

September 12, 2018

Via Email and USPS

John C. Matson, Assistant Regional Counsel
U.S. EPA Region V
77 West Jackson Boulevard
Chicago, IL 60604-3590

Via Email and USPS

Humane Zia, Assistant Regional Counsel
U.S. EPA Region III
1650 Arch Street
Philadelphia, PA 19103-2029

Re: S.H. Bell Root Cause Analysis for November 2017
United States v. S.H. Bell Company, Case No. 4:17 cv 131 (“Consent Decree”)

Dear Ms. Zia and Mr. Matson:

On behalf of S.H. Bell Company (“SHB”), this letter responds to U.S. EPA’s July 20, 2018 letter to Scott Dismukes regarding the Root Cause Analysis (“RCA”) that SHB submitted on January 18, 2018 under the above-referenced Consent Decree. The July 20, 2018 letter requests that SHB submit a schedule for purchasing, installing and operating two mobile wet suppression units (“Misters”) for use during unloading operations of Affected Materials at its Straight Sided Barge Dock (“SSB Dock”). As an initial matter, thank you for agreeing in our August 17, 2018 conference call to provide additional time to respond to this request and for recognizing that SHB needs to evaluate safety, operational, and efficacy considerations in operating two additional Misters at the SSB Dock during unloading operations of Affected Materials.

SHB is committed to purchasing two additional Misters as requested in the July 20, 2018 letter. SHB has been in discussions with a vendor and will issue a purchase order for the Misters within two weeks. Once the two Misters arrive at the facility, SHB will need additional time to informally evaluate the use of one versus two additional Misters during unloading operations of Affected Materials at the SSB Dock in terms of safety, operational, and efficacy considerations. For example, as discussed with U.S. EPA during the August 17, 2018 conference call, there are potential space issues in using additional equipment at the SSB Dock that could create a safety concern for its workers.

It is SHB's intention to use the two additional Misters during Affected Material unloading operations at the SSB Dock if its informal evaluation determines that it is feasible in light of the safety, operational, and efficacy considerations. However, at a minimum, SHB is committed to using at least one additional Mister in addition to its current use of one Mister during Affected Material unloading operations at the SSB Dock as provided for in its Fugitive Dust Plan. Due to the sporadic nature of the barge schedule, SHB will report back to U.S. EPA on its informal evaluation within thirty (30) days after the two Misters arrive at the facility.

Very truly yours,



Jessica Sharrow Thompson

cc: *John Bedeck (via e-mail only)*
Scott Dismukes (via e-mail only)