

**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
2017-06-13

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1. 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 an NOI to renew its permit on December 1, 2016. Thus, Port Manatee is covered by the NPDES Multi Sector Generic Permit. The port's permitted facility no. is FLR05B681-004 pursuant to DEP confirmation of coverage dated December 1, 2016 in response to the port's NOI. Current permit coverage is effective from December 4, 2016 to December 3, 2021. Copies of the NOI and DEP confirmation of coverage are contained in an appendix to this SWPPP.

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 individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

Attachments are stored with the Plan held by the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan, and are available upon request.

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.

2. PERMIT REQUIREMENTS OF THE PORT AND ITS TENANTS AND USERS

All Port Manatee tenants and users are subject to the Port Manatee Tariff.

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 preparation, maintenance and 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 all operations at the port, 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 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.

2.1. 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.

Table 2: Port and Tenants Permit Requirement Analysis

Tenant, Contact	Primary SIC Code¹	Sector	Maintenance	Permit Requirement Category²
Alpico International Ildes Alpizar, 941-721-6422, ildes@alpico-intl.com	5012		NA	
American Cement Gary Fore, 941-729-7311, gfore@americacementcompany.com	5032		NA	
Argos ⁴ (Cement Plant) Terry Bennett, 813-247-4831, X222, tbennett@argos-us.com	3241	E	NA	i
Arrow Terminals DBA Port Manatee Forestry Terminal Chris Shiels, 813-830-6000, cs@gearbulk.com	4225	P	No	
Citrosuco Bob Williams, 863-696-6018	5149		NA	
Cropland Services Michael Stallings, 863-665-0125 mike@croplandservices.com	4491	Q	No	
Del Monte Brian Giuliani, 941-722-3060, bgiuliani@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	4226	P	Yes	viii
Logistec Anthony Bates, 941-721-7209, abates@logistec.com	4491	Q	Yes	viii
Logistec Gulf Coast Richard Tager, 941-417-7953, rtager@gulfcoast.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	
Port Manatee Forestry Terminal/ Arrow Terminals Chris Shiels, 813-830-6000, Cs@gearbulk.com	4225	P	No	
TransMontaigne ³ Steve Lynch, 941-722-7727 X6173, slynch@transmontaigne.com	5171	P	Yes	viii
Vulcan/Florida Rock (Materials Sales Yard) Hershel Burton, (813) 247-1675, burtonh@vmcmail.com	5032		NA	

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).

2.2. 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.
- 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>

2.3. 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.

Table 3: Monitoring Requirements by Permittee

Permittee	Sect	Outfalls	Prim. Outfall	Quarterly Vis.	Quarterly Anal.	Annual Compl.	Annual Compr. Site Compl. Eval.
TransMontaigne	P	22, 23, 24	23	X			X
Federal Marine Terminals (FMT)	Q	18	18	X	Year 2: Aluminum, Iron, Lead, Zinc Year 4: TBD		X
Kinder Morgan	P	1-9	9 ¹	X			X
Logistec	Q	14, 15	14	X	Year 2 (2013): Aluminum, Iron, Lead, Zinc Year 4: TBD		X
Manatee County Port Authority	Q	19, 20	19	X	Year 2 (2012): Aluminum, Iron, Lead, Zinc Year 4: TBD		X

Argos ²	E	2, 3	3	X		TSS (\leq 50 mg/l), pH (6.0-9.0)	X
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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.

3. 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: Storm water management system maintenance.

4. 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.

4.1. 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.

4.1.1. Site Map

A drainage site map is attached.

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.

4.2. INVENTORY OF EXPOSED MATERIALS, RISK IDENTIFICATION AND SUMMARY OF POTENTIAL POLLUTANTS

This section is intended to address both the “inventory of exposed materials” and the “risk identification and potential pollutant sources” sections of the permit.

Following 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.

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.

4.2.1. Dry Bulk Cargo

Dry bulk cargo is cargo that is dry, normally granular, and transported in bulk, not packaged.

