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Benzene Removal Plan – Daily Progress Updates:

October 2, 2024:

- Sealing of tank MT303 was completed today
  - Nitrogen blanketing system and control valve was installed last night
  - Remaining open vent was closed today. All pressure control/valves are fine tuned.
- All Tank 8 vents were opened today and larger Thermal Oxidizer was commissioned/stabilized.
- Pumping of material has begun (not landing the internal floating roof).

October 3, 2024

- Benzene material (above internal floating roof height) was pumped to tank MT303 last night, bringing Tank 8 level to 9%.
- Continued pumping down Tank 8 throughout the day. At approximately 12:30pm, MT303 Thermal Oxidizer (TO) tripped and unable to restart – reviewed operating conditions of Tank 8 and MT303 and paused transfer. TO Technician on site investigated immediately and replaced the TO combustion air modulating valve. TO restarted and resumed flow to MT303.
- Both large and small TO's on Tank 8 remained steady.
- At approximately 3:30pm, blind installed on Tank 8 PSV's with vac truck (carbon filters on discharge and connected to TO) but resulted in a 10 minute spike of emissions at eGC#2. Installing the blind is necessary to ensure benzene does not re-enter the system once decontaminated. This resulted in a short period of elevated emissions, which affected the hourly average at 3:50pm – readings are now back down <5ppb.

October 4, 2024

- Continued pumping from Tank 8 to MT303 throughout the night – switched over to diaphragm pump at approximately 9pm. It is going slightly slower than expected.
- Modifications were made to schedule to expand step 10 to October 4 - 6th (depending on progress and resources available to complete the series of diesel flushing).
- At approximately 10am lost suction on the diaphragm pump; after another 30 minutes, tried again twice. It is suspected that bulk liquid benzene is removed.
- Subsequently removed stinger to gauge tank and verified no liquid; during this time (about 20 minutes) the large hatch on top needed to be opened, which resulted in elevated emissions at eGC#5 – closed hatch and values reduced but stinger not in gauge hatch (which is used to reduce emissions).
- Attempts were made to thread stinger through gauge hatch but was unsuccessful after multiple attempts – reviewed and removed stinger, installed swaged down transition piece and re-installed, values subsequently reduced.