



# Best Management Practices Plan for Control of Fugitive Dust Emissions

Jackson Harvest Farms Ltd.  
1894 Witmer Road  
Wilmot, Ontario

Version 1.0





## Foreword

This Best Management Practices Plan (BMPP) documents the practices that will be in place to control potential fugitive dust at the Jackson Harvest Farms Ltd. operations at 1894 Witmer Road in Wilmot, Ontario (Site) and has been prepared in accordance with the requirements of the Ontario Ministry of the Environment, Conservation and Parks (MECP) Technical Bulletin "Management Approaches for Industrial Fugitive Dust Sources", published in February 2017.

As operations change and new fugitive dust sources are added to the Facility, this Plan will be updated as required. In order to maintain version control all pages in the Plan have been dated and documented with a version number. This Plan is Version 1.0. The version number will change if the entire report is re-issued; if individual pages are provided to update small portions of the Plan then they will be issued with a X subversion number and the updated pages will be listed on the following Version Control Page.



## Version Control

| Version | Date         | Description of Changes | Updated Pages | Approved By                                                                 |
|---------|--------------|------------------------|---------------|-----------------------------------------------------------------------------|
| 1.0     | October 2019 | Original               | NA            | Glenn Turchan, GHD Limited<br>Bryan Rubie, GHD Limited<br>Rick Esbaugh, JHF |



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## 1. Introduction

This document entitled "Best Management Practices Plan for Control of Fugitive Dust Emissions" (BMPP) has been prepared for the Jackson Harvest Farms Ltd. (JHF) Hallman Pit (Site) to be located at 1894 Witmer Road in Wilmot, Ontario. The Site location is presented on Figure 1. The Hallman Pit is a proposed sand and gravel extraction pit, which will be licensed under the Aggregate Resources Act through the Ministry of Natural Resources and Forestry (MNRF).

The purpose of this BMPP is to provide details about the best management practices that will be in place to control potential fugitive dust emissions, as well as planned strategies for dealing with potential fugitive dust issues, should the need arise.

This BMPP has been prepared in accordance with the requirements of the Ontario Ministry of the Environment, Conservation and Parks (MECP) Technical Bulletin "Management Approaches for Industrial Fugitive Dust Sources", published in February 2017.

This BMPP include the following information:

- Description of the operational activities at the Site.
- Identification of the main sources of fugitive dust emissions at the Site.
- Potential causes for high dust emissions and opacity resulting from these sources.
- Preventative and control measures in place or under development to minimize the likelihood of high dust emissions and opacity issues from the sources of fugitive dust emissions.
- Inspection and maintenance procedures and monitoring initiatives to ensure effective implementation of the preventative and control measures.
- Training requirements of Site personnel.
- Opportunities for continuous improvement of the BMPP.

Upon commencement of operations at the Site, JHF shall immediately implement the BMPP for the control and mitigation of potential fugitive dust emissions resulting from the Site's operations. This BMPP will be followed throughout the lifespan of the Site.

## 2. Responsibilities

The following identifies the responsibilities held by each of the employment levels at the Site as they pertain to this BMPP.

### *JHF Management*

The JHF Management Representatives, or designates, are responsible for:

- Reviewing the effectiveness of the current dust control measures at the Site.
- Ensuring the required resources are in place to execute the BMPP.

- Scheduling and coordinating the implementation of fugitive dust control measures, as required.
- Maintaining documentation of schedules and logs.
- Ensuring the training of all applicable Site personnel and contractors on the plan and best management practices for the prevention of fugitive dust emissions.
- Completing Fugitive Dust Checklists, as necessary.

#### *Applicable Site Personnel*

All Site Personnel/Contractors who could be engaged in the associated work outlined in this BMPP are responsible for:

- Reviewing the effectiveness of the current dust control measures at the Site.
- Following the best available practices for dust control that are currently in place.

### 3. Process Description

JHF owns the Hallman Pit with plans to operate it as a sand and gravel extraction pit. The area to be extracted covers an area of 57.3 hectares and it is expected that no more than 750,000 tonnes per year of aggregate will be removed from the pit. The operations at the Site will consist of mobile equipment used to extract, process, and transport the aggregate. The mobile equipment on-Site will include, but not be limited to; scrapers, bull dozers, power shovels and dump trucks for stripping and rehabilitation, front-end loaders, dump trucks, crushers, conveyor belts, and other portable processing equipment for material extraction.

There are three primary areas on-Site where the majority of the operations will occur: the processing area, the wash plant area, and the recycling area. The processing area will consist of the primary extraction processing in addition to some dry screening operations. There will be a few stockpiles associated with the screened materials in the processing area. The wash plant area will further screen the aggregate material into five different stockpiles. The material will be sent through a sprayer prior to screening and will be transported using open conveyor belts. The recycling area will receive and process used concrete. The concrete will be pulverized and crushed so that any steel components can be separated. There will be one or two stockpiles associated with the crushed concrete in this process area. All processing operations will occur at the lowest pit floor elevation.

The only pit entrance/exit will be located at the southern boundary of the Site with access onto Witmer Road. The weigh scale and scale house facilities will be located near the entrance/exit. Earthen berms will be located at key points along the property boundary. These berms will range in height from 0.5 metres (m) to 5 m and will be vegetated with a perennial legume/grass to control erosion and prevent dust generation.

