

24/10/12 LB

Inspection Report - Met with Dean Wessels

In July 2012, SC purchased a new Van Aalst fully enclosed pneumatic ship unloader giving the company more control over the unloading of ships and emission control.

Monitoring log sheets completed daily – all in order

Maintenance log – regular checks undertaken on all equipment including filters. Very dusty operation so essential that all kit is kept in good repair to prevent failure.

No airbourne dust visible on site, if any dust is noticed by any member of staff, the manager is informed and the plant closed down until emission has stopped. All staff are fully trained fitters/electricians so work repair work is undertaken almost immediately.

The Magnehelic gauge is on the filter that works with the packer and does not require any servicing or calibration it is only used to give an idea of the condition of the filter bags.

The omricon burst bag monitor in shed is checked every 2/3 years in accordance with the manufacturer's recommendation as if any dust at all present will activate the alarm and the plant will stop running.

There is a filter on the loading bellows which takes displaced air to an arrestment plant rather than is being back vented into the delivery vehicle.

Both silos have high level alarms and pressure relief devices which will turn delivery off and shut down if triggered.

An alarm has been fitted to the stone trap to indicate if the trap is full [with stones or overflowing silo].

Displaced air goes through packing plant filters [reverse jet] prior to emitting to air.

Training records available.

LEV monitoring results show compliance with table 1, i.e.

Arrestment plant exhaust flow less than 100m³/min therefore type of monitoring has to be *indicative monitoring to demonstrate that the arrestment equipment is functioning correctly* and should be continually monitored. This is worked out using monitoring data and volumetric flow rate converter.