard coal fly ash SIS dated February 15, 2013. Zag SGS STEAG Lunen Conditioned Flyash Analysis Report on the material at 17.54% moisture content dated November 4, 2013. Moisture content, reported per shipment, between 10% and 18% with an average of 14%.

Pollutant parameters of concern: Suspended solids, dust, heavy metals.

Approved berths: Berths 4, 5 and 6, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear, hoppers loading trucks, hauling by truck.

Approved stockpile type(s): Covered stockpile (on pavement, tarped, silt screen)

Approved stockpile site(s): Dry bulk stockpile area E (Reeder Road Lot), subject to designation

by the Port's director of operations on a shipment-by-shipment basis

Approved haul route: Bay Street, National Street, North Dock Street, Reeder Road between North Dock Street and the north entrance to the stockpile area, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved load-out method: Loader to truck, hauling out by truck.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Bauxite, Jamaican

Approval date: March 26, 2019

Stevedore: Carver Maritime

Contact phone & email:

Matt Lazzari, (518) 881-7994, mlazzari@carvercompanies.com

Approved material: IMI Bauxite (Untreated) SDS issued April 24, 2015, revised May 19, 2015, submitted March 26, 2019.

Pollutant parameters of concern: Dust, suspended solids.

Approved berths: Berth 4. Berth designation is subject to approval of the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Transfer the material from the ship with clam buckets through hoppers onto portable conveyor belts feeding Carver Maritime's fixed conveyor 2 to discharge on the Carver Maritime site through the radial stackers.

Approved stockpile type(s): Exposed stockpile

Approved stockpile site: Dry Bulk Stockpile Area A shown on the SWPPP Site Map (Carver Maritime site).

Approved load-out method: Load trucks with front loaders and truck the material out of the Port.

Approved haul route: Trucks will be loaded at the Carver site and exit the Port by way of Bay Street and North Dock Street.

Other requirements:

Comply with all general requirements applicable to the methods approved in this material-specific section.

Cement, Finished

Approval date: March 7, 2019

Approved material: Finished Cement

Pollutant parameters of concern: Suspended solids, dust and pH.

Approved berth: Berth 8.

Approved ship unloading and transport method: Material is transferred from material hold to hoppers in empty holds with watertight clamshell grabs on ship's gear. Material is pumped pneumatically by pumps under the hoppers with pipe conveyance from hoppers to silos, with airtight connections between the hopper and the pump and throughout the conveyance system.

Save-alls between ship and dock are required under the bucket path if, when and wherever the bucket path extends outboard of the gunnel.

Onsite stockpiling is not allowed. Silo storage is required.

Approved load-out method: Direct discharge from silo to contained truck.

Application of moisture is not required.

Other requirements:

Limit the rate of discharge as necessary to meet the dust control standard.

Minimize material slope in the hold to minimize avalanching.

Wait for any leakage from the bucket to cease before raising it higher than the lowest level at which leakage may be detected.

Each hopper is to be equipped with four working Donaldson Torit Powercore dust collectors, one on each side at the rim.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Granite

Stevedore: Martin Marietta

Approved material: Granite

Pollutant parameters of concern: None significant.

Approved berths: Normally Berths 4, 5. Approval of an alternative is subject to approval of the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method 1: Transfer the material from the ship to Existing Martin Marietta belt conveyor via self unloader through a hopper and from belt conveyor to Dry Bulk Stockpile Areas B1 and B2 via radial stackers.

Approved ship unloading and transport method 2: Transfer the material from the ship with clam buckets through hoppers into trucks and trucked directly to one of Dry Bulk Stockpile Areas C, D (north of Transmontaigne).

Approved haul route: For ship unloading and transport method 2, normally Bay Street from Berth 4 to Grove Street, Grove Street, North Dock Street east of Reeder Road. Approval of an alternative is subject to approval of the Port's director of operations on a shipment-by-shipment basis.

On-site stockpiling is approved. Stockpiles may be exposed. Approved stockpile areas: Dry Bulk Stockpile Areas B1, B2 for ship unloading and transport method 1, Dry Bulk Stockpile Areas C, D (north of Transmontaigne) for ship unloading and transport method 2.

Approved load-out method: Load stockpiled material into trucks using rubber tired loader. Truck directly off of the Port.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Gypsum

Approval date: February 7, 2019

Stevedore: Carver Maritime

Contact phone & email:

Matt Lazzari, (518) 881-7994, mlazzari@carvercompanies.com

Approved material: Placo Calcium Sulfate SDS dated November 5, 2015

Pollutant parameters of concern: Dust, suspended solids.

Approved berths: Berth 4. Berth designation is subject to approval of the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Transfer the material from the ship with clam buckets through hoppers onto portable conveyor belts feeding Carver Maritime's fixed conveyor 2 to discharge on the Carver Maritime site through the radial stackers.

Approved stockpile type(s): Exposed stockpile

Approved stockpile site: Dry Bulk Stockpile Area A shown on the SWPPP Site Map (Carver Maritime site).

Approved load-out method: Load trucks with front loaders and truck the material out of the Port.

Approved haul route: Trucks will be loaded at the Carver site and exit the Port by way of Bay Street and North Dock Street.

Other requirements:

Comply with all general requirements applicable to the methods approved in this material-specific section.