4.2.1.1. Ammonium Nitrate

Ammonium Nitrate is imported from time to time by ship, unloaded primarily at Berth 10 and Berth 12 with Gottwald-mounted clam-bucket grabs into hoppers discharging directly into trucks and trucked offsite to HRK Piney Point.

The pollutant parameter of concern would be nutrients. The material is also known to accelerate corrosion of concrete reinforcing steel.

Cleaning is performed continuously during ship unloading operations and afterward, as needed.

U.S. Coast Guard requirements apply to the operation.

Discharge of runoff from the truck loading area at Berth 10 is direct non-point. Discharge from some of the roads traveled by the trucks is point source discharge into drainage ditches connected to the bay.

4.2.1.2. Ash, Conditioned

Wet ash is imported by ship, unloaded primarily at Berth 5, 6, 10 or 12 with ship's gear-mounted clam-bucket grabs into hoppers discharging directly into trucks and trucked to a temporary stockpile at the paved Reeder Road lot, then transferred to trucks by front loader for export. During storage it is covered with tarps.

The pollutant parameter of concern would be heavy metals in the solids.

Contact is controlled by covering the pile with tarps. Dust is controlled by keeping the material moist and cleaning during ship unloading operations.

Discharge of runoff from the truck loading area at the docks is direct non-point, and from the stockpile area is to the Intermodal Center pond which overflows into the South Rim Ditch to Tampa Bay.

4.2.1.3. Bauxite

Raw bauxite is imported by ship, unloaded primarily at Berth 5, 6, 10 or 12 with ship's gear-mounted clam-bucket grabs into hoppers discharging directly into trucks, and transferred to a temporary stockpile north of the TransMontaigne tank farm site. From there it is transferred to trucks by front loader for export.

The pollutant parameter of concern would be suspended solids.

The entire operation is exposed.

Cleaning is performed continuously.

Discharge of runoff from the stockpile area is at outfall 21. The inlet at the dock is equipped with a sediment sump. The stockpile area is bermed and runoff is filtered with hay bales and runs through a high-volume, circuitous, vegetated ditch system before discharge.

4.2.1.4. Cement, Finished Portland

Finished cement has not been manufactured or imported at the port since more than three years before the NOI. The port is interested in resumption of the operations. This section is included to be available in the event the the port is successful.

Finished cement is imported by ship at Berth 8. Dry bulk cement is transferred from an open ship hold to a hopper placed in an empty ship hold using ship's gear-mounted clam buckets. From the hopper, the cement is pumped pneumatically into storage silos and loaded into trucks in a covered loading area for delivery to concrete plants located off-site.

Dust emissions are experienced primarily at the off-loading operation. Care must be taken to prevent the hoppers from getting too low, resulting in dust plumes. Avalanching of the material in the hold is another factor that must be carefully controlled. The most significant contributor to material exposure is the settling and accumulation on the ground at Berth 8 of airborne cement dust emitted from the transfer operation from hold to hopper. Another potential pollution source at this location is the cement cleaned from hoppers on the dock or at the silo site, if not cleaned up before a rain event. Dust emissions from the truck loading operation under the silos is also a possible source of contact. Discharge of runoff from Berth 8 is non-point-source.

Care must be taken to maintain sufficient level of material in the hoppers to prevent dust plumes. Care must also be taken to knock cement for the sides of the hold before the height differential got to great, to minimize avalanching. Spillage and dust deposits must be cleaned frequently.

Finished cement is also imported on self-contained ships that connect directly to the pneumatic

conveyance lines for an enclosed system that is much cleaner.

No significant contact has been observed with the self-contained operation.

Maintenance of dust collectors is the appropriate measure.

The finished cement is pumped pneumatically from the mill to silos, and transferred from the silos into trucks for trucking offsite.

The pollutant parameters of concern would be suspended solids and pH.

Potential contact with storm water results from spillage and dust emissions at the truck loading points. Contact could also result from dust emissions during silo cleaning, and in the event of malfunction of the dust collection system during pneumatic loading of the silos from the grinder facility.