Table 1 below presents general information about the Facility relevant to this Plan.

Table 1 Facility Description

|                                        |                                                                                                    |
|----------------------------------------|----------------------------------------------------------------------------------------------------|
| <b>Facility:</b>                       | Jackson Harvest Farms Ltd. Hallman Pit                                                             |
| <b>Location:</b>                       | 1894 Witmer Road, Wilmot, Ontario                                                                  |
| <b>Main activities/equipment used:</b> | Sand and Gravel Pit                                                                                |
| <b>Area occupied:</b>                  | 57.3 hectares                                                                                      |
| <b>Production:</b>                     | Up to 750,000 tonnes of aggregate per year                                                         |
| <b>Nearest sensitive receptors:</b>    | Residences in Shingletown, which is located just beyond the northern property boundary of the Site |

A Site location map is presented on Figure 1. A Site operational plan is presented on Figure 2, which shows the buildings, property line, and berm locations. Figure 2 also summarizes key best management practices that will be applied to limit fugitive dust generation.

## 4. Fugitive Dust BMPP Methodology

This fugitive dust BMPP has been developed by following the Plan Do Check and Act (PDCA) cycle according to ISO guideline as follows:

- **PLAN** - identifies and characterizes the emission sources and BMPs at the Site.
- **DO** - documents the schedule for implementation of the proposed improvements.
- **CHECK** - describes the monitoring procedures and a recordkeeping system.
- **ACT** – describes, when necessary, the BMPP review and update procedures in order to promote its continuous improvement.

## 5. Identification and Classification of Fugitive Dust Emission Sources

Fugitive dust emissions occur due to mechanical disturbances of granular materials exposed to the air. Dust generated from these open sources is termed "fugitive" because it is not discharged to the atmosphere in a confined flow stream, such as in an exhaust pipe or stack.

The mechanical disturbance may be equipment movement, the wind, or both. Therefore, some fugitive dust emissions occur and/or are intensified by equipment use, while others, i.e., wind erosion emissions, are independent of equipment use.

The main factors affecting the amount of fugitive dust emitted from a source include characteristics of the granular material being disturbed (i.e., particulate size distribution, density, and moisture) and intensity and frequency of the mechanical disturbance (i.e., wind conditions and/or equipment use conditions). Precipitation and evaporation conditions can affect the moisture of the granular material being disturbed and, therefore, have an indirect effect on the amount of fugitive dust emitted.

Once dust is emitted, its travelling distance from the source is affected by various parameters. Namely climatic conditions; specifically wind speed, wind direction and precipitation, and particle

size distribution. Higher wind speeds increase the distance travelled while precipitation can accelerate its deposition. Finer particulates can travel longer before settling and, therefore are of more concern.

The potential sources of fugitive dust emissions that have been identified for the Site include the following:

- On-Site traffic
- Processing operations
- Material conveyance systems
- Material stockpiles
- Material loading/unloading

### 5.1 On-Site Traffic/Roads

The Site will receive a large number of trucks on a daily basis which will load and transport out the aggregate material. Therefore, on-Site traffic is expected to be a potential source of fugitive dust emissions. Within the property there will be a mixture of paved and unpaved roads. Prior to exiting the Site, all heavy vehicles will need to pass over a grizzly screen system where dirt on the tires will be knocked off. This will help minimize dirt track-out.

#### *Paved Roads/Areas*

Paved roads significantly reduce the potential for fugitive dust emissions from vehicle traffic. The haul road leading up to the scale house will be paved as it will see the most traffic. However, the status of the roads on-Site will continuously be evaluated to understand the need for additional paving. The paved road will be maintained to mitigate the accumulation of dirt on the road surface. By sweeping or clearing the paved road, the potential for dust emissions and dirt track-out will be minimized.

#### *Unpaved Roads/Areas*

Unpaved roads have a much greater potential to release fugitive dust emissions than paved roads. These gravel roads release dust emissions as the accumulation of dust on the road surface is disturbed by vehicular traffic. Vehicle speed, vehicle weight, moisture content, and silt content are all critical factors in the amount of fugitive dust emitted from the roads. Should a significant amount of dust be generated on the roads, water suppressant will be applied to reduce fugitive dust release. A water truck will be used to apply water to the road surface on a daily basis and as needed thereafter based on weather conditions.

### 5.2 Processing Operations

At the Site, processing operations will occur at the processing area, the wash plant area, and the recycling area. Each of these areas will involve some form of screening or crushing operations which are expected to be potential sources of fugitive dust emissions. However, all processing operations will occur at the lowest pit floor elevation, which will reduce the potential for dust emissions from these activities.

### 5.3 Material Conveyance Systems

The excavated aggregate will be sent through screening equipment to filter out the various material grades. Conveyance systems will be in place to transfer the material within the Site. The transportation of the material through this process is a potential source of fugitive dust emissions. The conveyance system used at the main processing area will handle dry material and the conveyance system used at the wash plant will handle wet material. The conveyance of the wet material is not expected to be a source of fugitive dust.