Iron Ore

Stevedore: Logistec

Approved material: Iron Ore

Pollutant parameters of concern: Iron and iron oxide.

Approved berths: Berths 4, 5.

Approved ship unloading and transport method: Iron ore is to be loaded into a bin in the ship's hold and the loaded bin is to be transferred to the dock and dumped on steel plates for loading into trucks using a front loader and trucking directly off of the Port. The bin is to be sufficiently tipped back to prevent spillage during transfer. The entire transfer operation from dumping of the bin to loading of the truck is to be performed on continuous steel plates. The steel plates are to be underlain by a single continuous or multiple overlapping tarps. Iron ore may not be transferred by clam bucket because it leaks too much due to the nature of the material. After cleanup of all material possible by front loader, the steel sheets are to be carefully removed and the tarps are to be picked up in a manner that allows dumping of residual material into a truck to avoid spillage onto the dock apron because sweeping is not sufficiently effective. Any remaining material on the pavement is to be swept up to the maximum extent practicable manually and by machine.

Approved haul route: Bay Street, North Dock Street east of Bay Street.

On-site stockpiling is not allowed.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Limestone

Pollutant parameters of concern: Suspended solids, dust, pH.

Approved berths: Berths 4, 5.

Approved ship unloading and transport method: Transfer the material from the ship to belt conveyor via self unloader through a hopper and from belt conveyor to Dry Bulk Stockpile Areas B1 and B2 (Martin Marietta aggregate yard) via radial stackers.

Approved ship unloading and transport method: Transfer the material from the ship to belt conveyor via self unloader through a hopper and from belt conveyor to Dry Bulk Stockpile Area A (Vulcan aggregate yard) via radial stackers.

Approved ship unloading and transport method: Transfer the material from the ship with clam buckets through hoppers into trucks and trucked directly to one of Dry Bulk Stockpile Areas C, D (north of Transmontaigne).

Approved haul route: Bay Street from Berth 4 to Grove Street, Grove Street, North Dock Street east of Reeder Road.

On-site stockpiling is approved. Stockpiles may be exposed. Approved stockpile areas: Dry Bulk Stockpile Areas A, B1, B2, C, D.

Approved load-out method: Load stockpiled material into trucks using rubber tired loader. Truck directly off of the Port.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Phosphate

Stevedore: Kinder Morgan

Pollutant parameters of concern: Suspended solids, dust, nutrients, pH.

Approved berths: Berth 7

Approved ship loading and transport method: Transfer the material into the Port by rail, dump the material into the hopper in the dump shed and transfer the material into the Kinder Morgan warehouse by belt conveyor. Stockpile the material in the warehouse with loaders. Load the material into hoppers inside the warehouse with loaders and transfer the material to the ship by belt conveyors via fixed loading gantries at Berth 7.

Approved stockpile type(s): Inside the warehouse.

Approved haul route: rail and belt conveyor.

Application of moisture is not required as it would be detrimental to the material.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Phosphate Rock, Peruvian (Kinder Morgan)

Approval date: July 24, 2018

Stevedore: Kinder Morgan

Approved material: 'Phosphate Rock' MSDS annotated with 'Bayóvar Project' and 'Sample Gabom - 00036/10' submitted by Kinder Morgan March 27, 2018.

Pollutant parameters of concern: Suspended solids, dust, nutrients, pH.

Approved berths: Berth 4, 5 and 6, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear, hoppers loading trucks at the dock and hoppers feeding conveyor (at Berth 6), hauling by truck to hopper feeding conveyor at the dump shed on National Street.

Approved stockpile type(s): Inside warehouse.

Approved stockpile site(s): Kinder Morgan warehouses.

Approved haul route: North Dock Street west of Coastal Street and National Street, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved load-out method: Loader to truck inside warehouse, hauling out by truck.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Phosphate Rock, Peruvian (Carver Maritime)

Approval date: September 24, 2019

Stevedore: Carver Maritime LLC.

Approved material: 'Phosphate Rock' MSDS annotated with 'Bayóvar Project' and 'Sample Gabom - 00036/10' submitted by Kinder Morgan March 27, 2018.

Pollutant parameters of concern: Suspended solids, dust, nutrients, pH.

Approved berths: Berth 4, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear through hoppers onto portable conveyor belts feeding Carver Maritime's fixed conveyor C2 to discharge on the Carver Maritime site through radial stackers.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear through hoppers into trucks. Hauling by truck from hopper to Carver Maritime site to be stockpiled by loader.

Measures unconditionally required: Drain filters must be installed along the entire conveyor route in advance of unloading operations. Drain covers must be installed over entire spillage zone where the conveyor crosses the drain inlet in advance of the unloading operation. Weir boards high enough to retain material and low enough to pass water must be installed in the trench drain just upstream on both north and south sides of the transfer basin that discharges to the pond. The trench drain must be cleaned quickly after completion of the unloading operation. Leaky grabs may not be used.

Approved stockpile type(s): Exposed stockpile.

Approved stockpile site(s): Dry Bulk Stockpile Area A shown on the SWPPP Site Map (Carver Maritime Site).

Approved haul route: Trucks will be loaded at the Carver site and exit the port by way of Bay Street and North Dock Street.

Approved load-out method: Load trucks with front-end loaders and truck material out of port.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Potash

Pollutant parameters of concern: Dust, suspended solids.