Clean-up operations are performed in the event of accumulation of the material in exposed areas. Discharge of runoff from the subject exposed area is at outfall 3.

Discharge of runoff from the silos site is at outfall 11.

4.2.1.5. Clinker

Clinker used to be imported by ship in the past, and may resume in the future, as a raw material for cement manufacturing on-site. Finished cement has not been manufactured at the port since more than three years before the NOI. The port is interested in resumption of the operation. This section is included to be available in the event that the port is successful.

Clinker is discharged by clam buckets on ship's gear into hoppers on Berth 6, and transferred by belt conveyor to a storage warehouse near Berth 4. Some clinker is also imported by rail, in which case it is discharged from dump cars into underground hoppers in an enclosed dump shed and transferred by belt conveyor into the same storage warehouse. The clinker is transferred from the storage warehouse to the grinding mill by belt conveyor.

The pollutant parameter of concern would be suspended solids.

Some material falls on the ground in exposed areas as a result of direct spillage and dust emissions.

Clean-up operations are performed during and after material transfer. Inlets are fitted with sediment sumps that are cleaned as needed.

Discharge of runoff from the exposed areas is at outfalls 3-8.

4.2.1.6. Granite aggregate

Granite aggregate is stored in exposed stockpiles at Vulcan Materials' sales yard on the south side of Coastal Street west of the TransMontaigne tank farm when the Vulcan operation is active. The material is transferred from the ship at Berth 4 by shipborne conveyor into a fixed hopper on the dock apron and from the hopper by conveyor belt to the stockpiles. Under-belt collection pans are used over pavement. Spillage on the pavement is cleaned up quickly. The east portion of the stockpile area runs off to a treatment pond that discharges into a vegetated swale before discharge to Tampa Bay at outfall 1 after detention if at all. The west portion of the stockpile area runs off to a vegetated swale where it is detained prior to discharge to Tampa Bay at outfall 2. This discharge co-mingles with discharge from other sources prior to discharge to the bay.

Granite aggregate is also stored in exposed stockpiles at Martin Marietta's sales yard south of North Dock Street and west of Reeder Road. The material is transferred from the ship at Berth 5 by shipborne conveyor into a fixed hopper on the dock apron and from the hopper by conveyor belt to the stockpiles. The conveyor belt is turned over at the ends so that the dirty side of the returning belt on the underside of the conveyor is facing up to minimize spillage. Under-belt collection pans are used over pavement. Spillage on the pavement is cleaned up quickly. Stockpile areas run off to treatment ponds that discharge into a vegetated ditch connected to Tampa Bay through outfall 18.

Additionally, from time to time granite aggregate is transferred by clam-buckets directly to trucks through portable hoppers at Berths 5, 6, 10 and 12. and trucked directly off the port or stockpiled in an open storage area on the port in the Zones B and C pipeyard open storage areas. Runoff from these storage areas is treated in dry detention ponds prior to discharge into Tampa Bay via a vegetated ditch system. The Zone B area discharges at outfall 18. The Zone C area discharges at outfall 19.

There is no significant pollution concern.

4.2.1.7. Gypsum

Gypsum used to be imported primarily by truck in the past, and may resume in the future, as a raw material for cement manufacturing on-site. Finished cement has not been manufactured at the port since more than three years before the NOI. The port is interested in resumption of the operation. This section is included to be available in the event the the port is successful.

Gypsum is imported by truck and rail and stockpiled in covered and exposed areas. The gypsum is transferred by front loader into a hopper for transfer to the grinding mill by belt conveyor.

The pollutant parameters of concern would be suspended solids and pH.

Stockpiles are partially exposed. Some material is spilled during handling.

The cargo handling areas are cleaned as needed. Inlets are fitted with sediment sumps that are cleaned as needed.

Discharge of runoff from the subject exposed areas is at outfalls 2 and 3.

