



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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Petition No. 198
Alternative Coal Transport Procedure
Bridgeport Harbor Station Unit No. 3
Staff Report
December 16, 1987

On December 10, 1987, James G. Horsfall and William H. Smith, members of the Siting Council, and Thomas E. Fanning, Jr., staff of the Siting Council, met Robert Klancko, David Damer, Phillip Olsen, Robert Lancio, and Peter Acimovic of United Illumination (UI), at Bridgeport Harbor Station, the site of the proposed alternative coal transport operation.

U.I. is requesting a determination from the Council that the proposed procedure would have no substantial adverse environmental effect; therefore, would not require an amendment to UI's Certificate of Environmental Compatibility and Public Need for the coal reconversion of Bridgeport Harbor Station Unit No. 3 (BHS-3) in Docket 27.

The petition proposes a supplemental procedure to the present method of unloading coal barges at the existing coal unloading station. UI would moor a 20,000- to 30,000-ton capacity coal barge at its oil unloading dock, located at the southern end of the generating station. A second barge, with a clamshell crane onboard, would be moored alongside the transport barge and transfer coal to 5,000-ton capacity barges. These smaller barges would shuttle coal, approximately one-half mile, to the present unloading equipment where the coal would be off-loaded and conveyed to the coal pile in the present manner. Some coal vessels could arrive equipped with a self-unloader onboard. The 20,000-ton coal barges are structurally incompatible with the existing coal unloading equipment and cannot be unloaded at the existing coal station.

Additional coal is needed at BHS-3 because coal has been consumed at a higher rate than was anticipated in the Docket 27 application. This condition is a direct result of BHS-3's ability to produce a higher unit capacity output while meeting air quality emission standards. Coal reserves at BHS-3 have been depleted at a faster rate than can be supplied by the presently dedicated 12,300-ton barge BRIDGEPORT. The BRIDGEPORT averages a shipment every five to six days and requires about 14 hours to unload.

Supplemental shipments would arrive at approximately two month intervals. The coal tonnage required would total approximately 120,000 to 140,000 tons annually, assuming BHS-3 generates at 375 MW net capacity and a 70% capacity factor. The timing of the shipments would depend on demand and barge availability.

UI states that there would be no additional equipment placed at the oil unloading dock for the coal unloading operation.

Coal would not be unloaded and stockpiled at the oil-unloading station.

Oil shipments would not be scheduled to interfere with the coal shipments.

UI maintains that fugitive coal dust emissions would be minimized because the coal arrives in a dampened condition. Crane operators would minimize the distance the coal would travel from barge to barge. UI does not expect to use additional dust suppression equipment.

UI maintains that noise from coal-unloading cranes would not exceed the noise from oil-unloading equipment. UI intends to monitor the dust emissions and noise levels from the first barge shipment.

The 20,000-ton barges require 18-20 hours to unload. If noise readings exceed acceptable levels, UI could restrict coal unloading to the hours of 7 a.m. to 10 p.m. UI contends that no noise suppression equipment would be needed in order to comply with Department of Environmental Protection Noise Regulations.

Noise and coal dust emissions from coal unloading operations would be subject to the standards of state noise and fugitive dust emission regulations.

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