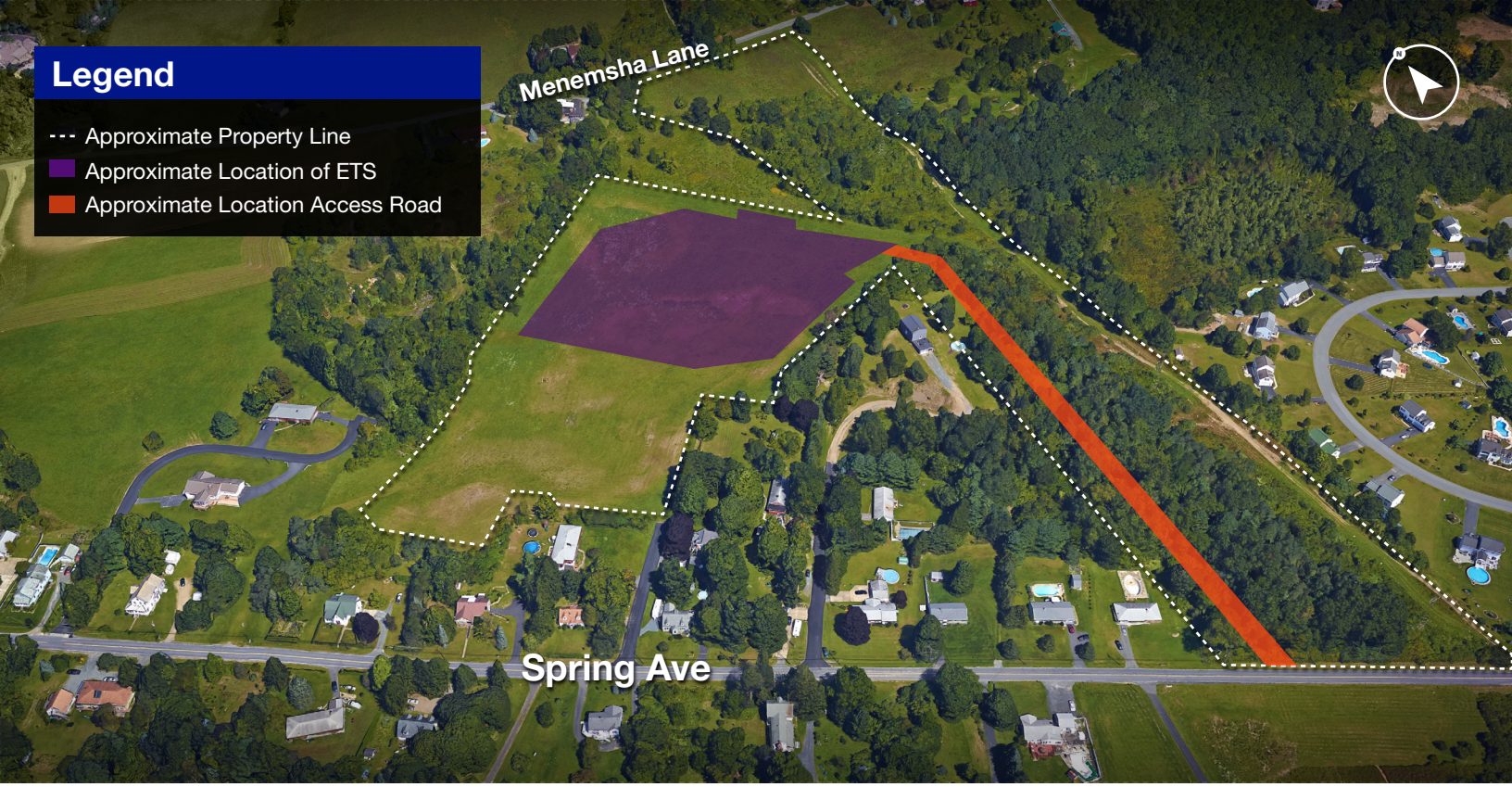
nationalgrid

Brunswick Energy Transfer Site (ETS)