### 5.4 Material Stockpiles

On-Site will be several outdoor stockpiles of various aggregate products of different types and sizes reflecting the range of product demand, and each will be active in terms of being continuously drawn from and replenished as demand warrants. These stockpiles will potentially be a source of fugitive dust emissions from wind erosion. Under normal operating conditions, these piles are not expected to be a significant source of fugitive dust emissions. However, extremely dry and windy conditions could pose a concern. Therefore, the weather will be actively monitored and water suppressant will be applied to the piles, if needed. There will be stockpiles at each of the three processing areas. The wash plant is expected to have up to five different stockpiles; however, material that is added to those piles will be wet from the washing that occurs within the area.

### 5.5 Material Loading/Unloading

Material loading and unloading will occur at various stages of the process operations occurring on-Site. Each loading and unloading event represents a potential source of fugitive dust emissions.

Material loading occurs anytime a piece of equipment (like a front end loader) is being used to pick up material. To minimize potential emissions, material loading should be carefully completed at a reduced speed to limit disturbance.

Material unloading occurs anytime material is dropped from one height to another. Examples of this would include material being dropped into a dump truck and material being dropped from a conveyance system to a stockpile. To minimize potential emissions, the drop distance of materials should be minimized.

### 5.6 Summary

Table 2 below summarizes each potential source of fugitive dust emissions and the potential cause for increased emissions.

**Table 2 Sources of Fugitive Dust Emissions within the Site and Potential Causes for High Emissions**

| Source Description | Potential Causes for High Emissions and Opacity from Each Source                                                                                                 |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Paved roads        | Increased accumulation of dirt on road surface<br>Increased vehicle traffic frequency<br>Increased vehicle speed and weight<br>Dry conditions<br>High wind speed |

| Source Description          | Potential Causes for High Emissions and Opacity from Each Source                                                                                                                   |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Unpaved roads               | Increased vehicle traffic frequency<br>Increased vehicle speed and weight<br>Dry conditions<br>High wind speed                                                                     |
| Processing areas            | Increased processing activities<br>Increased elevation of processing activities<br>Dry conditions<br>High wind speed                                                               |
| Material conveyance systems | Increased processing activities<br>Increased speed of conveyance systems<br>Increased elevation of processing activities<br>Dry conditions<br>High wind speed                      |
| Material stockpiles         | Increased stockpile size<br>Increased elevation of stockpiles<br>Fine materials included in the stockpiles<br>Dry conditions<br>High wind speed                                    |
| Material loading/unloading  | Larger drop distance during loading/unloading<br>Increased frequency of operations<br>Fine materials included in the loaded/unloaded material<br>Dry conditions<br>High wind speed |

## 6. Control Measures

Control measures to reduce fugitive dust emissions should take into account the source of the dust emissions, the dispersion conditions, and the location of sensitive areas in order to avoid relevant impacts of dust emissions on receptors.

Control measures are implemented to reduce the generation and/or dispersion of fugitive dust emissions. These control measures can be classified as follows:

- **Preventative Procedure:** Measures pertaining to the design and installation of structures and the operating procedures which are implemented on a regular basis in order to prevent the generation of dust and/or the dispersion of dust emitted reaching sensitive areas.
- **Reactive Control Measures:** Measures which are implemented in the event of unexpected circumstances which can lead to the generation of dust and/or the dispersion of dust emitted reaching sensitive areas.

Table 3 presents a list of preventative procedures and control measures that will be used to mitigate fugitive dust emissions that are associated with the Site's operations. Key dust management practices are highlighted on Figure 2.

**Table 3 Description of Preventative Procedures and Control Measures for Potential Fugitive Dust Emissions at the Site**

| Preventative Procedure/Control Measure                                       | Description                                                                                                                                                                                                                                                                                                                                                                  | Frequency                                                                                                                                                                    |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applying water suppressant                                                   | Water suppressant will be sprayed on the roads. Applying water to the road surfaces will reduce the potential for dust to be picked up by winds.                                                                                                                                                                                                                             | Water will be applied to the roads on a daily basis based on climatic conditions (e.g., windy dry day vs. a precipitation day).                                              |
| Grizzly screen system                                                        | Prior to exiting the Site, all heavy vehicles will need to pass over a grizzly screen system where dirt on the tires will be knocked off. This will help minimize dirt track-out.                                                                                                                                                                                            | All heavy vehicles will need to pass over grizzly screen prior to leaving site.                                                                                              |
| Road sweeping                                                                | The paved road areas will need to be maintained to mitigate the accumulation of dirt on the road surface. By sweeping the paved roads, the potential for dust emissions and dirt track-out will be minimized.                                                                                                                                                                | The paved roads should be assessed on a daily basis and swept, as needed.                                                                                                    |
| Optimized truck routes                                                       | The truck routes will be optimized for each transport activity occurring on Site to minimize the distances travelled. The optimized truck routes for on-Site traffic provide the most appropriate traffic flow for the activities occurring at the Site. This is an effective best management practice as it reduces the amount of dust kick up by minimizing trip distance. | The truck route optimization will be subject to change as the Site develops.                                                                                                 |
| Maximum speed limit                                                          | A maximum speed limit of 20 kilometres per hour will be required throughout the Site to minimize emissions of fugitive dust from vehicular traffic.                                                                                                                                                                                                                          | This speed limit will be required for all vehicles travelling on-Site at all times.                                                                                          |
| Maintaining the stockpile sizes, appropriate drop heights, and material type | The size of each stockpile is to be maintained relatively consistent. The piles are to be kept as intended and not have any fines added.<br>Materials are dropped onto the stockpiles by loader, conveyor, or truck. Efforts will be made to minimize the drop height wherever possible.                                                                                     | Stockpile size, location, material type, and material drop heights to be monitored and maintained daily.                                                                     |
| Berms                                                                        | The Site will have various earthen berms around the property line based on the phase of the operational plan.                                                                                                                                                                                                                                                                | Berms will be constructed prior to operational activities begin on-Site. Maintenance of the berms and pit slopes on-Site will be carried out throughout the life of the pit. |

