

From: Carter, George R

Sent: 1/9/2002 4:13 PM

To: Wundrow, Walt; Scoggin, Gary M; Arnett, David B

Cc: Risinger, Martin; Trapp, Paul W; Kenyon, Mike R; Pickell, Frank W; Batte, David L; Breedlove, David L; Codina, Joaquin (Taylor & Hill, Inc.); Grayson, Mike; Snider, Carl; Yerrell, Scott K; Zeek, Donald E; Hagen, Guy F; White, Danny C.; Robins, Joel H; Izarraraz, Alicia; Carter, George R; Pickell, Frank W

Bcc:

Attachments:

Subject: RE: Line size for NDU flare

We all need to be extremely clear.....We are planning on building the project we appropriated on JanAs the gatekeeper I would expect to be asked about any scope issues....Bank the savings in 99.999% of the cases.....

-----Original Message-----

From: Wundrow, Walt

Sent: Wednesday, January 09, 2002 10:58 AM

To: Scoggin, Gary M; Arnett, David B

Cc: Risinger, Martin; Trapp, Paul W; Kenyon, Mike R; Carter, George R; Pickell, Frank W; Batte, David L; Breedlove, David L; Codina, Joaquin (Taylor & Hill, Inc.); Grayson, Mike; Snider, Carl; Yerrell, Scott K; Zeek, Donald E; Hagen, Guy F; White, Danny C.; Robins, Joel H; Izarraraz, Alicia

Subject: RE: Line size for NDU flare

All,

My counsel is avoid any pre-investment against uncertain future requirements. Further, as such represents work outside the scope of the approved project, it must be brought back to the BU for approval. Capex is very tight. Bank to 150k savings now.

Walt Wundrow

Texas City Refinery BU

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409.771.8264 (mobile)

-----Original Message-----

From: Scoggin, Gary M

Sent: Tuesday, January 08, 2002 10:22 PM

To: Arnett, David B

Cc: Risinger, Martin; Trapp, Paul W; Kenyon, Mike R; Wundrow, Walt; Carter, George R; Pickell, Frank W; Batte, David L; Breedlove, David L; Codina, Joaquin (Taylor & Hill, Inc.); Grayson, Mike; Snider, Carl; Yerrell, Scott K; Zeek, Donald E; Hagen, Guy F; White, Danny C.; Robins, Joel H

Subject: RE: Line size for NDU flare

There is no doubt that TNRCC is tightening down on upset emissions of hydrocarbons. Exactly where this leads in the next several years is still not sure but the direction is clear.

Rather than make this decision in isolation, I think we need to put some heads together, assess our risk and develop some guidelines that cover not just this case but others that arise. We can try to do this fairly quickly if your timing is critical.

When do we need a definitive answer?

Gary

Gary Scoggin
Major Capital Project HSE
BP South Houston Integrated Site
+1 409-945-1341

-----Original Message-----

From: Arnett, David B

Sent: Tuesday, January 08, 2002 3:14 PM

To: Scoggin, Gary M

Cc: Risinger, Martin; Trapp, Paul W; Kenyon, Mike R; Wundrow, Walt; Carter, George R; Pickell, Frank W; Batte, David L; Breedlove, David L; Codina, Joaquin (Taylor & Hill, Inc.); Grayson, Mike; Snider, Carl; Yerrell, Scott K; Zeek, Donald E

Subject: Line size for NDU flare

We are trying to determine the best line size for the NDU flare. Originally, we designed the flare on an estimate from the licensor but after we calculated the flare releases, we discovered that we can reduce the line and save about \$150M.

Before we reduce the line size, we want to make sure that we do not need the larger line size for the ISOM when it is required to go to a flare. If the ISOM uses the same line as the NDU, it would save 1000 ft of pipe. This would cost save a substantial amount of money by using the same line.

We asked Danny White what the likelihood of having to divert the material that goes to the ISOM blowdown drum to a flare. His response was that the probability of the ISOM blowdown stack having to be routed to the flare within five years to be greater than 80% chance. The complicating factor is that the ISOM RV releases will contain HCL . However, the material will have to be scrubbed if it goes to the AU2 flare or to its own flare since it will damage most flare tip metallurgy.

Therefore, we need to decide if we want to invest \$150M now to save more money later on.

My question to you is how real is the future requirement to send the ISOM blowdown material to a flare.