Public Safety Plan

Contents



01: Introduction

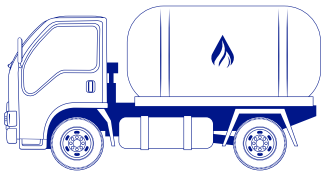
1.1 Project Description

National Grid is proposing the construction of an Energy Transfer Station (ETS) at 1278 Spring Avenue in Brunswick, NY, situated between Menemsha Lane and Spring Avenue. The purpose of the ETS is to enhance the existing regional natural gas system, ensuring that it can meet increased demand during the coldest days of the year and prevent outages that occur when system pressure drops below minimum thresholds. Outages on the natural gas system differ from the typical electric outage in that they can often last extended periods of time due to the nature of gas line repairs and the restoration process that requires in-person, door-to-door reconnection, or 're-light.' For large-scale gas outages, full restoration can take several weeks. This can result in a dangerous situation during cold-weather periods.

This facility is essential for maintaining safe and reliable natural gas delivery to tens of thousands of customers in Brunswick and the surrounding areas during peak usage times.

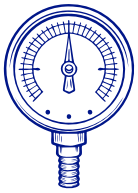
The ETS will have the capacity to unload 26 Compressed Natural Gas (CNG) trailers, which will transfer compressed natural gas into National Grid's regional gas system. The facility is designed to heat and decompress the gas from the trailers, reducing the pressure from 3600 psig to 225 psig before it is introduced into the system. The facility will include a backup generator, an air compressor, and two decompression skids to facilitate this process.

Capacity for 26



Natural Gas Trailers

Reduce Pressure from

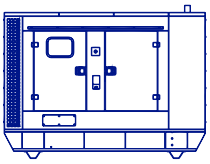


3600PSIG

to

225PSIG

Facility will include:



- **Backup Generator**
- **Air Compressor**
- **2 Decompression Skids**

Trailers will enter the site via an access road off of Spring Avenue and will remain on-site for up to 90 days, from approximately December 15 to March 15, during the Winter Staging period. When trailers are on-site, they will not be connected until needed. Outside of the Winter Staging period, there will be no CNG trailers on site, and the area will be secured. All light fixtures around the station will be switched off during this time.

02: CNG Trailer Emergency Controls

Each trailer is equipped with multiple safety layers designed to prevent accidents and mitigate risks during transportation and operation. Safety is our highest priority, and our vendors are required to implement a comprehensive range of safeguards and processes to ensure the CNG is transported safely and reliably to the site. The proposed Trailer Route through Troy and Brunswick is attached to this document as Appendix A.

2.1 Trailer Safeguards

National Grid uses CNG trailers such as the Quantum VP Lite for Winter Staging. The Quantum VP Lite trailers feature 51 individual cylinders, which are equipped with a thermal pressure relief device that vents gas in the event of over-pressurization. Each CNG trailer is equipped with two manual shutoff valves, one located at the front and one at the rear that when activated close the trailer outlet valves to the hoses.

Image: qtww.com

2.2 Trailer Inspections

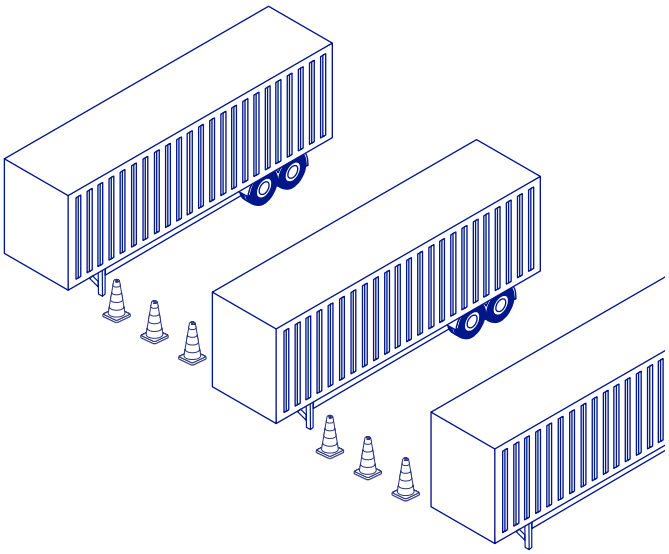
Each CNG trailer is inspected by National Grid upon arrival at the site. While the trailers are staged, National Grid Operations performs site inspections once a month, along with weekly leak checks of the trailers. The CNG trailer vendor will also conduct periodic inspections of the on-site trailers. The trailer hoses are not connected until the site is being readied for operation. While the site is on-line, vehicle motion within the trailer staging area is limited to eliminate ignition sources.