| Preventative Procedure/Control Measure | Description                                                                                                                                                                                                                       | Frequency                                                                                   |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| Vegetation                             | A schedule of vegetation planting has been defined by JHF. Prior to each phase of excavation, JHF will ensure the designated vegetation will be in place. This vegetation will help prevent fugitive dust from escaping the Site. | Vegetation will be planted prior to the operational activities of each project phase begin. |

The highest risk source of fugitive dust emissions is considered to be vehicle traffic on unpaved roadways. Therefore, applying water suppressant to the roads is considered to be the highest priority with respect to fugitive dust mitigation.

The images below demonstrate the water suppressant and grizzly screen mitigation methods that will be in use on-Site.



Figure 1: Water truck (left) and Grizzly screen (right)

## 7. Meteorological Data

As the Site will process aggregate material in an outdoor environment, there is the potential for wind to pick up and transport fine dust particles. Therefore, it is important to have an understanding of the local meteorological conditions and how they might affect fugitive dust emissions.

Meteorological data was acquired from the Kitchener/Waterloo Municipal Airport through Environment Canada's historical climate data portal for period from January 2014 through December 2018. This is the closest weather station to the Site (approximately 19 km northeast) and is therefore the most representative data available for the Site.

The weather station (Kitchener/Waterloo) is a continuous hourly station that has been in operation since 2002. Monthly meteorological data for the weather station was downloaded and organized into a spreadsheet where it was checked for completeness. The data was 99.81 percent complete for wind speeds and 96.13 percent complete for wind direction.

The data was converted into a wind rose plot (WRPLOT) supported file format (USEPA SAMSON format). Wind roses and wind speed frequencies were then generated using WRPLOT to assess the local wind speeds and wind directions. The wind rose plot is presented on Figure 3 and the wind class frequency distribution is presented on Figure 4.

The wind rose plot demonstrates that the predominant wind directions are blowing to the east (and southeast and northeast) and that approximately 54 percent of the winds have a speed of 4.5 metres per second (m/s) or less.

A review of the area has identified that there are a few residences located along Witmer Road in addition to residences located in Shingletown immediately north of the Site. The planned control measures will effectively minimize the impact that residences along Witmer Road may encounter from westerly winds. The residences in the Shingletown area would be subject to minimal fugitive dust impact without implementing the best management practices presented herein, as there are infrequent winds coming from the south and the majority of them are of low wind speed.

## 8. Inspection, Maintenance and Documentation

Daily process inspections by all operation and maintenance staff will be conducted at the Site to monitor the effectiveness of dust control practices. The housekeeping practices will be reviewed as part of these daily inspections, and further practices required, if any, are identified at that time.

The dust management and inspection responsibility falls on the Operations Manager at the Site. On a bi-weekly basis, the Operations Manager or alternate will conduct a full Site walkthrough, including perimeter inspections to identify any potential areas of concern related to the generation of fugitive dust. Additionally, all applicable Site personnel will be directed to be cognizant of any potential fugitive dust emissions from the Site operations and will be instructed to communicate potential issues to the Operations Manager immediately upon detection.

The bi-weekly inspection will include special attention to the following areas:

- Unpaved roads/areas
- Outdoor stockpiles (wind erosion and drop operations)
- Material loading/unloading areas
- Property boundary berms

Daily observations will be logged and filed as per standard Site procedures. Bi-weekly fugitive dust checks will be completed in a similar fashion to the example checklist provided in Appendix A. Based upon the findings, equipment maintenance is completed and housekeeping practices are reviewed and modified as appropriate.

The documentation requirements for this fugitive dust BMPP includes JHF recording, in a log book, each time a specific preventative and control measure described in the BMPP is implemented. JHF shall record, at a minimum:

- The date when each emission control measure is installed, including a description of the control measure.
- The date when each new preventative measure or operating procedure to minimize emissions is implemented, including a description of the preventative measure or operating procedure.
- The date, time of commencement, and time of completion of each periodic activity conducted to minimize emissions, including a description of the preventative measure/procedure and the name of the individual performing the periodic activity.

## 9. Training

As part of maintaining best management practices for controlling and preventing fugitive dust emissions, an initial and ongoing training program will be provided for all applicable staff.