Approved berths: Berths 4, 5, 8, 9, 12 and 14, subject to Port specification for each ship.

Approved ship unloading and transport method: Transfer the material from ship with clam buckets through hoppers into trucks and truck directly off of the Port.

Approved haul routes: Subject to Port specification for each ship.

Continuous cleaning is not required unless triggered by conditions and/or directed by the Port during operations.

On-site stockpiling is not provided for.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Salt

Approval date: March 26, 2020

Stevedore: Logistec Gulf Coast.

Approved material: K+S Chile S.A. 'Sodium Chloride' SDS submitted by Logistec Gulf Coast March 25, 2020.

Pollutant parameters of concern: Dust, salinity.

Approved berths: Berths 4 and 5, subject to Port specification for each ship.

Approved ship unloading and transport method 1: Transfer the material from ship with clam buckets through hoppers into trucks and truck directly off of the Port.

Approved ship unloading and transport method 2: Limited to 2,000 metric tons, 20 trucks per day.

- Construct a containment wall out of Jersey Barriers in the shape of a U large enough to contain all deposited material.
- Line the three sides of the containment wall with containment boom to prevent seepage of product.
- Deliver material to the containment area using well-sealed clam bucket grab.
- As soon as containment has sufficient material to load a truck, load a truck with a front-end loader into a trailer truck and transport off site.

Approved haul routes: Subject to Port specification for each ship.

Continuous cleaning is not required unless triggered by conditions and/or directed by the Port during operations. Do not use water for dust control. Water may be used for final cleanup after sweeping.

On-site stockpiling is not provided for except as noted under approved ship unloading and transport method 2.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Scrap Metal

Pollutant parameters of concern: heavy metals, petroleum products.

Approved berths: Berth 6.

Approved ship loading and transport method: Transport the material by truck, dump and stockpile the material on steel plates on the dock apron, transfer the material to the ship with electromagnetic grabs.

Approved haul route: North Dock Street from Reeder Road to Berth 6 around the west end of the Berth 6 warehouse.

On-site stockpiling is approved.

Approved stockpile area: Berth 6 dock apron. Lay down steel plates first to protect the dock apron. A large enough area of the dock apron is to be protected by steel plates to prevent overflow of material off of the steel plates. Stockpile size is limited to two truckloads. Loaders may be used to consolidate material on the steel plates, not to retrieve material that has landed off of the plates.

The save-alls must be attached to the ship to ensure there is no unprotected gap between ship and dock.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Slag, Blast Furnace

Approval date: July 31, 2018

Stevedore/Contact: Logistec Gulf Coast, Billy Roy ((813) 405-9086)

Approved material: SCB MSDS titled “Blast Furnace Slag – Air Cooled Blast Furnace Slag (ACBFS) – Granulated Blast Furnace Slag (GBFS) – Lightweight Aggregate – Non Metallic Slag – Iron Slag” submitted February 11, 2016

Pollutant parameters of concern: Suspended solids, dust, heavy metals.

Approved berths: Berths 4, 5 and 6, subject to designation by the Port’s director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship’s gear, hoppers loading trucks, hauling by truck.

Approved stockpile type: Exposed stockpile. The 5’ buffer area between the stockpile/load-out

area and the trenched-in silt fence is to be sloped toward the stockpile.

Approved stockpile site(s): Dry bulk stockpile area C2 (northwest 1.5 acres north of Grove Street per map provided July 31, 2018) and F (slag site north of driveway to Zone C, just east of Reeder Road).

Approved haul routes: Bay Street and Grove Street for stockpile area C2, and Bay Street, National Street, North Dock Street, and Reeder Road to the driveway for stockpile area F.

Approved load-out method: Loader to truck, hauling out by truck.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Slag, Copper

Approval date: July 13, 2018

Approved material: SCB Industrial Slag ‘C’ – Non Ferrous Metal Copper Slag, submitted July 13, 2018.

Stevedore: Logistec Gulf Coast

Approved berths: Berths 4, 5 and 6, subject to designation by the Port’s director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs, hoppers loading trucks.

Approved haul route: Bay Street, National Street, North Dock Street, subject to designation by the Port’s director of operations on a shipment-by-shipment basis.

Approved stockpile type(s): Covered stockpile.

Approved stockpile site 1: The south end of dry bulk stockpile area E (Reeder Lot) Reeder Lot, subject to paving or tarping and barricading the unpaved portion to prevent deposition by dust and spillage, and subject to the drop trailers having been moved out of the way.

Approved stockpile site 2: The area at the Argos site just north of the silo, subject to removing the soil, verifying pavement under the removed soil, and covering and filtering the catch basin in advance.

Approved stockpile site 3: Dry bulk stockpile area G (sulfur pad).

Approved load-out method: Loader to truck, hauling out by truck.

Comply with all general requirements applicable to the methods approved in this material-

specific section.

Sulfur, Prilled

Approval date: March 9, 2017

Stevedore: Logistec Gulf Coast

Stevedore contact: Drew Everett, 941-705-9173 (Cell), deverett@logistec.com

Approved material: Tengizchevroil Granulated and Flaked Sulfur, submitted 9/15/15.

Pollutant parameters of concern: Suspended solids, dust, possible nitrification of surface water with prolonged contact, hydrogen sulfide.

