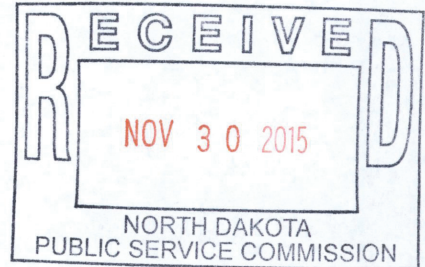


3815 116<sup>th</sup> Avenue SW  
Dickinson, North Dakota 58501  
Phone: 701-456-6900

November 30, 2015



Mr. Patrick Fahn  
Director Compliance & Competitive Markets  
Public Service Commission  
State of North Dakota  
600 East Boulevard, Dept 408  
Bismarck, ND 58505-0480

Mr. Fahn,

RE: Dakota Prairie Refining Petroleum Product Pipelines Post Construction Report  
Case No. PU-13-799

Please find this follow-up communication in compliance with the Commission's Order dated November 2, 2015. That order directed Dakota Prairie Refining LLC to provide a 10 year plan. (ND Admin. Rules 69-06002) attached. Engineering Piping Elevation Drawings are attached to show routing of the transmission lines from DPR to BOE (Certification to Order Provision No. 30)

Sincerely,

Mary Trost  
Refinery Manager

## 49-22-04 Ten Year Plan-Contents

### 1. Description of general location, size and type of facilities

#### **ATB/ATG Storage**

The Atmospheric Bottoms and the Atmospheric Gas Oil Tanks, (TK-1081, TK-1082, TK-1083 and TK-1084) each has a 30 MBBL storage capacity and a coned roof. The tanks are heated with internal coils, served with heated thermal fluid by the hot oil system to maintain proper temperature and viscosity to allow pumping of product(s). The tank temperature is to be maintained between 140°F and 160°F. The ATB/AGO tanks (sidewalls and roof) are insulated. The ATB/AGO Transfer Pumps, P-1081A/B, will transfer the product to the Bakken Oil Express (BOE) loadout terminal via 8" heat traced and insulated lines. The BOE terminal is located northeast of the DPR site. The BOE loadout capacity is 750 GPM. Loadout is controlled by BOE; therefore, the DPR system must be capable of operating on a continuous basis (24hrs/day, 7days/wk, 365days/yr). Additionally, it must include the flexibility to be blocked in by BOE without notice. The transfer line to BOE is electrically traced. This tracing is designed to keep the product between 120 °F and 160 °F. In addition, this heat tracing will be used to reheat the line in the event of loss of power and need to start up the transfer line in the cold state. The ATB/AGO pump recirculation lines can be configured to provide a means to de-inventory each tank. Electric heat tracing and insulation is used to minimize the effects of ATB/AGO cooling in all ancillary lines, pumps, or valve stations with the potential to be stagnant during normal operation. ATB/AGO custody metering will be executed at the BOE facility.

#### **Equipment Descriptions**

##### **TK-1081, 1082, 1083, 1084 ATB/AGO STORAGE TANK**

ATB/AGO Storage Tanks TK-1081, 1082, 1083, 1084 each has the capacity to hold 30 MBBL. The diameters of the tank(s) are 72' and have the height of 40'. They are composed of carbon steel with a coned shaped roof. Tk-1081 has an internal coating; second ring + 1 ft above and below. The tanks will be heated with internal coils supplied with a tempered oil system as the source of heat to the design temperatures in-between 140-160 deg F. to maintain proper temperature and viscosity to allow pumping of product(s). The tanks have a maximum design temperature of 200 deg F. and minimum design temp of -20 Deg. F. The maximum fill rate is 350 gpm and maximum emptying rate of 1500 gpm. The tanks are insulated and have a connection for fire suppression foam. . Electrical Classification: Class 1 Division 2 Group D

##### **P-1081A/B ATB/AGO TRANSFER PUMPS**

ATB/AGO Transfer pumps are a Goulds 3700MX pump. The pump is rated for 750 GPM at 3550 RPM. Its size is 4"x6". The pump is driven by a 125HP Baldor motor. The motor runs off 460 Volts at 137 Amps.