The training will address the existing control techniques in place for managing fugitive dust emissions and how to maintain them; how to conduct a fugitive dust observation check and complete the associated paperwork; what to do in the case of an unexpected fugitive dust release; and, who to notify of any concerns or problems pertaining to fugitive dust emissions. Refresher training will be provided, as necessary, based on changes to the fugitive dust emission control techniques or process operations.

JHF will ensure that all new hires, including JHF personnel and contractors that will be engaged in the associated work listed in this BMPP will be familiar with this BMPP.

## 10. BMPP Review and Continuous Improvement

Inspections and monitoring procedures will assist JHF personnel with the maintenance of an effective BMPP. The BMPP should be monitored and updated, as follows:

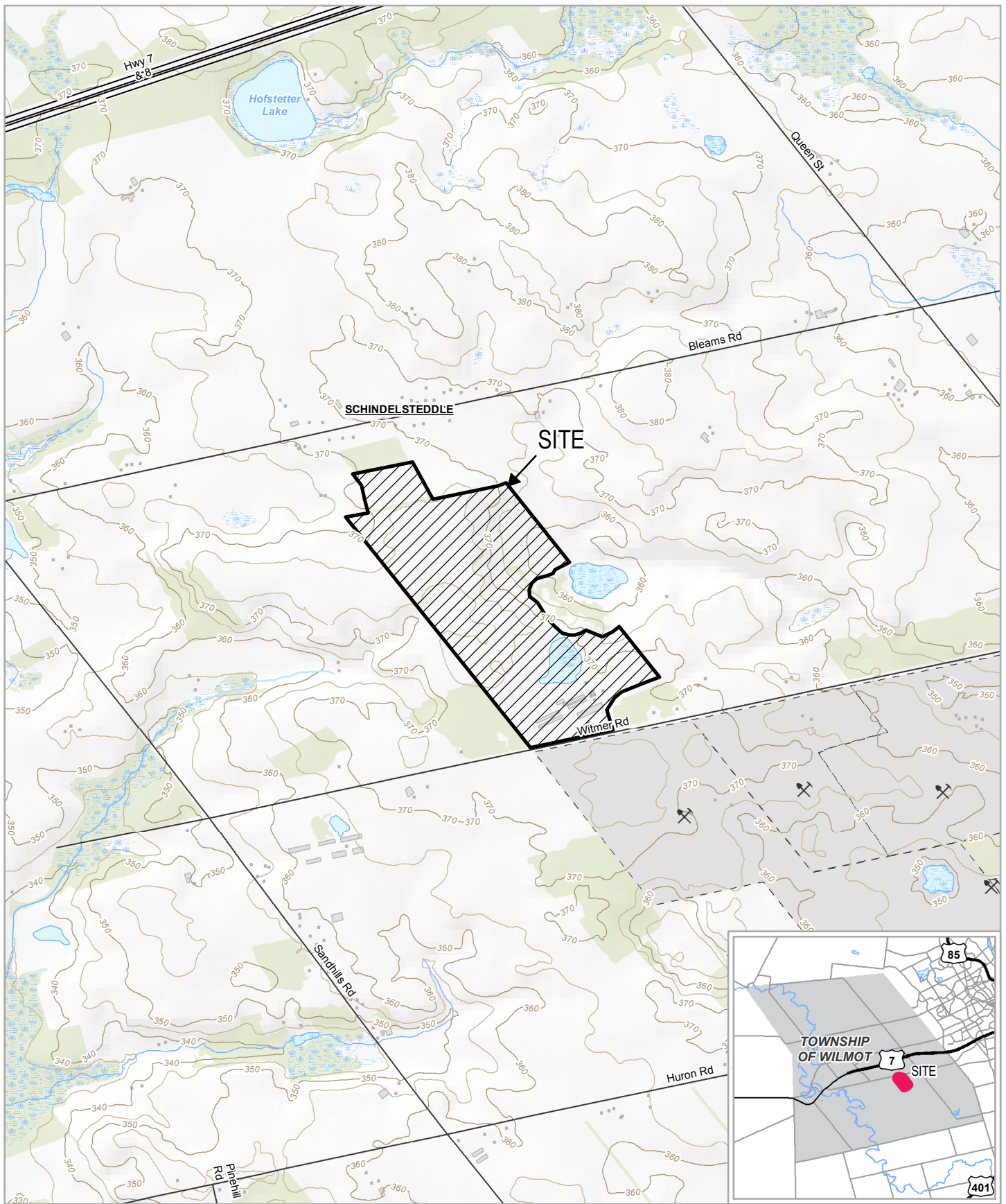
- If there are significant changes in the fugitive dust emissions sources.
- If there are verified complaints associated with fugitive dust emissions from the Site.
- When there are visible dust emissions occurring more frequently and/or at a higher rate (excluding seasonal conditions).

Review of the BMPP is intended to evaluate the effectiveness of the dust control practices and focus on the identification of improvement opportunities that can reduce the risk of complaints related to



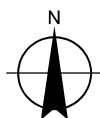
fugitive dust emissions. A review of the BMPP will ensure it is remaining effective in controlling fugitive dust emissions.