Approved berths: Berths 4 and 5, subject to designation by the Port's director of operations on a shipment-by-shipment basis.

Approved ship unloading and transport method: Clam-bucket grabs on ship's gear, hoppers loading trucks, hauling by truck directly to the stockpile area, dump the material into a conveyor hopper onto a belt conveyor and into a stockpile using a telescoping stacker.

Approved haul route: Bay Street, North Dock Street east of Bay Street, Reeder Road to stockpile area via entrance road north of Port O&M.

Approved runoff filtering: Sediment filtering boom socks will be used at the trench drain and catch basins at the work area at the dock. Sediment filtering boom socks may be used at the edge of pavement to filter runoff from the common area haul route in order to apply the cleaning standard related to preventing nuisance resuspension of material to the area. Portions of the haul route to be filtered may be limited to only the areas of significant spillage on a trial basis.

Clean the stockpile area as necessary to avoid tracking product onto Piney Point Road.

Approved stockpile type(s): Exposed stockpile on the paved sulfur pad. The razor-tail hopper, truck dumping, conveyor, stockpiles and truck loading for load-out all must be conducted entirely within the closed paved pad the stormwater runoff from which is fully contained in the system of lined ponds with no discharge from the site except infrequent emergency overflow in accordance with the DEP permit.

Approved stockpile site(s): Dry bulk stockpile area G (sulfur pad).

Approved load-out method: Load stockpiled material using rubber tired loader directly into trucks or into trucks via conveyor through hopper. Truck directly off of the Port through the gate on Piney Point Road.

Application of moisture is required.

Operate in a safe manner, including operating as necessary to avoid fire. If any of these procedures is considered unsafe, do not follow the unsafe procedure and advise the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

Screen: A full-height wind- and dust-barrier screen is required in the fence along the entire length of the north side of the sulfur pad site to control dust-accumulation interference with railroad crossing gate switch operation.

Comply with all general requirements applicable to the methods approved in this material-specific section.

Sulfur, Prilled, Load-out onto Ship

Approval date: June 1, 2021, for one ship call on or about June 7, 2021.

Stevedore: Logistec Gulf Coast

Stevedore contact: Drew Everett, 941-705-9173 (Cell), deverett@logistec.com. Secondary contacts: Randy Comeaux, 941-920-4950; Rich Diffley, 941-253-7132.

Approved material: The prilled sulfur on the pad as of the approval date; MSDS: Tengizchevroil Granulated and Flaked Sulfur, submitted September 15, 2015.

Pollutant parameters of concern: Suspended solids, dust, possible nitrification of surface water with prolonged contact, hydrogen sulfide.

Approved berth: Berth 6.

Approved transport and ship loading method: The material is to be trucked from the pad and dumped from trucks into three bins at Berth 6 described below. The material is to be retrieved from the bins with clam-bucket grabs on ship's gear and loaded into the ship.

Approved haul route: Reeder Road, North Dock Street, National Street all the way to west of the Berth 5 hopper, and back the same route.

Approved runoff filtering: Sediment filtering boom socks will be used at all drains and catch basins in on-dock and near-dock areas. Sediment filtering boom socks may be used at the edge of pavement to filter runoff from the common area haul route in order to apply the cleaning standard related to preventing nuisance resuspension of material to the area. Portions of the haul route to be filtered may be limited to only the areas of significant spillage.

Clean the stockpile area as necessary to avoid tracking product onto the haul route.

Approved stockpile type(s): Each bin at Berth 6 is to be constructed with a waterproof membrane

under steel plates and Jersey barriers on three sides atop the steel plates. The joints between Jersey barriers are to be sealed with foam to prevent material loss. The bins are to be covered during rain as necessary to prevent runoff from the bin.

Approved stockpile site(s): Within three bins at Berth 6.

Application of moisture is required.

Operate in a safe manner, including operating as necessary to avoid fire. If any of these procedures is considered unsafe, do not follow the unsafe procedure and advise the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

Comply with all general requirements applicable to the methods approved in this material-specific section. Comply with all stipulations of the SOP submitted by Richard Tager May 28, 2021, that are consistent with this plan.

Liquid Bulk Material

Liquid bulk material is to be transferred only through sealed systems with continuous human observation for leaks at least in exposed areas during transfer and a system in place for immediate cessation of pumping upon detection of a leak. Spill containment systems must be at the ready whenever a risk of a spill exists, such as during material transfer. Systems should be set up for ease of detection of leaks, and ease of containment before contact with surface water, and ease of cleanup. Operators and observers should be trained in the applicable systems and procedures. Additionally, the appropriate Port Manatee spill prevention and response procedures, included herein, are to be followed.

Dockside fueling is to be performed in compliance with applicable Federal and state regulations. Operators shall submit best management practices (BMP) plans that address pollutant control measures utilized in petroleum transfer and storage, to the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan. Plans shall address preventive measures such as, but not limited to, retaining walls, equipment testing, oil/water separator, weirs/booms, and sorbent materials. Additionally, the appropriate Port Manatee spill prevention and response procedures, included herein, are to be followed.