4.2.1.8. Iron Ore

Iron Ore is imported by ship, unloaded primarily at Berth 5 or 12 with Gottwald-mounted bins, dumped onto steel plates on the dock apron, loaded into trucks using front loaders and trucked offsite.

The pollutant parameter of concern would be iron and iron oxide.

Cleaning is performed continuously during ship unloading operations and afterward, as needed.

Discharge of runoff from the truck loading area at Berth 5 is collected by trench drain and conveyed to a storm water treatment pond before discharge to the bay. Treatment is the same at Berth 12 except that part of the dock apron drains directly to the Bay with non-point discharge.

4.2.1.9. Limestone aggregate

Limestone aggregate is stored in exposed stockpiles at Vulcan Materials' sales yard on the south side of Coastal Street west of the TransMontaigne tank farm. The material is transferred from the ship by shipborne conveyor into a fixed hopper on the dock apron and from the hopper by conveyor belt to the stockpiles. Under-belt collection pans are used over pavement. Spillage on the pavement is cleaned up quickly. The east portion of the stockpile area runs off to a treatment pond that discharges into a vegetated swale before discharge to Tampa Bay at outfall 1 after detention if at all. The west portion of the stockpile area runs off to a vegetated swale where it is detained prior to discharge to Tampa Bay at outfall 2. This discharge co-mingles with discharge from other sources prior to discharge to the bay.

Limestone aggregate is also stored in exposed stockpiles at Martin Marietta's sales yard south of North Dock Street and west of Reeder Road. The material is transferred from the ship by shipborne conveyor into a fixed hopper on the dock apron and from the hopper by conveyor belt to the stockpiles. The conveyor belt is turned over at the ends so that the dirty side of the returning belt on the underside of the conveyor is facing up to minimize spillage. Under-belt collection pans are used over pavement. Spillage on the pavement is cleaned up quickly. Stockpile areas run off to treatment ponds that discharge into a vegetated ditch connected to Tampa Bay through outfall 18.

Additionally, from time to time limestone aggregate is transferred by clam-buckets directly to trucks through portable hoppers at Berths 5, 6, 10 and 12 and trucked directly off the port or stockpiled in an open storage area on the port in the Zones B and C pipeyard open storage areas. Runoff from these storage areas is treated in dry detention ponds prior to discharge into Tampa Bay via a vegetated ditch system. The Zone B area discharges at outfall 18. The Zone C area discharges at outfall 19.

Limestone used to be imported by truck for cement manufacturing on-site.

The pollution concerns would be surface water turbidity and possibly elevated pH.

4.2.1.10. Phosphate

Di-ammonium phosphate (DAP) and occasionally mono-ammonium phosphate (MAP) are received from processing plants at regional mines by truck and train, transferred via underground hopper in an enclosed dump shed onto belt conveyors for transfer to onsite warehouses for storage, and loaded into hoppers inside enclosed warehouses for transfer via belt conveyors onto ships with direct discharge into the ship's holds for export. Berth 7 is used for this operation due to the fact that the vessel loading facilities include fixed gantries.

The pollutant parameters of concern would be nutrients and suspended solids.

The most significant factors contributing to potential for exposure to storm water are settling and accumulation on the exposed ground of spillage and dust emissions that occur during the transfer process. Dust emanates from truck and train car dumps, from conveyor transfer points, and from the point of discharge into the ship's hold. Spillage from conveyors falls on exposed ground where it remains until it is cleaned up. Cleanliness of the operation has greatly improved over the past year.

Transfer of material is performed in enclosed areas. The discharge point into the ship is kept as close to the material in the hold as possible to minimize drop distance and related dust. Spillage is cleaned up immediately. Warehouse holes are patched. Catch basins in difficult to clean areas are protected with filter systems.

Discharge of runoff from the subject exposed areas is at outfalls 3-9.

