

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: Self Initiated Inspection

U07160107433309

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| FACILITY: M.A. Energy Resources, LLC | | SRN / ID: U071601074 |
| LOCATION: 17691 U.S. Hwy 41, L'Anse | | DISTRICT: Upper Peninsula |
| CITY: L'Anse | | COUNTY: BARAGA |
| CONTACT: Steve Puhl, Manager | | ACTIVITY DATE: 01/21/2016 |
| STAFF: Ed Lancaster | COMPLIANCE STATUS: Compliance | SOURCE CLASS: |
| SUBJECT: MA Energy Resources provides the RR ties and wood chips to LWEC. Inspection was to determine how the penta-ties are being handled. | | |
| RESOLVED COMPLAINTS: | | |

I arrived at the site and met with Mr. Steve Puhl, the fuel yard manager for MA Energy Resources, LLC, L'Anse Fuel Yard.

Mr. Puhl walked me around the fuel yard and explained that they measure the chlorine content of each railroad tie from the rail cars that are identified as having a mix load of creosote and pentachlorophenol railroad ties. If they receive U.S. railroad ties from a new subdivision they test the first 100 ties. He said there are approximately 400 ties per railcar and some cars may have as few as 100 ties. Canadian National Rail (CN) is their only supplier of railroad ties.

The ties are sorted into three categories. Any tie with a reading greater than 10,000 ppm is rejected. The rejected ties are ground up and shipped to a landfill for disposal.

Ties with a chlorine reading between 2,000 and 10,000 ppm are identified as "penta" ties. Mr. Puhl informed me since L'Anse Warden suspended the use of penta-ties, in their fuel blend, all of the penta-ties are ground and shipped to the landfill as well. Approximately 3 to 4 trucks per day carry penta-ties to the landfill.

Ties with chlorine readings below 2,000 ppm are considered creosote ties and are treated per the fuel procurement plan.

Mr. Puhl reported that as of late most of the ties they receive are from U.S. sources, specifically, CN substations in Flint and Lansing. The rail cars shipments usually arrive between 11:30 AM and 1:00 PM.

Mr. Puhl then introduced me to Mindy Raymond, the Office Manager for the L'Anse fuel yard. I asked Ms. Raymond how many rail cars arrive each day, she replied that on the day of the inspection she was expecting four rail cars from Canada hauling creosote only ties. She said although they were only scheduled for four cars they could receive more, CN often will send more cars than are scheduled. On Tuesday, January 19th they did not receive any ties and three cars arrived on the 20th.

I then asked Ms. Raymond for records of the readings from the XRF meter (that detects the chlorine content in the ties). Ms. Raymond provided me with several pages of data for the time period of January 8 through the 14th. During that time 1,538 readings were taken, of which five measured over 10,000 ppm, 324 were between 200 and 10,000 and the remainder were reported as ND (see file). Mr. Justin Nettell is the employee that typically operates the XRF meter, although other employees are trained to operate the meter.

I also asked to review the records of the number of loads of penta ties that are being shipped to the landfill. She provided me with six copies of K&W Landfill tickets (see file) for the disposal of scrap railroad ties-fines, residue, and soil from January 18 and 19, 2016. The six loads totaled 141.58 tons of material.

Ms. Raymond stated she also collects a monthly sample of the fuel for analysis during the third week of each month. She had collected the sample for January right before I arrived.

NAME Ed Lancaster DATE 2/25/16 SUPERVISOR 1 Dan W. Malin