Transfer and fueling facilities are to be frequently inspected and maintained in good working order. Pipelines and appurtenances are to be kept free of corrosion, clean and accessible for prevention and easy detection of leaks. Permanent storage tanks are to be located in an area surrounded by a dike system which provides sufficient containment for the larger of either 10 percent of the volume of all containers or 110 percent of the volume of the largest tank. The integrity of all storage tanks must be maintained. Storage tanks must be inspected periodically to detect potential leaks and perform preventive maintenance. Piping systems (pipes, pumps, flanges, couplings, hoses, valves) must be inspected periodically for failures or leaks. Tank farm facility employees must be trained on proper filling and transfer procedures.

Container and Break Bulk Material

Storage areas are to be frequently inspected for exposed pollutants. Any exposed pollutants discovered are to be promptly cleaned up. Storage and transfer operations should be conducted in a manner that provides ease of detection of exposed pollutants, and ease of cleanup before entering the storm water conveyance system or coming in contact with surface water. Operators should be trained in the applicable procedures.

Vehicles

Vehicle (including cargo, and transportation and service equipment) storage, operation and transfer areas are to be inspected frequently for leakage of fluids (fuels, lubricants, coolants, etc.). Any spills discovered are to be promptly cleaned up sufficiently to prevent potential impact and disposed of properly. Storage and transfer operations should be conducted in a manner that provides ease of detection of leaks, and ease of containment before entering the storm water conveyance system or coming in contact with surface water, and ease of cleanup. Operators should be trained in the applicable procedures.

All vehicles used in operations are to be maintained in good working order to minimize oil and grease discharges in exposed areas.

Engine Maintenance and Repair Areas

Vehicle and equipment maintenance and repair activities risk leakage and spillage of petroleum products and other pollutants and are to be conducted indoors whenever possible to avoid contact with storm water in the event of a spill. If these activities are necessary in exposed areas, the activity is to be performed over pavement well away from any catch basin or water body, spill-capture pans are to be used to prevent spilled oil from falling on the pavement, and oil absorbent barriers are to be employed in a fashion that will intercept any spilled material prior to entering the storm sewer. Appropriate absorbent material for cleanup must be on hand. Any spill is to be cleaned up immediately with appropriate absorbent material and properly disposed of.

Adhere to the following measures:

1. Deposit used or waste oils into approved waste oil receptacles.
2. Do not wash down shop floors where vehicle and equipment maintenance and repair are performed into the storm sewer system.
3. Maintain an organized inventory of materials used in the maintenance shop.
4. Dispose of greasy rag, oil filters, air filters, batteries, spent coolant, and degreasers properly.
5. Label and track the recycling of waste material (i.e., used oil, spent solvents, batteries).
6. Drain oil filters before disposal or recycling.
7. Store cracked batteries in a non-leaking secondary container.
8. Promptly transfer used fluids to the proper container; do not leave full drip pans or other open containers around the shop. Empty and clean drip pans and containers.

9. Do not pour liquid waste down floor drains, sinks, or outdoor storm drain inlets.
10. Plug floor drains that are connected to the storm or sanitary sewer; if necessary, install a sump that is pumped regularly.
11. Inspect the maintenance area regularly for proper implementation of control measures.
12. Train employees on proper waste control and disposal procedures.

Dry Dock Activities

Dry dock activities are not permitted without first contacting the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan for incorporation of the activity into this plan if appropriate.

General Yard Area

Routine yard maintenance and clean-up must be performed on a monthly or more frequent basis. Scrap metal, wood, plastic, miscellaneous trash, paper, glass, industrial scrap, insulation, welding rods, packaging, etc. must be routinely removed from the yard area. Receptacles for disposal of scrap material must be available at all times.

Roads

The road infrastructure serving the port utilizes grassed swales to provide percolation and sediment/particulate removal. These features are to be maintained in good, unimpeded working order.

Port Manatee owns an industrial grade street sweeper and operates it on port common areas. Street sweepings are disposed of on open ground where percolation prevents runoff.

Preventive Maintenance

Catch basin sediment traps are to be inspected and cleaned as necessary at least quarterly, more frequently if necessary based on historical observation to ensure that sumps are not filled before cleaning. Removed material is to be disposed of in a manner that does not result in storm water contact. The port performs this service at all applicable accessible catch basins.

Catch basin skimmers are to be inspected at least quarterly and maintained in good working order.

Equipment is to be inspected at least monthly for leaks, and leaks are to be repaired upon discovery. Refer to the *Inspections* section for more information.

Conveyor systems are to be inspected at least quarterly and repaired and maintained as necessary

to minimize spillage and dust emissions.

Spill Prevention and Response Procedures

Refer to the Manatee County Port Authority Security Plan, Annex C, Hazardous Material Response Plan, included in this SWPPP, for applicable definitions, prohibitions, policies, storage guidelines, spill notification and duty procedures and forms, spill equipment inventory, and telephone numbers.

In addition to the port program, FPL maintains an inventory of containment boom, skimmers, pumps, and a spill boat to assist in expediting spill containment, and TransMontaigne maintains its own extensive spill containment inventory including, but not limited to, booms, sweeps, oil snares, pads, hand tools, and personnel support.