4.2.1.11. Phosphate Rock

Raw phosphate rock is imported from time to time by ship, unloaded primarily at Berth 5, 6, 10 or 12 with ship's gear-mounted clam-bucket grabs into hoppers discharging directly into trucks, and transferred to a temporary stockpile north of the TransMontaigne tank farm site. From there it is transferred to trucks by front loader for export.

The pollutant parameter of concern would be suspended solids.

The stockpiles are exposed. Additionally, any material spilled on the ground during transfer is exposed until it is cleaned up.

Catch basin filter protection is installed for ship unloading operations in accordance with specified BMPs. Cleaning is performed continuously. Discharge of runoff from the stockpile area is at outfall 21. The stockpile area is bermed and runoff is filtered with hay bales and runs through a high-volume, circuitous, vegetated ditch system before discharge.

4.2.1.12. Salt

Salt is discharged by clam buckets on ship's gear into hoppers on Berth 6, and transferred by belt

conveyor to the nearby storage warehouse at Berth 6. From there it is trucked out or transferred to a nearby bagging facility by conveyor belt, where it is bagged and transferred to trucks for export. Salt is also discharged primarily at Berth 4, 5, 6, 10, 12 or 14 with ship's gear-mounted clam-bucket grabs into hoppers discharging directly into trucks, and transferred off Port.

The pollutant parameter of concern would be NaCl Total Dissolved Solids (TDS).

Some material falls on the ground in exposed areas as a result of direct spillage and dust emissions.

Clean-up operations are performed during and after material transfer. Inlets are fitted with sediment sumps that are cleaned as needed.

Discharge of runoff from the exposed areas is at outfalls 3-8.

4.2.1.13. Slag

Slag is imported by ship at various berths or truck and stockpiled on site.

The pollutant parameters of concern would be suspended solids and possibly heavy metals and oils.

The stockpile is exposed and graded for runoff, not runoff, and surrounded by silt fencing and monitored for runoff.

Spillage from material transfer is cleaned up as needed. Inlets are fitted with sediment sumps that are cleaned as needed.

Discharge of runoff from the storage and handling areas is at outfall 18.

4.2.1.14. Sulfur, Prilled

Sulfur is imported by ship primarily at Berths 4 and 5, offloaded with clam buckets through hoppers into trucks, trucked to the paved pad, where the material is stockpiled using a razor tail with radial stackers. Load-out is by front loader to conveyor through hopper into trucks, which operation is also carried out on the pad. The pad is drained to points for recirculation of the water. The pad's stormwater system is closed up to a 100-year event. Spilled material outside the pad is cleaned up.

The pollutants of concern would be suspended solids and possible nitrification of surface water with prolonged contact.

4.2.2. Cement Manufacturing

Finished cement has not been manufactured at the port since more than three years before the NOI. The port is interested in resumption of the operation. This section is included to be available in the event that the port is successful.

Clinker and gypsum are transferred to an onsite mill for manufacture of cement. The clinker is loaded into a hopper inside the storage warehouse and transferred by belt conveyor to the mill. The gypsum is transferred by front-loader to an exterior hopper which feeds onto the same belt conveyor used for clinker transfer to the mill. The finished dry cement is pumped pneumatically from the mill to silos for loading into trucks and transport off-site.

The pollutant parameters of concern are suspended solids and pH.

Gypsum is spilled in exposed areas when transferred to and placed in the exposed hopper for transfer to the mill. Clinker is spilled, to a lesser extent, during transfer to the mill. Clean-up operations are performed to collect the accumulated material.

Discharge of runoff from the subject exposed areas is at outfalls 2 and 3.

4.2.3. Liquid Bulk Cargo

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

4.2.3.1. 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.

4.2.3.2. 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.

4.2.4. 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 cargos 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.

4.2.5. 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.

4.2.6. 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.

4.3. 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.

4.4. 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 gage the effectiveness of control measures described in the *Measures and Controls, Including Best Management Practices* section. Exceedance of cut-off concentrations does not constitute a permit violation.