As part of implementing a successful fugitive dust BMPP, it is important to be aware of areas where fugitive dust emissions can be reduced further. The Site will endeavor to improve its capacity for controlling fugitive dust emissions by identifying areas for potential future improvements and implementing additional practices as appropriate.



Paper Size ANSI A  
0 130 260 390 520  
Meters

Map Projection: Transverse Mercator  
Horizontal Datum: North American 1983  
Grid: NAD 1983 UTM Zone 17N

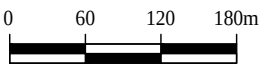
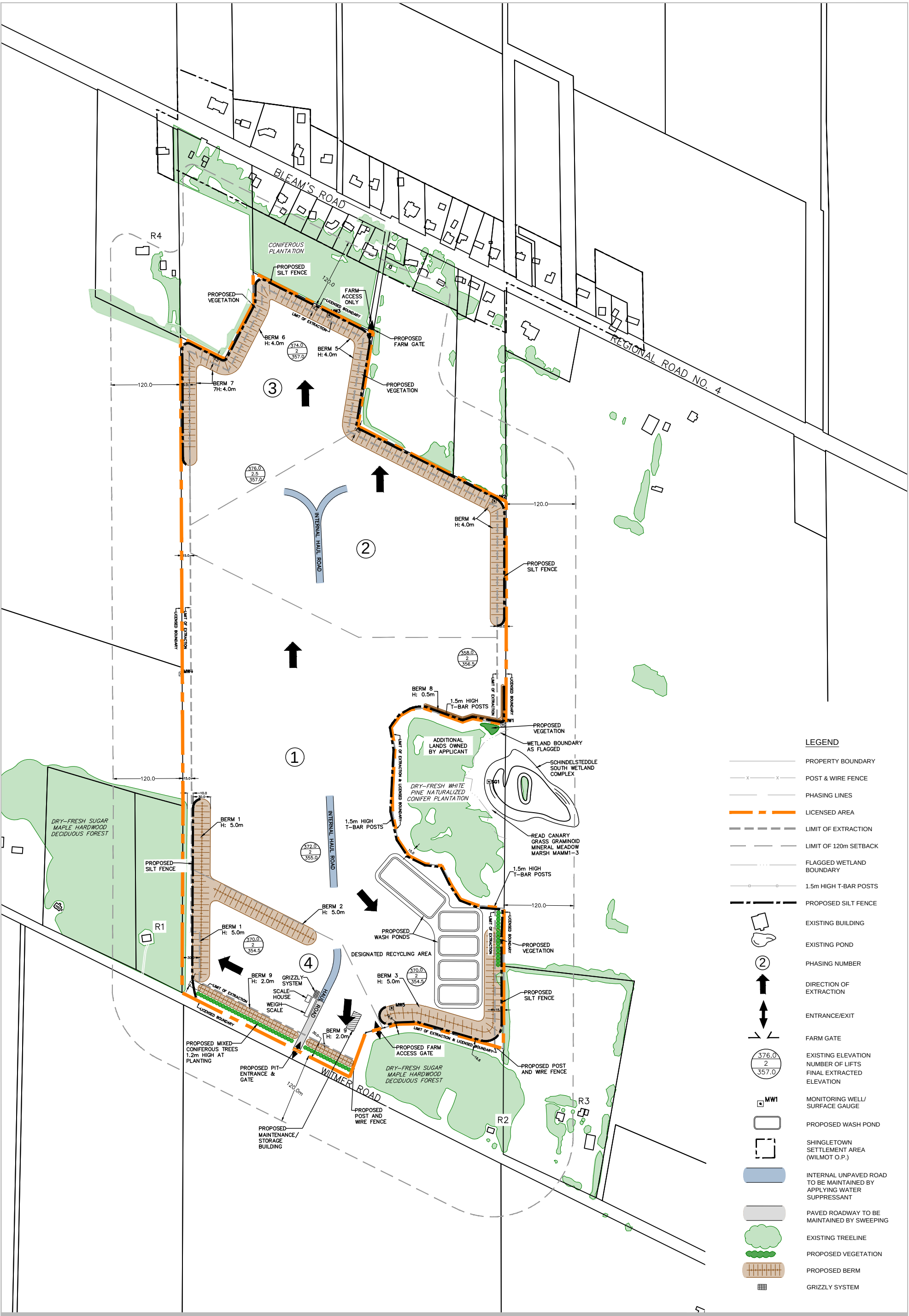