2.3. Trailer Over the Road Safety

Trailers transporting CNG operate under strict safety protocols to protect the public. All movements comply with New York State Department of Transportation regulations, and drivers are licensed and certified with specialized training such as hazardous materials handling, emergency shutdown procedures, and pre-trip inspection techniques. Training also covers the use of pressure relief devices, fire extinguisher operation, and response to abnormal conditions. Trucks and trailers follow New York State and County Routes to the extent possible.

Specialized Driver Training:

- Hazardous Materials Handling
- Emergency Shutdown Procedures
- Pre-Trip Inspection Techniques
- Pressure Relief Devices
- Fire Extinguisher Operation
- Abnormal Conditions Response



Once On-Site:

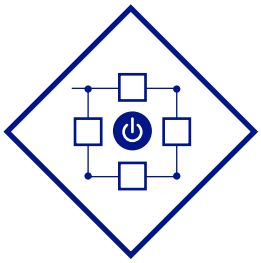
- Trailers are guided directly to their bay
- Truck can disengages from the trailer
- Bays are separated by at least 6 feet
- Back door is opened for hose connections
- Trailer wheels are automatically locked

2.4. Trailer On-Site Safety

Once on site, the CNG trailers are guided directly to their designated truck bay. Once safely parked, the truck cab disengages from the trailer and exits the site. To prevent potential cascading issues, such as a fire or impact, the truck bays are separated by at least six feet. As an additional safety feature when the back door is opened to access the hose connections, the trailer wheels automatically lock to prevent accidental movement.

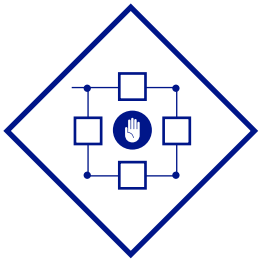
03: Fixed Emergency Controls

National Grid's design and placement of equipment is configured to prevent potential risks to the public. Safety Controls are utilized at all times. The site is equipped with robust safety controls to prevent incidents and return the station to a safe state if any abnormality is detected. When trailers are staged, there is in-person security stationed at the site 24 hours a day, seven days a week.



3.1. Automated Emergency Shutdown (ESD) System

The site is designed to detect abnormalities in normal operating parameters and automatically initiate an Emergency Shutdown to prevent an incident. An automated ESD will quickly shutdown equipment and close valves to a safe state. Automated actuating valves are installed at key locations on the trailer header, decompression skids, and outlet piping. In the event a site shutdown is triggered, the CNG trailers will be isolated at the hoses and valves within the system, and the site outlet valve will close to a safe state.



3.2. Manual Emergency Shutdown (ESD) System

In addition to the Automated ESD, Manual ESD buttons are located on site to provide the operations team the ability to activate a full site shut down at any time. The buttons are found throughout the site at locations that can be accessed quickly by site personnel.

3.3. Gas and Flame Detection

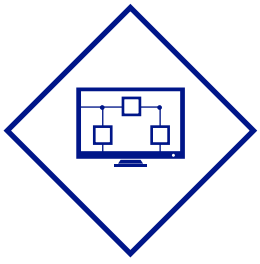
Multiple gas detectors and infrared, or IR, flame detectors are installed along the header and decompression skids. These are devices which “watch” for fire by monitoring specific wavelengths of infrared light. Detection of gas or fire triggers alarms, notifies the control room, and automatically activates the ESD, closing isolation valves and shutting the site down completely. Detectors are mounted in such a way that their field of views overlap ensuring complete coverage of the decompression skids and header areas.