The port's first quarterly analytical monitoring of year 2 (2017) of its permit was performed at outfall 19 on February 22, 2017, one day after resumption of HRK dredged material management facility return flow for the first time since almost a year ago, which would account for some of the flow. None of the parameters exceeded the applicable cut-off concentration.

Lab reports are to be stored with this Plan.

5. 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.

5.1. 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.

5.1.1. Pressure Washing Area

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.
6. Use solid decking, gutters, and sumps at lift platforms to contain and collect wash water for possible reuse.

5.1.2. 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.

5.1.3. 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.

5.1.3.1. 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.

5.1.3.2. Dry Bulk Material

The dry bulk material handling requirements are presented herein by first listing and defining required measures and controls, then identifying permissible handling procedures by material.

5.1.3.2.1. Dry Bulk Measures and Controls

The measures and controls applicable to dry bulk material handling are addressed in this section. All measures and controls that are applicable to a particular handling procedure are required.

5.1.3.2.1.1. Dust and Spillage Minimization

In general, use measures and controls, even if not specifically addressed herein, that minimize particulate emissions (dust) and spillage.

5.1.3.2.1.2. 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.

Cease any activity in violation of these provisions immediately upon discovery or upon notification by Port staff until rectified and immediately report any violation discovery to Port staff.

Notify and consult with the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan on known matters related to potential environmental impact not addressed by this SOP.

5.1.3.2.1.3. Tight-lipped Equipment

Use tight-lipped clamshells and trucks to prevent material leakage.

5.1.3.2.1.4. Drain Covers and Filters

Install impermeable covers, such as conveyor belt material, over storm drain inlets where trucks or clam buckets pass over them. Clean up any spillage into the storm drain. Use filters such as hay bales or commercial filter material as necessary to intercept contact water runoff before it enters the storm drainage system or the bay directly.

5.1.3.2.1.5. Cleaning

Clean up visible accumulations of settled dust and spilled materials on equipment and grounds in all areas exposed to stormwater, including the haul route, at least immediately after completion of the material handling operations. If rain is reasonably likely (NWS forecast rain chance greater than 30% during safe clean-up time), the area is to be cleaned up and kept clean during material handling operations if safe and practicable. Know the current weather prediction and cleaning cycle time and suspend unloading operations as necessary to ensure complete clean-up before predicted rain events.

Clean continuously during cargo handling operations when specified for the material in question.

Do not use compressed air to clean equipment. Do not rinse equipment on site with water without an approved closed water collection system.

Cleaning and response 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.

Use a vacuum sweeper with mist application as necessary to avoid resuspension of dust.

5.1.3.2.1.6. Suspension of Operations

Suspend operations during high winds if excess dust is being generated due to the wind.

5.1.3.2.1.7. Application of Moisture

Apply moisture as necessary for dust suppression unless specifically exempted for the material in question due to the nature of the material. Water applied for dust suppression is to be distributed with appropriate technology, such as misters and sprinklers, with suitable coverage and rate of application to suppress dust but not so much as to pond, run off or percolate. Apply moisture in a manner that facilitates cleaning. Water trucks typically apply too much water; vacuum sweeper misters are considered appropriate.

Moisture application equipment, adequately loaded with water, 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.

5.1.3.2.1.8. 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.

5.1.3.2.1.9. Clam Buckets

Use tight-lipped clam buckets to minimize spillage. Allow initial spillage from clam buckets to cease before swinging the bucket from over the ship's hold. Do not slow or stop the bucket over water. Keep the bucket closed until the bucket is over the hopper. Open the bucket entirely at its lowest possible position in the hopper and keep it there until fully discharged before raising it.

5.1.3.2.1.10. 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 width of save-all coverage must be four times the bucket width and centered on the bucket's swing path. 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 when specified for the material in question. 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.

5.1.3.2.1.11. Truck-loading Hoppers

Use hoppers with rims wider than the clam bucket used and discharge chutes smaller than the truck boxes. Position the truck boxes so that no material from the hopper misses the box. Do not overfill hoppers and trucks such that spillage would result. Do not open a hopper chute when it would result in spillage due to missing the truck. Use equipment and operate in a manner that allows sure cessation of flow of material before the truck or hopper overflows or the truck leaves.

