



Beach Delivery Option

- Q: The El Segundo Power Redevelopment Project included as an option the delivery of prefabricated oversize and/or overweight equipment via the beach, using a barge and delivery ramp. Approximately how long would this proposed equipment delivery take?***
- A:** Four to six months between April 2010 and August 2010.
- Q: How is access to the delivery area going to be affected during the construction period (i.e. for surfers, beachgoers or joggers)?***
- A:** Delivery of equipment from barges across the temporary off-loading ramp – via self-propelled motorized transporters (SPMT) into the plant – would block the bike path for several minutes at a time as equipment is offloaded from the transport barge, across the construction (fixed) barge, and across the bike path via the temporary ramp. Each of the estimated six transport barge deliveries is estimated to take 24 to 48 hours to offload. During this time, the bike path would be closed several minutes at a time while equipment traverses it. After the equipment passes from the barge to the plant, monitors at either side of the ramp would allow access across the ramp. . In addition, dedicated areas on the ramp will be delineated for bikers, rollerbladers and pedestrians, as well as Los Angeles County Lifeguard, Public Works and Beaches & Harbors vehicles for normal maintenance and emergency uses.
- Q: What happens if there are accidents or a huge swell during construction?***
- A:** The SPMT contractor, plant construction management team and NRG safety and management personnel will be onsite throughout the time that the barge and temporary ramp are in place – and especially when either of the barges is in position while equipment is offloaded. The SPMT contractor will have a tug boat in place during equipment offloading that is capable of responding to an accident in the water. For added safety, cranes will be at the plant during construction and are capable of responding to accidents above the water line (e.g., on the beach, bike path and within the plant). Furthermore, NRG retains emergency response firms that are required to respond within 30 minutes of any marine or land incident.
- Q: How will you handle traffic on the bike path? Lifeguard trucks? What happens to the bike path during the off-loading of equipment?***
- A:** Flashing signs at least one-quarter mile to the north and south of the bike path crossing will be in place for path traffic notification. Public notices will also be circulated to the South Bay communities well in advance of the beach delivery. When the path is inaccessible, ramp monitors donning distinguishable attire (e.g., orange vests) and flags will close access to the bike path at either side of the ramp. Chain link fencing will be in place and the respective gates will be closed to keep beach and bike path goers from accessing the temporary ramp from the bike path or beach. Alternative routes to bypass temporary bike path closures were presented in the amendment and will be clearly identified to the South Bay community during temporary closures of the bike path. The northbound route entails traveling from the bike path; up 45th Street to Vista Del Mar Boulevard; and walking, running or biking on the east side of the street within the available sidewalk to the cross walk at Grand Avenue and Vista Del Mar. Bike path users can



return to the bike path via Dockweiler State Beach by crossing Vista Del Mar Boulevard at Grand Avenue and proceed to the bike path through the State Beach parking lot. The reverse route – Dockweiler Beach parking lot to Grand Avenue to Vista Del Mar Boulevard to 45th Street – would be delineated for bike path users traveling southbound on the bike path.

Q: *Why bring all this equipment in on barges rather than by roads? How many truck trips are avoided by transportation via barges? Is net reduction in air pollution discharged and traffic congestion eliminated?*

A: Beach delivery via barge is an alternative to land delivery of oversize and overweight equipment. We estimate that approximately 64 truck trips would be avoided if the corresponding equipment is transported via barges to the plant. The removal of these truck trips would reduce the corresponding emissions and traffic associated with these trucks.

Q: *How far out into the surf zone does the temporary earthen wharf (mole) and barge extend?*

A: The temporary wharf (consisting of a barge and a temporary ramp from the plant to the shoreline) will extend into the water/surf zone approximately 300 feet from the shoreline and will occupy an area approximately 200 feet south of the jetty. The width of the temporary wharf will be approximately 100 feet onshore.

Q: *How are the waves going to be affected during the program?*

A: While NRG is not versed on the affects that the barges and temporary ramp will have on surfing, we anticipate that the barge and ramp, which will remain fixed in place during beach delivery, will either have no affect on the waves since the extent of the barge is less than the length of the jetty, or the barge will potentially produce its own waves south of the barge/ramp area.

Q: *What happens to the barge and sand bags after the project is complete?*

A: The construction (fixed) barge and temporary ramp will be removed approximately 2 to 4 weeks after the final barge delivery. The layers of wood planking and sand bags that support the planks will be dismantled and the planks will be transported offsite and recycled as possible). The sand, estimated to be 2,500 cubic yards, will be removed from the bags and reused for beach replenishment. The sand bags will be properly disposed of and recycled as possible.

Q: *Does this program affect the grunion runs?*

A: Disruptions to grunion runs within El Segundo State Beach are unlikely.

Q: *Does this program affect any other marine organisms such as the snowy plover? How does this improve the fish population by eliminating once-through cooling?*

A: No. Snowy Plover habitat is up the coast. No known nesting sites are within the plant area. The cessation of once-through cooling will be a positive affect by eliminating impingement and entrainment associated with units 1 & 2 intake water system.



Q: Will the jetty be open for fishing during the program?

A: Yes. Access to the jetty from the north side of jetty will be maintained.

Q: Have this new power plant project and the proposed equipment delivery program by ocean transportation been approved by the California Coastal Commission?

A: The California Coastal Commission received the amendment and elected to not participate or object to the project since once-through cooling has been removed from the permit.

Q: If the barges used to deliver the equipment by ocean have adjustable ballasts utilizing sea water, how will you protect the ocean from pollution when discharging water ballasts from these barges to adjust their height during these deliveries?

A: To ensure that any ballast water discharged near shore is not contaminated, the ballast water holding tanks are certified clean and uncontaminated prior to taking on local ballast water. Furthermore, each barge operator will develop a Ballast Water Management Plan in accordance with CCR Title 2, Division 3, Chapter 1: Article 4.6: Ballast Water Regulations for Vessels Arriving at California Ports or Places after Departing From Ports or Places within the Pacific Coast Region.

Q: How will the program address spills originating from the tug-boats employed to move the barges?

A: NRG retains emergency response firms for marine accidents/releases of hazardous materials/oil/fuel that may result if an accident occurs during beach deliveries. The firm will be required to respond within 30 minutes of an accident. A second firm will be contracted as back-up.

Q: What emergency procedures will be put in place for accidents that cause damage from spills or mechanical disruptions affecting the beach and ocean environments?

A: NRG maintains current emergency response procedures, Spill Prevention Control and Countermeasures Plans to respond to spills or mechanical disruptions that could impact the beach or ocean environments. As discussed above, an emergency response contractor will be dispatched and respond within 30 minutes of an accident.

These Frequently Asked Questions contain forward-looking statements within the meaning of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934. Such forward-looking statements are subject to certain risks, uncertainties and assumptions and include NRG's expectations with respect to the Carlsbad Energy Center Project and typically can be identified by the use of words such as "will," "expect," "estimate," "anticipate," "forecast," "plan," "believe" and similar terms. Although NRG believes that its expectations are reasonable, it can give no assurance that these expectations will prove to have been correct, and actual results may vary materially. Factors that could cause actual results to differ materially from those contemplated above include, among others, general economic conditions, hazards customary in the power industry, weather conditions, competition and



El Segundo Power Redevelopment Project

FAQ's

changes in wholesale power markets, the volatility of energy and fuel prices, failure of customers to perform under contracts, changes in government regulation of markets and of environmental emissions, unanticipated outages at our generation facilities, and construction delays.

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