Key Telephone Numbers (regarding spills)

Extensive contact information is provided in the above-referenced plan. Following are some phone numbers for quick reference:

National Response Center	800-424-8802
State Warning Point	800-320-0519
Fire Department	911
Manatee County Port Authority	941-722-6621
United States Coast Guard	813-918-2722
Florida Fish and Wildlife Conservation Commission	800-282-8002

Inspections

The individual responsible for storm water management system maintenance identified in the *Pollution Prevention Team* section of this plan or a designee shall inspect designated equipment and areas of the facility on a monthly basis to check on the implementation of the storm water pollution prevention plan. Any situation revealed that poses undue risk of pollutant contact with storm water is to be addressed with an appropriate response upon discovery.

The attached monthly inspection form is to be used to ensure that all required areas are inspected. Use the form to maintain records of inspections, responses, and remedial actions in the SWPPP.

Monthly Inspection Checklist

Record date, observations, locations and followup. Follow up on observations in need of response immediately.

Pressure washing areas behind O&M building:

Blasting, sanding, and painting areas behind O&M:

Material storage areas:

Vehicle washing areas behind O&M (confirm maintenance and repair only in covered areas):

Exposed material handling areas:

Drydock areas:

General yard areas:

Pollution Prevention Equipment:

Storm sewers conveyance capacity, skimmers, sumps:

Unauthorized materials stored in common areas:

Leaks or spills of hazardous or petroleum products (in addition to constant alert status. Check every fuel tank and note any spillage.):

Cross connections to wastewater systems:

Any other identified conditions not consistent with the pollution prevention plan: Any situation revealed that poses undue risk of pollutant contact with storm water: Other comments:

Inspector name, signature and date:

Employee Training

Annual employee training is required. Employee training programs should address personnel responsible for implementing activities identified in the storm water pollution prevention plan or otherwise responsible for storm water management at all levels of responsibility. The following topics should be addressed:

1. Components and goals of the SWPPP,
2. Spill prevention, control and response,
3. Good housekeeping,
4. Best management practices (BMP),
5. Cleaning of catch basins,
6. Used oil management,
7. Spent solvent management,
8. Proper disposal of spent abrasives,
9. Proper disposal of vessel wastewaters,
10. Fueling procedures,
11. Proper painting and blasting procedures,
12. Used battery management,

13. Changes to the SWPPP since the last training event,
14. Cargo handling procedures for cargo handlers,
15. Monthly inspections,
16. Quarterly visual examinations at Outfall 19, South Rim Ditch at Reeder Road,
17. Quarterly analytical sampling.

Tenants and users are required to provide their own training tailored to their operations. Tenants and users and their employees are welcome to attend port training events as well and will be invited and encouraged to attend.

Posting of instructions, easy to read descriptions or graphic depictions of BMPs, spill control/clean-up equipment and emergency phone numbers in the work areas is to be considered.

Records of employee training are to be kept in the appendices to this plan.

Recordkeeping and Internal Reporting Procedures

Records of spills and leaks are contained in the *Description of Potential Pollutant Sources, Spills and Leaks* section of this plan. Both spills were hydrocarbons. Neither of the two spills listed made it to the surface water.

Discharge monitoring data is attached, and is summarized in the *Description of Potential Pollutant Sources, Sampling Data* section.

Visual examination reports are attached.

Periodic inspection reports are attached.

Runoff quality is generally good, as indicated by the visual examination and analytical monitoring results, as well as the surface water quality monitoring program.

Schedule of inspections, monitoring and reporting:

1. Inspections are to be performed monthly during all five years of the permit. Inspection reports are to be attached. Followup activities are to be performed promptly.
2. Visual examinations are to be performed quarterly during all five years of the permit. Visual examination reports are to be attached. Followup activities are to be performed promptly.
3. Analytical monitoring is to be performed quarterly during year two (2017) of the five-year permit, and year four (2019) unless waived pursuant to the *Plan Adjustments* section. Lab reports and Discharge Monitoring Reports (DMR) are to be completed after receipt of lab reports. Lab reports and DMRs are to be attached. DMRs are to be submitted to DEP by March 31 the year after the year of quarterly monitoring. Followup activities are to be performed promptly.
4. Comprehensive site compliance evaluation is to be performed annually during the first

quarter of the year during all five years of the permit. The report is to be attached. Followup activities are to be performed promptly. Update the site map at the same time. Plan the field evaluation for low tide and perform a non-storm water discharge inspection at the same time.

Non-Storm Water Discharges

Non-storm water discharges of wastewaters, such as bilge and ballast water, sanitary wastes, pressure wash water (without a separate NPDES permit as specified above), and cooling water originating from vessels are prohibited.

The outfalls have been evaluated for non-storm water discharges. Attached is a non-storm water discharge certification based on an inspection addressing how the discharge was evaluated and identifying potential significant sources of non-storm water.

Identify and ensure the implementation of appropriate pollution prevention measures for the non-storm water component(s) of the discharge here.

Sediment and Erosion Control

Much of the port area is comprised of impervious surfaces, such as asphalt, minimizing erosion and sedimentation.

The two most significant unpaved areas of the port are the open storage areas in zones B and C and the Hendry site, or Southport. The open storage areas drain over weirs, most with skimmers, in low, pervious dry retention ponds to vegetated swales and into the bay. The collection system is being improved in phases by raising weirs and adding skimmers. Zone B has been completed, Zone C is next. The Southport area drains to a retention pond.

In the paved areas, the BMPs described herein for dry bulk material handling activities are an important component in the port's erosion and sediment control procedures. Also the special catch basins with skimmers and sediment traps, and the periodic cleaning and maintenance of these structures, are important backup measures.