Use windscreens as necessary to shelter the bucket discharge from exposure to wind that would strip and suspend dust.

5.1.3.2.1.12. 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 and seal truckloads as necessary to prevent spillage and dust emission. Leaking trucks are subject to rejection. Lock tailgates as necessary 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 this requirement.

5.1.3.2.1.13. 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 G are approved for stockpiles. Conduct all stockpiling and load-out operations within the approved Stockpile Area footprint shown on the SWPPP Site Map.

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 the berm/silt fence. Further site alteration requires specific approval.

5.1.3.2.1.14. Covered Stockpiles

On-site stockpiling is prohibited unless specifically allowed for the material in question. When a stockpile of 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 is in place.

Only paved Dry Bulk Stockpile Area E (Reeder Road lot) is approved for cargoes requiring covered stockpiles. 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.

Have all of the necessary cover materials and installation crew on site before commencement of cargo handling operations. Shipments are subject to rejection if the materials and crew are not on hand. Cover the material as soon as practicable after placement and as quickly as possible, certainly within 24 hours of the ship debarking. 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.

5.1.3.2.1.15. Dock Apron Stockpiling

Dock apron stockpiling is prohibited unless specifically allowed for the material in question.

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.

5.1.3.2.1.16. Material Disposal

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

5.1.3.2.1.17. Related Requirements

Comply with all 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.

Comply with the event-specific plan covering all related requirements and approved by the Port.

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.

5.1.3.2.2. Permissible Dry Bulk Handling Procedures by Material

Refer to the section below on the material in question for the permissible handling procedures and any further requirements specific to the material. These sections apply to specific materials in the named categories 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.

Materials not addressed herein require a separate event-specific plan approved by the Port. For Port approval, contact the individual responsible for plan preparation, maintenance and implementation identified in the *Pollution Prevention Team* section of this plan.

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.

5.1.3.2.2.1. Ammonium Nitrate

Approved berths: Berths 4, 5.

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

Continuous cleaning is required.

On-site stockpiling is not allowed.

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.

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.

5.1.3.2.2.2. Ammonium Sulfate

Approved berths: Berths 4, 5.

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 case-by-case approval of the Port's Director of Operations.

Approved haul times: Subject to case-by-case approval of the Port's Director of Operations.

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.

5.1.3.2.2.3. Ash, Conditioned

Approved berths: Berths 4, 5.

Approved ship unloading and transport method: Transfer the material from the ship with clam buckets through hoppers into trucks, truck the material directly to the approved stockpile area, dump the material, and push the material up into a stockpile with rubber tired loader or tracked dozer. Tracked dozer may not be operated on the asphalt pavement.

Approved haul route: Bay Street, North Dock Street east of Bay Street, Reeder Road from North Dock Street to the stockpile area.

Continuous cleaning is required.

On-site stockpiling is approved. Stockpiles must be covered. Approved stockpile area: Dry Bulk Stockpile Area E (Reeder Road Lot).

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

5.1.3.2.2.4. Bauxite

Approved berths: Berths 4, 5.

Approved ship unloading and transport method: Transfer the material from the ship with clam buckets through hoppers into trucks, truck the material directly to the approved stockpile area, dump the material, and push the material up into a stockpile with rubber tired loader or tracked dozer. Tracked dozer may not be operated on the asphalt pavement.

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 Area C (north of Transmontaigne).

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

5.1.3.2.2.5. Coal

Approved berths: Berths 4, 5.

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.

Continuous cleaning is required.

On-site stockpiling is approved. Stockpiles may be exposed. Approved stockpile areas: Dry Bulk Stockpile Areas C, D (north of Transmontaigne).

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

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

5.1.3.2.2.6. Granite

Approved berths: Berths 4, 5.

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, 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 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.

5.1.3.2.2.7. Iron Ore

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.

