

**From:** "Bernstein, Kevin" <BernstK@bsk.com>  
**To:** 'Lisa Schwartz' <lpschwar@gw.dec.state.ny.us>  
**Date:** 9/9/2013 3:37 PM  
**Subject:** Finger Lakes  
**Attachments:** image001.jpg

Lisa, on July 19, 2013, EarthJustice submitted another letter to DEC regarding air quality concerns. There were a number of items that were in this nine page letter written by Phyllis Fox. DEC Staff conferred with Barry Moon of Finger Lakes regarding a number of these items. The purpose of this e-mail is to confirm the information that Barry Moon has provided to DEC Staff.

On Page 3 of the letter, under the section entitled "Fire Safety Water Pump," this is to confirm that Finger Lakes will utilize an electric line from US Salt to power its fire safety water pump. There will be no backup generator. Please note that, in the record, there is information from the Chief of the local fire department, Dominic Smith, commenting on the ability of local fire departments to respond to any kind of an emergency.

On Page 3 of the letter, with regard to the "Portable Backup Generator," this is to confirm that such a generator will be propane-fired.

On Page 3 of the letter, under "Diesel Tanks," there is a presumption that diesel tanks will be stored onsite. This is incorrect. There will be no onsite diesel tanks.

On Pages 3 and 4, under "Propane and Butane Pipelines," this is to confirm that the majority of pipeline connections will be welded and not fitted, including the interconnect to the Enterprise Products Pipeline and all internal pipeline connections. In addition to being welded, the pipeline will be 100% x-rayed and hydrotested. In addition, this is to confirm that there will be flanged connectors that use gaskets to prevent leaks.

In connection with the propane and butane pipelines, this is also to confirm that with regard to pipeline maintenance, LPG and/or vapors would be recovered by vacuum back into the bullet tanks.

On Page 4 of the letter, under "Storage Bullet Tanks," there are questions related to vapor emissions. This is to confirm that there will be no vapor emissions because there will be a closed collection recirculation system. Therefore, no vapors will be sent to the flare because of the use of the system.

On Page 4 of the letter, with regard to "Train/Truck Loading Facilities," this is to confirm that for either kind of load, vapors will be captured (and not flared) via the closed collection recirculation system. This system again will be used for both the rail and truck loading facilities.

On Page 5 of the letter, under "Brine Separator," there are assumptions made with regard to vapors. However, this is to confirm that there will be one horizontal separator that separates brine from propane and a separator that separates brine from butane. Vapors from these separators will not go to the flare but will be recovered.

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On Page 5 of the letter, with regard to the "Molecular Sieve Dryer," this is to confirm that the heater (which is adjacent to the dryer but not on same skid) which is part of the dryer system will be propane-fired and that any emissions associated with the heater have been accounted for in the air registration application information that was submitted to the Department and which resulted in an air registration being issued.

Kevin

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One Lincoln Center, Syracuse, NY, 13202-1355

Kevin M. Bernstein, Esq.

Member

315.218.8329

Direct

315.218.8429

Fax

315.727.5283

Cell

Kbernstein@bsk.com<mailto:Kbernstein@bsk.com>

Bio<<http://www.bsk.com/attorneys/bio.cfm?ID=1422>>

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