## **Naphtha Storage Tanks**

The Naphtha Storage Tanks, TK-1021, TK-1022 and TK-1023, each has a 25 MBBL design capacity with an internal floating roof. The Naphtha Product Pumps, P-1021A/B, transfers the naphtha product to the BOE loadout terminal via 6" heat traced and insulated lines. Naphtha custody metering is executed at the BOE facility. Naphtha recirculation lines can be configured to provide a means to de-inventory a tank.

### **Equipment Descriptions**

#### **TK-1021, 1022, 1023 NAPHTHA STORAGE TANK**

Naphtha storage tanks TK-1021, TK-1022, TK-1023 each has the capacity to hold 25 MBBL. The diameter of the tank(s) is 60' and has the height of 40'. The tank(s) are composed of carbon steel including an internal coating with an aluminum pontoon internal floating roof. The operating temperature is assumed to be at 60 deg. F. and have a maximum design temperature of 200 deg F. and a minimum design temp of -20 deg F. The maximum fill rate is 400 gpm and a maximum emptying rate of 1400 gpm. The tanks are equipped with a fire suppression foam connection. Electrical Classification Class 1 Division 2 Group D

#### **P-1023A/B NAPHTHA DEWATERING**

Naphtha dewatering pumps P-2023A/B are a Goulds 3700SX pump. The pump is rated for 50 GPM at 3540 RPM. Pump size is 1"x2". The pump is driven by a 15 HP Baldor motor. The motor runs off 460 Volts at 17 Amps. Electrical classification: Class 1 Division 2 Group D

#### **P-1021A/B NAPHTHA PRODUCT PUMP**

Naphtha product pumps P-1021A/B are a Goulds 3700MX pump. The pump is rated for 750 GPM at 3570 RPM. Pump size is 3"x6". The pump is driven by a 150 HP Baldor motor. The motor runs off 460 Volts at 164 Amps. Electrical classification: Class 1 Division 2 Group D

## 49-22-04 Ten Year Plan-Contents (cont.)

### 2. Identification of the location of transmission facilities.

DPR is located at 3815 116th Avenue SW Dickinson, ND 58601. The closest surface water is the Heart River which intersects the center of the facility, and is located approximately 0.31 mile to the east of the crude oil tank farm. The facility is located approximately 4.39 miles upstream of the Edward Arthur Patterson Reservoir.

Piping elevation drawings attached.

#### **Piping Sections West of the Heart River**

5001-PP-0010 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0011 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0012 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0013 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0014 OSBL Rack to Truck Terminal/BOE Piping Key Plan

#### **Piping Sections East of the Heart River**

5004-PP-0010 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0011 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0012 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0013 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0014 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0015 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0016 OSBL Rack to Truck Terminal/BOE Piping Key Plan

### 3. Description of efforts by DPR to coordinate plan with other utilities.

**Not applicable. This pipeline is designed to move finished product from DPR to BOE for loading.**

**49-22-04 Ten Year Plan-Contents (continued)**

4. A description of the efforts to involve environmental protection and land-use planning agencies in the planning process, as well as other efforts to identify and minimize environmental problems at the earliest possible stage in the planning process.

DPR has incorporated a Spill Prevention, Control and Countermeasures (SPCC) plan. This plan is intended to minimize the potential for the facility to adversely impact the environment and to attain and maintain compliance with United States Environmental Protection Agency (EPA) standards for oil pollution prevention and response (40 CFR § 112). This plan conforms to the requirements of 40 CFR 112 and does not deviate from the

requirements as found in 112.7(g), (h)(2), (h)(3) or (i) and 112 Sub B and C. This document is a carefully thought out plan and has been prepared in accordance with good engineering practices. This SPCC plan has the full approval of DPR management at a level to commit the necessary resources to carry it out. The required professional engineer's certification is part of this plan.

This plan outlines the procedures, methods, and equipment used at the facility to comply with the EPA oil spill prevention, control and countermeasures standards, as well as inspection, training, and record-keeping requirements.

A complete copy of this plan will be maintained at the DPR Administration Building and will be made available upon request.

5. A statement of the projected demand for the service rendered by the utility for the ensuing ten years ....

DPR was constructed as a joint effort between WBI Energy and Calumet Specialty Products. The partners contracted product loading with the Bakken Oil Express, a transloading station located immediately adjacent to the DPR property on the east side of 116<sup>th</sup> Avenue SW in rural Dickinson. It is anticipated these lines will remain in these services for the next 10 years.