5.1.3.2.2.8. Limestone

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.

5.1.3.2.2.9. Phosphate

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.

Continuous cleaning is required.

On-site stockpiling is allowed. Approved stockpile areas: Inside the warehouse.

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

5.1.3.2.2.10. Scrap Metal

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 areas: Berth 6 dock apron.

5.1.3.2.2.11. Slag

SCB blast furnace slag addressed February, 2016.

Approved berths: Berths 4, 5.

Approved ship unloading and transport method: Transfer the material from the ship with clam buckets on ship's gear through hoppers into trucks and trucked directly to the approved stockpile site.

Approved haul route: Bay Street, North Dock Street east of Bay Street, Reeder Road to stockpile area.

Continuous cleaning is required.

On-site stockpiling is approved. Stockpiles may be exposed. Approved stockpile areas: Dry Bulk Stockpile Area F (north of Port O&M). Permeable fabric under the stockpile is not required but is approved.

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

5.1.3.2.2.12. Sulfur, Prilled

Clean the perimeter load-out roadway prior to load-out operations and keep it clean to avoid tracking product onto Piney Point Road.

On-site stockpiles may be exposed.

Application of moisture is required.

Operate as necessary to prevent fires.

Approved berths: Berths 4, 5.

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

Continuous cleaning with vacuum sweeper with misters is required.

On-site stockpiling is approved. Stockpiles may be exposed. Approved stockpile areas: Dry Bulk Stockpile Area G. 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 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.

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

5.1.3.3. 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.

5.1.3.4. 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.

5.1.3.5. 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.

5.1.4. 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, oil absorbent barriers are to be employed in a fashion that will intercept any spilled material prior to entering the storm sewer. 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.

5.1.5. 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.

5.1.6. General Yard Areas

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.

5.1.7. 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.

5.1.8. 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.

5.2. 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.

5.2.1. 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

5.3. 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.

5.4. 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.

5.5. 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.

5.6. NON-STORM WATER DISCHARGES AND POLLUTION PREVENTION MEASURES

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.

5.7. 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.

5.8. 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.

6. ANNUAL COMPREHENSIVE SITE COMPLIANCE EVALUATION

Qualified personnel shall conduct site compliance evaluations annually 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.

7. MONITORING AND REPORTING

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.

Quarterly analytical monitoring is required in year 2 of the 5-year permit. Quarterly analytical monitoring is required in year 4 for parameters the average year-2 concentrations of which exceed the 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.

2017 is year 2 during which quarterly analytical sampling is required.

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.

7.1. 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 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. 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 storms are typically less than 72 hours apart during the quarter, 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.

7.2. 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.

7.3. REPORTING

Each quarter, after the lab results are received, complete a Discharge Monitoring Report (DMR) online for each outfall for each storm event and print it out and sign it. The DMR form can be accessed and filled in online at the following address:

[http://www.dep.state.fl.us/water/stormwater/npdes/forms/dmr/SEC_Q_44XX\(Q\).pdf](http://www.dep.state.fl.us/water/stormwater/npdes/forms/dmr/SEC_Q_44XX(Q).pdf)

Keep the completed, signed DMRs in the SWPPP with the lab reports. A copy of the March 22, 2013 DMRs submittal to DEP is included in the appendix to this plan. Report a summary of the results in the *Sampling Data* section of the *Description of Potential Pollutant Sources* section.

By March 31 of the year after the quarterly analytical monitoring (March 31, 2013 & March 31, 2015), submit the signed DMRs, one DMR per outfall per storm event, to DEP either by mail at:

Water Compliance Assurance Program
Division of Water Resource Management
2600 Blair Stone Road, MS #2511
Tallahassee, FL 32399-2400

or by fax at:

850-245-7573

DEP will not accept DMRs via email.

These are April 21, 2015 delivery instructions from Monica Parchment, Environmental Specialist III, DEP, Monica.Parchment@dep.state.fl.us, 850-245-7521.

7.4. 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.

APPENDICES