

Email chain from Bill Steiner, Fwd: FW: 210140-000-
PR-TN-00002 - Alternate Feed Gas Composition
Review.doc
(4/24/2017)

From: Bill Steiner
Sent: Monday, April 24, 2017 9:52 AM PDT
To: Bill Steiner
Subject: Fwd: FW: 210140-000-PR-TN-00002 - Alternate Feed Gas Composition Review.doc
Attachments: 210140-000-PR-TN-00002 - Alternate Feed Gas Composition Review.doc

----- Forwarded message -----

From: Faretra, Keith <keith.faretra@pse.com>
Date: Mon, Apr 10, 2017 at 11:43 AM
Subject: FW: 210140-000-PR-TN-00002 - Alternate Feed Gas Composition Review.doc
To: "bill@steinnet.com" <bill@steinnet.com>

Recent memo from CBI addressing propane issue.

From: Hogan, Jim
Sent: Friday, March 17, 2017 10:46 AM
To: Faretra, Keith; Luebbe, Lorna
Subject: FW: 210140-000-PR-TN-00002 - Alternate Feed Gas Composition Review.doc

Here is the report from CBI. I will send some additional information as well.

Jim

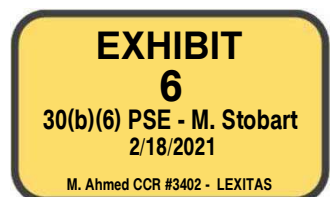
From: Hogan, Jim
Sent: Monday, March 13, 2017 4:28 PM
To: Garratt, Roger; Harris, Jonathan
Cc: Kauhane, Jennifer
Subject: 210140-000-PR-TN-00002 - Alternate Feed Gas Composition Review.doc

Attached is a summary of plant performance with respect to our current feed gas. I have only had 15 minutes to study this, but I will be diving deeper into understanding our options in the coming days.

The current gas has negative impacts on 2 of the 3 plant constraints: Production, Methane Number, and Fuel gas that must be disposed of (most likely in the flare). Production of heavies is also impacted, but that has always been a variable constraint with no solutions short of the trucking option.

I disagree with CBI that Case 6B may be our best alternative, because I don't think 150,000 gallons per day is acceptable.

I think some solution associated with 1A may be more feasible assuming that we could perhaps build a CNG system at the plant and truck off our excess gas as CNG.



Jonathan: I have a couple questions for you.

1. Note section 3.0 comment 1: It is imperative that we understand the LNG quality requirements that the industry demands. Can you put together a summary of what fuel quality we need to be aiming for (beyond the TOTE FSA spec).
2. How feasible would it be to capture excess fuel gas and compress it into tube trailers for delivery/sale off site?

Roger: I will discuss further with you later in the week after I've had a chance to digest this and better understand CBI's assumptions.

Thank you.

Jim

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Bill Steiner