**HALLMAN PIT  
1984 WITMER ROAD  
WILMOT, ONTARIO  
BMPP FOR CONTROL OF FUGITIVE DUST EMISSIONS**

**SITE LOCATION MAP**

Project No. 11202973  
Revision No. -  
Date Sep 19, 2019

**FIGURE 1**



Coordinate System:  
UTM, NAD83, ZONE 17

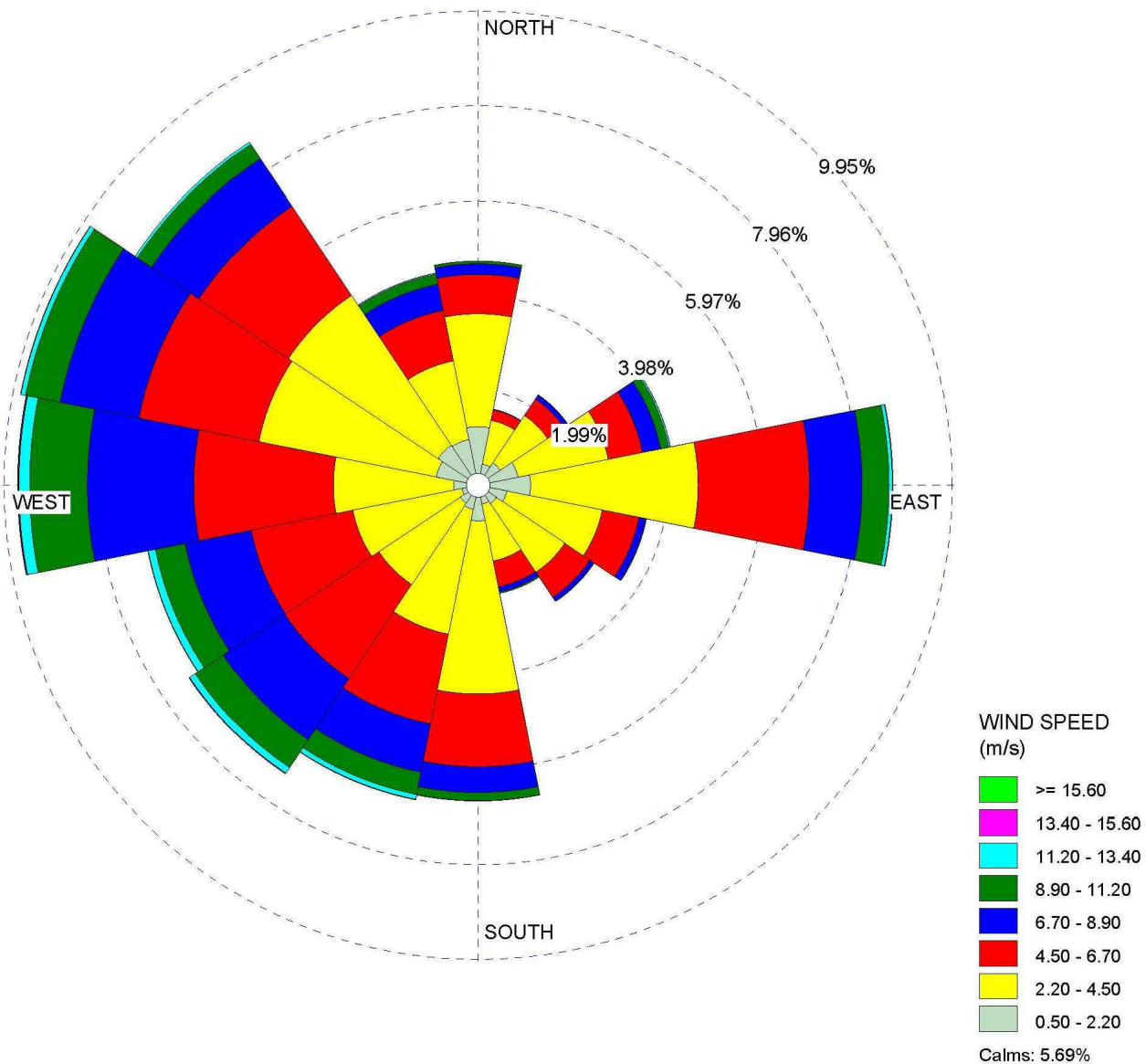


HALLMAN PIT  
1894 WITMER ROAD, WILMOT, ONTARIO  
BMPP FOR CONTROL OF  
FUGITIVE DUST EMISSIONS

### KEY DUST MANAGEMENT PRACTICES

Project No. 11202973-01  
Date September 2019

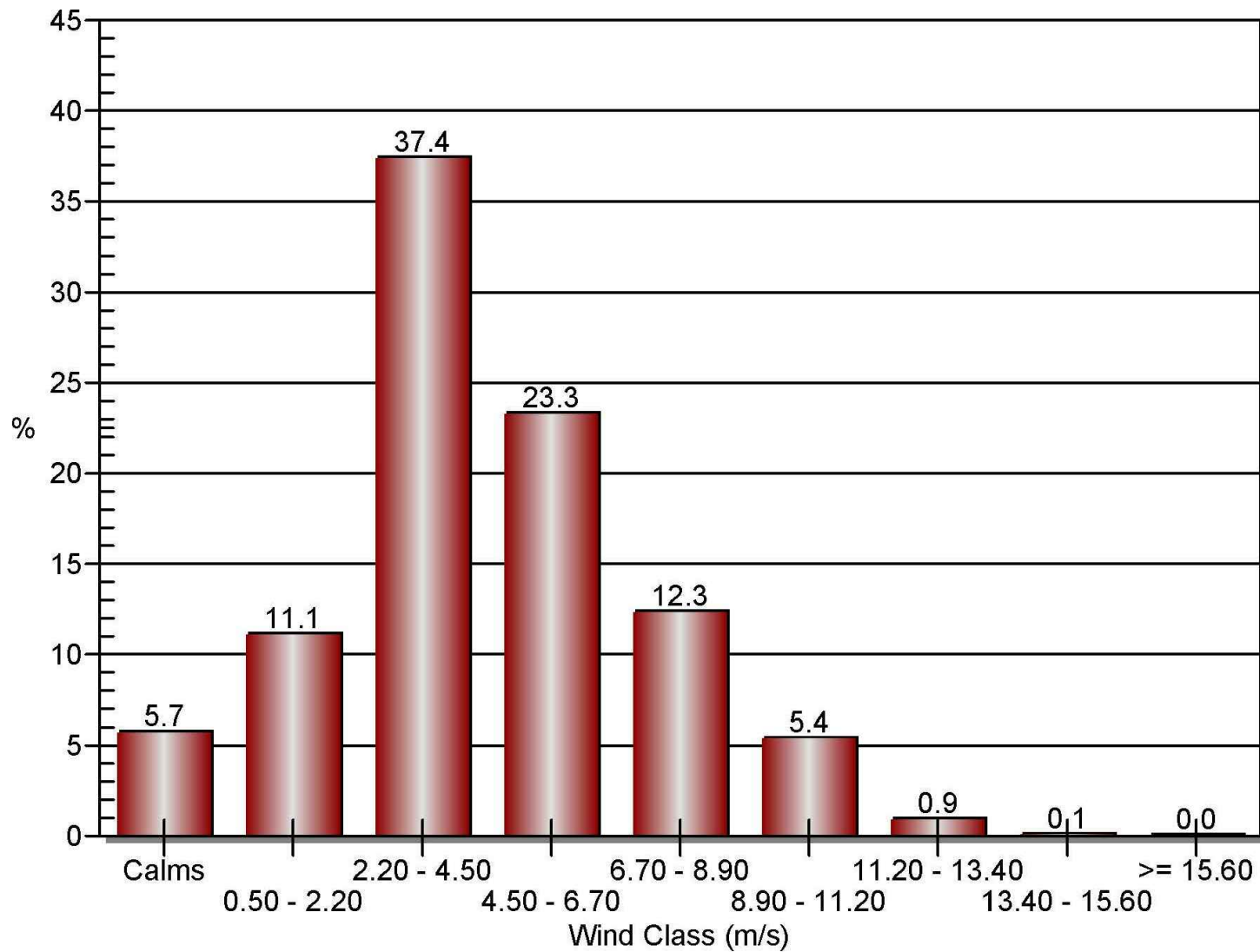
FIGURE 2



HALLMAN PIT  
1894 WITMER ROAD, WILMOT, ONTARIO  
BMPP FOR CONTROL OF  
FUGITIVE DUST EMISSIONS  
KITCHENER/WATERLOO  
WIND ROSE 2014-2018

Project No. 11202973-01  
Date September 2019

FIGURE 3



HALLMAN PIT  
1894 WITMER ROAD, WILMOT, ONTARIO  
BMPP FOR CONTROL OF  
FUGITIVE DUST EMISSIONS  
KITCHENER/WATERLOO WIND CLASS  
FREQUENCY DISTRIBUTION GRAPH

Project No. 11202973-01  
Date September 2019

FIGURE 4

## **Appendices**

# **Appendix A**

## **Fugitive Dust Checklist**

**Fugitive Dust BMPP Inspection Checklist**  
**Jackson Harvest Farms Ltd.**  
**1894 Witmer Road, Wilmot**

Completed by: \_\_\_\_\_

Date: \_\_\_\_\_

Weather Conditions:      Precipitation?      Yes ☐      No ☐  
                                          Rain ☒      Snow ☐      Wind Speed:      Calm ☐      Moderate ☐      High ☐  
                                          Wind Direction (blowing from): \_\_\_\_\_

| SOURCE             | INSPECTION POINTS                                | Yes                      | No                       | NOTES |
|--------------------|--------------------------------------------------|--------------------------|--------------------------|-------|
| Paved Roads        | Are dust emissions observed to be under control? | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Are vehicles obeying the posted speed limit?     | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Is washing/sweeping required?                    | <input type="checkbox"/> | <input type="checkbox"/> |       |
| Unpaved Roads      | Are dust emissions observed to be under control? | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Is water spraying required?                      | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Are vehicles obeying the posted speed limit?     | <input type="checkbox"/> | <input type="checkbox"/> |       |
| Stockpiles         | Are dust emissions observed to be under control? | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Is water spraying required?                      | <input type="checkbox"/> | <input type="checkbox"/> |       |
| Transfer Locations | Are dust emissions observed to be under control? | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Are drivers required to unload at lower height   | <input type="checkbox"/> | <input type="checkbox"/> |       |
| Berms              | Are dust emissions observed to be under control? | <input type="checkbox"/> | <input type="checkbox"/> |       |
|                    | Are berms in good condition                      | <input type="checkbox"/> | <input type="checkbox"/> |       |

**Additional Comments / Corrective Action:**

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## about GHD

GHD is one of the world's leading professional services companies operating in the global markets of water, energy and resources, environment, property and buildings, and transportation. We provide engineering, environmental, and construction services to private and public sector clients.

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