3.4. Pressure Relief Valves

Pressure relief valves (PRVs) are a critical safety device installed to relieve gas above normal operating pressures. The PRVs protect piping and equipment from pressures that exceed their design rating. PRVs open automatically when internal pressure exceeds a preset limit, allowing gas to vent safely, and then automatically close when pressure is back below that preset limit. PRVs are located on the CNG trailers and the decompression equipment.

3.5. Fire Alarm Pull Stations

Manual fire alarm pull stations are located on site in the event personnel detect an emergency event. These pull stations are linked to the ESD system, where a 24-hour Central Monitoring Station is notified and will alert first responders and National Grid Gas Control. These pull stations are located throughout the site at locations that can be accessed quickly by site personnel.



3.6. Control Building

The control building houses the Human Machine Interface (HMI) for system monitoring and control. National Grid’s operations personnel are able to start, monitor, operate, and shutdown the system from the control building.

3.7. Fire Panel

The fire panel serves as the central control unit for the site's fire alarm and detection system. It triggers alerts to emergency responders through the central monitoring station. It also activates audible alarms and strobe lights across the site during an emergency. Audible alarms and strobes activate automatically by fire/gas detection and/or manual pull stations.

3.8. Emergency Access

There are several Emergency Access points situated around the site, providing first responders with multiple routes to enter. There are also designated assembly and evacuation areas.

3.9. Portable Fire Extinguishers

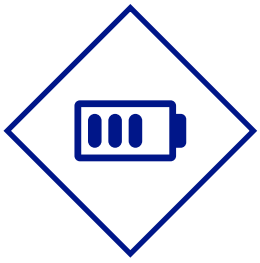
Fire extinguishers are staged throughout the site for immediate use on incipient fires. A portable fire extinguisher is also located in the Control Building.

3.10. Vehicle Impact Protection

Bollards and Jersey barriers protect critical equipment from accidental vehicle strikes.

3.11. Lighting and Visibility

Exterior lighting is essential for ensuring safe operations and facilitating emergency responses at night. The only time the site is fully lit is when in operation. There will be some lights on when trailers are onsite for security personnel from approximately December 15 to March 15. The site will be dark when there are not any trailers onsite.



3.12. Backup Power

Generator and UPS (Uninterruptible Power Supply/battery backup) systems maintain critical safety and control functions during power outages.

04: Emergency Response Sequence

Emergency Response for the Brunswick Energy Transfer Site involves a structured approach to managing emergencies, beginning with central monitoring that alerts designated personnel, including operations personnel from National Grid and local fire department representatives.

4.1 Emergency Response Plan

A technical Emergency Response plan will be developed for the Brunswick Energy Transfer Site by National Grid prior to commissioning.. This will be developed alongside local fire authorities to ensure effective coordination and preparedness in the event of an emergency, addressing specific risks associated with the site and incorporating best practices and trainings for safety and response.

4.2 Exercises and Drills

For training purposes, exercises and coordinated emergency drills will be conducted between National Grid and emergency responders to ensure all personnel understand roles and can implement the Emergency Response Plan effectively. National Grid will work with emergency responders to determine the cadence for these drills.

4.3. Communications/Central Monitoring

The station is designed in such a way to prevent potential risks to the community. However, in the event the community needs to be notified of an emergency that is specific to the station and/or has the potential to affect the public, National Grid's Dispatch, Emergency Response, and Community Engagement teams will notify fire departments, police departments, and local officials.

National Grid will notify:

Fire Departments

Police Departments

Local Officials

Brunswick ETS will utilize a Central Monitoring station. In the event an alarm is triggered, the Central Monitoring station will be alerted immediately, logging any trouble alarms such as detector faults or alerts in their system. A designated point of contact will then be notified. For actual fire alarms, a predetermined list of parties, including National Grid Gas Control and the local Operations supervisor, will be informed, and the Central Monitoring station will also notify local Fire Departments to ensure a prompt response. The Central Monitoring station will be manned 24/7.

Appendix A: Proposed Trailer Route through Troy and Brunswick

The trailers will utilize the following New York State Department of Transportation (NYSDOT) and County Routes (CR) for this project:

Ferry Street/NY-2

Congress Street/NY-2

Pawling Ave/NY-66

Spring Ave/CR-130