Water quality treatment for future areas of development will be provided through retention ponds or detention facilities. Sediment and erosion will be controlled pursuant to environmental measures required in DEP and County permits.

Management of Runoff

Port Manatee recognizes the following traditional storm water management practices as acceptable measures to control storm water quality in port common areas:

- Sediment traps
- Skimmers
- Vegetated swales
- Retention
- Detention
- Baffles
- Grates

The port utilizes all of these measures at various locations. This, in concert with exposure prevention and cleaning, will help to minimize pollutant-laden storm water discharges.

Catch basins and related structures are to be regularly monitored for sediments and deterioration. Sediment traps are to be routinely cleaned as needed. Repairs are to be made as needed. Cleaning or the cost thereof is the responsibility of the users who are the source of the fouling material.

Annual Comprehensive Site Compliance Evaluation

Qualified personnel shall conduct site compliance evaluations annually, normally during the first quarter of the year, to check compliance with the plan and the effectiveness of the plan.

The evaluations shall include visual inspection of all areas of concern for evidence of, or potential for pollutants entering the drainage system. Potential pollutant sources shall be identified and the Potential Pollutant Sources section in the plan updated accordingly. Control measures shall be evaluated, and needed additional measures identified, and the Best Management Practices section in the plan updated accordingly. Equipment used for plan implementation shall be inspected during this annual comprehensive site compliance evaluation if not inspected separately more frequently.

Changes shall be implemented within 12 weeks.

A report summarizing the evaluation scope, personnel, date, major observations, incidents of non-compliance, and actions taken shall be prepared and kept with this plan. If the report does not identify any incidents of non-compliance, the report shall contain a certification that the facility is in compliance with this plan and permit. The report shall be signed.

The port does not perform TransMontaigne's comprehensive site compliance evaluations. TransMontaigne performs its own annual comprehensive site compliance evaluations.

The latest site compliance evaluation report is to be included in this plan.

The SWPPP should be updated annually at the time of the comprehensive site compliance evaluation, and additionally as needed.

Monitoring and Reporting

This section is not required to be included in the SWPPP but is included for reference.

The port is a Sector Q facility with one representative discharge at outfall 19 under South Dock Street into the South Rim Ditch at the west side of Reeder Road. Refer to the site map and the analysis of *Monitoring Requirements by Permittee* for the rationale behind this determination.

The port is required to perform quarterly visual examinations of outfall discharge at outfall 19 during every year of its permit.

The port is required to perform quarterly analytical monitoring in year 2 (calendar year 2022) of its 5-year permit. Quarterly analytical monitoring is required in year 4 (calendar year 2024) for parameters the average year-2 concentrations of which exceed the cut-off concentrations (sampling is not required in year 4 pursuant to this criterion because all year-2 parameters were below cut-off concentrations), or for all parameters in the event of a significant change in industrial activity in the area that might effect subsequent results. For any quarters when there has not been such a significant change in industrial activity in the area, a certification of same must be submitted in lieu of the data.

The following subsections describe the monitoring regime for quarterly analytical monitoring and quarterly visual examinations.

When quarterly analytical monitoring is not required, just perform the visual examinations and omit the lab analysis and Discharge Monitoring Report (DMR). Use a clear vial and use the same sampling form. No submittal to DEP is required.

Sampling

See the *Monitoring and Reporting* section to address whether quarterly visual and analytical sampling or just quarterly visual sampling is required. Storm water discharge sampling for quarterly analytical monitoring and quarterly visual examinations shall be performed as follows:

Prior to a qualifying rain event, obtain the necessary sampling vials.

When analytical monitoring is required, one vial with chain of custody form will be needed from a DEP-certified lab for collection and delivery of one grab sample for total recoverable aluminum (Al), iron (Fe), lead (Pb) and zinc (Zn) for the quarterly analytical monitoring.

Additionally, a clear vial will be needed for the quarterly visual examination.

Monitor the weather to identify qualifying rain events. A qualifying rain event is a 0.1 inch or greater storm event with measurable discharge that occurs at least 72 hours after the previous 0.1

inch or greater event with a measurable discharge, except that the 72-hours stipulation is waived when there was no discharge in the preceding event and is waived during the summer when a less than a 72-hour interval is representative of storm events. Record dates and times of 0.1-inch or greater storm events with measurable discharge so that the interval between the events can always be determined.

Once per quarter during a qualifying event, if it is safe to do so, take a grab sample of the point source discharge at outfall 19 under South Dock Street into the South Rim Ditch at the west side of Reeder Road in each vial during the first half hour, if practicable, or the next half hour if not, of the qualifying event. If it is not safe to do so, due to lightning or hurricane, for example, wait until the next event. If you have to wait until the next quarter, sample twice during the next quarter, once for the missed quarter and one for the next quarter. If storms are typically less than 72 hours apart during the quarter, as they are during the summer, waive the 72-hour requirement.

At the time of sampling, record information on the parameters listed on the attached *Quarterly Storm Water Discharge Sampling Form*. This form is designed to cover the information necessary for both analytical monitoring and visual examinations. Start recording at the time the rain event starts. Methods for calculating some of the information for the form are provided in the following sections.

The completed sampling forms do not have to be submitted to DEP. They just have to be kept in the SWPPP.

