



Questions & Answers: Suffield Public Forum October 10, 2007

In advance of the October 10, 2007 Suffield Public Forum, written questions were received by Town officials and forwarded to CT Biodiesel. Additional questions were received by CT Biodiesel directly from the public. Below is a list of the first ten questions posed and their corresponding answers provided by CT Biodiesel. CT Biodiesel will periodically publish answers to additional questions from the public.

1. What flammable materials are involved in the project?

Methanol – Class IB Flammable Liquid

Sodium Methylate – Class IB Flammable Liquid

Less than 10% of the materials on site at CT Biodiesel are flammable materials. The proposed biodiesel facility will employ Best Engineered Practices and will follow all applicable codes and regulations for handling flammable materials as outlined by the National Fire Protection Association (NFPA) as well as all state and local fire codes. Local fire and Emergency Management Service personnel will be incorporated in the development of the facility operating and emergency management plans.

The U. S. Department of Transportation (US DOT) is responsible for determining what constitutes a flammable material, and has provided the following definitions for ignitable materials:

- Flash Point: The lowest temperature at which a liquid produces enough vapor to form an ignitable mixture. (The lower the flash point, the easier it is to ignite the material)
- Combustible Liquid: Any liquid having a flash point above 100°F and below 200°F
- Flammable Liquid: Any liquid having a flash point below 100°F

2. What combustible materials are involved in the project?

Vegetable Oils – Class IIIB Combustible Liquid

Yellow Grease (Used Cooking Oils) – Class IIIB Combustible Liquid

Biodiesel – Class IIIB Combustible Liquid

Glycerin – Class IIIB Combustible Liquid

Sulfuric Acid – Class IIIB Combustible Liquid

Any substance that can burn is considered combustible. This includes common materials, which are not often thought of as a hazard, such as paper towels, magazines, journals and notebooks. Combustible materials also consist of certain chemicals and liquids that are used in light industrial processes. Though combustible materials can pose a fire risk, that risk comes into play at relatively high temperatures and under specific conditions.

3. There are articles about fires or explosions at biodiesel plants due to methanol use. What is your response to these concerns?

It is important to understand that methanol use, alone, is not the cause of fires or explosions. Methanol and/or any fuel must be combined with oxygen and an ignition source to cause a fire or explosion. It is also important to note that approximately 80% of operating facility accidents have been traced to unsafe actions rather than unsafe conditions. This emphasizes the importance of directing emphasis not just on the materials present at a site like methanol, but on how materials are used and on facility design. At CT Biodiesel, fire prevention and overall facility safety, represent the highest priority. Fire safety will be managed through a comprehensive fire prevention, detection and suppression program that begins with the system design and continues through initial and ongoing staff training. The fire safety program will incorporate the contributions of industry experts that are on the CT Biodiesel team and local and state fire officials.

4. How will methanol and other chemicals used in the process be transported to and from the site?

The CT Biodiesel facility is served by both excellent rail and truck access and both will be utilized to meet the facility's delivery requirements. Specifically:

- Feedstock deliveries will be by rail car only.
- Methanol deliveries will be by rail car, though the facility will have the capacity to receive methanol by truck should this become necessary.
- Sodium Methylate deliveries will be by truck only.
- Glycerin removal will be by rail car, though the facility will have the capacity to remove glycerin by truck, should economically attractive regional opportunities become available.
- Sulfuric acid and sodium hydroxide will be delivered by truck in totes of approximately 1000lbs.



5. How much additional rail traffic will the project result in?

The CT Biodiesel project will require no new service trips to meet its pickup and delivery requirements. On average approximately 10 cars per day, 4-5 days/week. At maximum rail capacity, approximately 13 cars per day, 5 days/week will be required to fully meet the facility service requirements.

6. How is safety assured in relation to rail transport through the community?

Rail safety is managed through a combination of system and operational measures implemented by both CT Biodiesel and Connecticut Southern Rail ("CSO"). It is very important to note that no CT Biodiesel cars enter the center of Suffield or continue past the facility and enter into Windsor Locks under normal operating conditions. Additional measures include:

- Recent upgrades to the Bradley Spur including the addition of ties and grading implemented by CSO.
- Dedicated emergency management teams by CT Biodiesel and CSO.
- Dedicated emergency management and spill containment apparatus and supplies provided by both CT Biodiesel and CSO.
- Contingency planning by CSO that is coordinated with town fire officials.
- Comprehensive safety manual in place by CSO.
- Maximum speed on the rail line is 10 mph and 5 mph at rail crossings.

7. What could happen if a tanker truck is involved in an accident in town?

CT Biodiesel has agreed to enter into an agreement with Suffield to contractually obligate the trucks servicing the facility to follow a dedicated "Truck Route" that directs them away from town, therefore eliminating/reducing the potential for tanker truck accidents in the heart of Suffield. However, if such an event were to occur and the tanker were carrying biodiesel or glycerin it is not a significant fire hazard or environmental threat, because biodiesel and glycerin are non-flammable and biodegradable. Spill containment and removal would be the highest priorities.

With methanol to be delivered by rail, there is little risk of a truck accident occurring involving methanol. However, if such an event were to occur and the tanker were carrying methanol or sodium methylate, contingency plans developed with the town fire officials would be implemented. These

plans would be similar to those currently in place for gasoline tanker accidents and include, but are not limited to, the following general action steps:

- Notifying all private companies and/or agencies responsible for the cleanup
- Getting trained personnel and equipment to the site quickly
- Defining the size, position, direction and speed of movement; and its likelihood of affecting sensitive habitats
- Ensuring the safety of all response personnel and the public
- Stopping the flow from the truck, if possible, and preventing ignition
- Containing the spill to a limited area
- Removing the material from the site
- Appropriately disposing of the material once it has been removed from the water or land

8. What will be the feedstocks processed at the plant?

The CT Biodiesel facility is a multi-feedstock facility in that its processing system is designed to produce biodiesel from multiple types of feedstocks. These include a wide range of refined and crude vegetable oils (soybean, palm, cottonseed, corn, etc.) and animal fats. Smaller amounts of pre-processed used fryer oil may also be used at the facility. It is important to note that no unprocessed vegetable oils will be managed at the site nor will any rendering of raw animal fats take place on site.

9. What air emissions can be expected from the facility?

The primary air emission from the CT Biodiesel facility will be methanol. However, the projected methanol emission levels are below the threshold at which the state requires an air permit. Small amounts of other non hazardous emissions may also occur from substances such as vegetable oils and water vapor.



10. What odor is produced at the facility and what precautions would be made in regards to odor?

The basic processing materials and finished product do not generate significant amounts of odor and therefore objectionable odors are not anticipated to be an issue with the CT Biodiesel facility. To prevent these materials from generating odors the following measures will be taken:

- Materials will not be stored for long periods of time
- All processing is to occur within a fully enclosed system, including on/off loading, thus limiting the exposure of processing materials to the atmosphere.
- The air pollution control technology employed by the facility to reduce emission levels will also help to eliminate the potential for odors (no emission, no potential for odors).