

**Archived:** Thursday, May 31, 2012 3:40:55 PM  
**From:** [Eric M. Robeson](#)  
**Sent:** Monday, February 27, 2012 10:02:00 AM  
**To:** [Bob Berry](#); [John Wolfram \(jwolfram@insightbb.com\)](#)  
**Subject:** FW: BREC Fuel Switching for CSAPR Compliance  
**Response requested:** No  
**Importance:** Normal  
**Attachments:** [Fuel Switch\\_Draft.pdf](#) ;

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**From:** TODD.M.HANSEN@sargentlundy.com  
[\[mailto:TODD.M.HANSEN@sargentlundy.com\]](mailto:TODD.M.HANSEN@sargentlundy.com)  
**Sent:** Wednesday, February 22, 2012 10:59 AM  
**To:** Eric M. Robeson  
**Cc:** ADAM.C.LANDRY@sargentlundy.com;  
ANDREW.J.CARSTENS@sargentlundy.com; WILLIAM.DEPRIEST@sargentlundy.com  
**Subject:** BREC Fuel Switching for CSAPR Compliance

Eric,

Attached is a one page write up why fuel switching was not investigated in depth, in the report. It is a simple comparison of fuel costs and the NPV over a 20 year period.

There would most likely be other capital improvements to switch fuels, which would only make our decision to modify the existing systems more advantageous economically.

Some items of note:

1. We used only capital and O&M in our NPV analysis to remove the unknown of allowance pricing from the evaluation.
2. We evaluated Green 2 SCR with the fuel switch because of the inherent co-benefit of reduced NOx with PRB fuels.
3. The O&M is the delta in fuel cost of \$1.00/MMBtu.

Please let me know if you have any questions.

Todd M. Hanssen  
Sr. Vice President, Fossil Power Technologies  
Sargent & Lundy, LLC  
55 East Monroe Street  
Chicago, Illinois 60603

TEL: (312) 269-6874  
FAX: (312) 269-1968  
CEL: (312) 543-1225