Deliver the analytical monitoring sample(s) to the lab for analysis in accordance with the *Laboratory Analysis* section, below.

Quarterly Storm Water Discharge Sampling Form

Outfall: Outfall 19 under South Dock Street into the South Rim Ditch at the west side of Reeder Road

Facility represented: Port Manatee (O&M)

Note what time the rain starts and what time the discharge (flow or increased flow at the outfall from the rain event) starts. If it is safe to do so, take the sample a half hour after the discharge starts or as early as possible thereafter, but not any later than an hour after the discharge starts. If the rain event is over 0.1 inch (verify with Airport Manatee records), take the sample to the lab. If it rains and there is no discharge from the rain event, record the event and wait for another rain event for the sampling for the quarter. Keep a record of all events.

Observer:

Date:

Time of start of rain event (Ti):

Time of first discharge (extra discharge from the storm event, that is) (Td):

Time of sample (Ts):

If the sample could not be collected during the first half hour ($T_s - T_d > 30$ minutes), why not:

Time of end of rain event (Tf):

New stormwater pollution prevention measures implemented since last observation, if any:

Pollutants exposed to stormwater in drainage area:

Is the black pipe from HRK discharging?:

Leaks or spills in the drainage area:

Appearance of the sample:

- Turbidity (cloudiness):
- Suspended solids:
- Settled solids:
- Floating solids:
- Foam:
- Color:
- Odor:
- Sheen:
- Taste: (just kidding)

Laboratory Analysis & Cut-off Concentrations

Have the quarterly analytical grab samples analyzed at a DEP-certified laboratory for the following parameters in accordance with 40 CFR 136:

- Total Recoverable Aluminum (0.75 mg/L)
- Total Recoverable Iron (1.0 mg/L)
- Total Recoverable Lead (0.0816 mg/L)
- Total Recoverable Zinc (0.117 mg/L)¹

The values indicated are the cut-off concentrations. The cut-off concentrations are not effluent limitations. Cut-off concentrations assist a facility in determining whether its pollution prevention plan is effective.

¹ The reason that the value for zinc does not match the value in the original rule is that the value was later corrected. The value indicated is the corrected value.

Keep the lab reports in the SWPPP.

Post-processing:

A qualifying event is a $V_e = 0.1$ inch or greater storm event with measurable discharge that occurs at least 72 hours after the previous $V_e = 0.1$ inch or greater event with a measurable discharge.

Consult Weather Underground (wunderground.com) Airport Manatee (KFLPALME28) observations.

Time of start of rain event from WU (T_i):

Amount of rain at time of first discharge from WU (In):

Time of end of rain event from WU (T_f):

Total rainfall amount in inches from WU (V_e):

Time since the previous qualifying event:

Qualifying event?:

In (from above):

$T_d - T_i$ (in hours):

$T_f - T_i$ (in hours):

Discharge volume = $Qd = CiAd = 0.2 (In / (Td - Ti)) (82.4) (Tf - Ti) =$
where time differences are in hours.

Site map updates needed:

Reporting

By March 31 of the year following the monitoring year, collect the necessary information and complete the Discharge Monitoring Reports (DMR) online.

Necessary information for each storm event:

Time of sample from the sampling report.

Time of first discharge (extra discharge from the storm event, that is) from the sampling report.

Quantities of Al, Fe, Pb and Zn from the lab report. (These are the Port's parameters.) Note that the parameters may be in a different order on the lab report than in the DMR.

Total rainfall of the event in inches (not just up to the time the sample is taken) from Airport Manatee historical data:

<https://www.wunderground.com/personal-weather-station/dashboard?ID=KFLPALME28#history>

Calculated discharge in gallons = 2453 X total rainfall in inches. This is estimated using the Rational Equation based on a typical hydrographic ($Q_{avg} = 1/3(Q)$) and the drainage area for the Port's Outfall 19 (82 acres).

Time since previous qualifying event (0.1 inch of rain at least 3 days after previous qualifying event) based on Airport Manatee historical data.

Enter information at DEP EzDMR website: <http://prodenv.dep.state.fl.us/DepEzDMR>. Requires log-in.

For I values, enter the number immediately followed by I, such as 0.0041I

For U values, enter U, then enter the reported value, such as 0.00067, in the box that pops up.

If there is a problem, give Monica Parchment a call at 850-245-7521 or Catherine Schneider at 850-245-7519. They are EzDMR Support. You can also email the EzDMR team at: EzDMRAdmin@dep.state.fl.us.

Plan Adjustments

In cases where the average year-two (2017) concentration for a pollutant exceeds the cut-off concentration, modify the pollution prevention plan to place special emphasis on methods for reducing the presence of that parameter in storm water discharges. Quarterly monitoring in the fourth year of the permit will reassess the effectiveness of the adjusted pollution prevention plan.

In cases where the average year-two (2017) concentration for a pollutant is less than the cut-off concentration, monitoring and reporting for that pollutant may be waived for year four if there has not been a significant change in industrial activity in the area that might effect subsequent results. This is called a Low Concentration Waiver. A certification that there has not been a significant change in industrial activity in the area must be submitted in lieu of the data. If industrial activities or the pollution prevention plan have been altered such that storm water discharges may be adversely affected, quarterly monitoring is required for all parameters of concern.