

El Camino Projected Trip Length Narrative

Truck Trip Length Note:

The proposed future state routing for the El Camino project was calculated on multiple factors. These factors are supported by existing location routing information, network efficiencies to optimize equipment utilization, industry metrics, and a reduction goal in overall miles driven.

The El Camino facility will utilize 43 truck docks for distribution. Each dock could potentially load and distribute 6 trucks per day to support 254 total outbound routes. The trip distance for those routes would average 37.39 miles. The breakdown of those routes is by quantity and origin and delivery destinations.

Certain existing routes (currently in network for other facilities) would be relocated and routed from the El Camino facility to increase operational efficiency and reduce total route mileage. These routes are not new or additional routes within the existing network.

Project El Camino

		2024 Current State				**Proposed Future State					
Item	Route Type	Location	Average Daily Trip Count	Average Daily Trip Distance	Estimated Total	Location	Average Daily Trip Count	Average Daily Round Trip Distance	Estimated Trip Total	Change	Note
1	DSD	Various Stores	110	32.25	3,547.50	Various Stores	228	32.25	7,353.00	3,805.5	8 tractors will be EV at start up of the facility for local or shuttle deliveries less than 100 miles round trip. These routes would be included in the current routes.
2	Shuttle	Victorville DC	16	42.5	680	Victorville DC	8	42.5	340	-340	
				33.6				32.6			
Distribution Routing from Production											
4	Transport	Downey to Las Vegas	2	271	542	RC to Las Vegas	2	225	450.0	-46	Proposed route patterns are not new additional distribution routes. They are transfers of existing routes currently coming from Downey and LA Facilities.
	Transport	LA to Las Vegas	2	274	548	RC to Las Vegas	2	225	450	-49	
5	Transport	Downey to Coachella	2	133.5	267	RC to Coachella	2	94.8	189.6	-38.7	
	Transport	LA to Coachella	2	133.5	267	RC to Coachella	2	94.8	189.6	-38.7	
6	Transport	Downey to Oceanside	2	80	160	RC to Oceanside	2	79	158	-1	
	Transport	LA to Oceanside	2	88	176	RC to Oceanside	2	79	158	-9	
7	Transport	Downey to Orange	4	21.8	87.2	RC to Orange	4	34.8	139.2	13	
	Transport	LA to Orange	2	33	66	RC to Orange	2	34.8	69.6	1.8	
		TOTAL	144	117.4	6,341	TOTAL	254	100.2	9,497	-17.2	

Miles/ Trip

44.0

Miles/ Trip

37.39

** Anticipated route patterns and milage



Insert date here

Reyes Holdings Idle Policy

Purpose

The purpose of this policy is to establish guidelines for managing vehicle idle times to promote fuel efficiency, reduce emissions, and ensure compliance with manufacturer specifications and relevant environmental regulations.

Scope

This policy applies to all vehicles in the fleet that are equipped with idle shutdown settings as per Original Equipment Manufacturer (OEM) specifications.

Idle Shutdown Settings

1. Default Settings

- All vehicles are set to automatically shut down after 5 minutes of idling. This is pursuant to the OEM's guidelines designed to enhance fuel efficiency and minimize engine wear.

2. Ambient Temperature Overrides

- The default 5-minute idle shutdown will be overridden in vehicles equipped with ambient temperature sensors when:
 - The ambient temperature exceeds 100 degrees Fahrenheit.
 - The ambient temperature falls below 20 degrees Fahrenheit.
- These overrides are put in place to ensure the safety and comfort of personnel operating the vehicle in extreme weather conditions.

Responsibilities

1. Asset Management

- Asset management is responsible for ensuring that all vehicles are equipped from the factory with the correct idle settings

2. Shop Technicians

- During every Preventive Maintenance (PM) check, shop technicians are required to:
 - Verify the idle shutdown settings using the shop diagnostic computer.
 - Correct any deviations from the default settings as per OEM specifications.

3. Drivers

- Drivers are expected to be aware of the idle shutdown policy and to minimize unnecessary idling whenever possible.
- Drivers should report any malfunctions or irregularities with the idle shutdown feature to their supervisors immediately.



Insert date here

Compliance and Monitoring

- Compliance with this policy will be monitored through shops diagnostic computer and monthly reporting.
- Any deviation from this policy will be addressed promptly, and corrective actions will be determined by management.

Exceptions

- Any exceptions to this policy must be communicated in writing and approved by the Reyes Fleet Management Team.

RCCB West Distribution Center Idling Log Summary March 5, 2025 to July 7, 2025

Row Labels	Average of Idling Minutes per Stop
MOTION	0.00
OFFLINE	0.32
STOP	5.57
TRAILER INSPECTION	-
VEHICLE ASSIGNED	-
VEHICLE INSPECTION	-
VEHICLE UNASSIGNED	-
Grand Total	2.37

Process Description

The plant, is based on the Union Engineering advanced amine technology - a 35 % by weight monoethanol-amine (MEA) solution.

The hot flue gas is transported to a MEA reboiler in order to provide heat for the stripping of CO₂. Then the gas is led to a flue gas scrubber for further cooling.

The flue gas scrubber is used for cooling of the gas, by re-circulating a water over the packed bed in the flue gas scrubber. The process water is cooled by means of a dry cooler, subsequently cooling the incoming flue gas.

To overcome pressure drop in the system, an induced draft fan (exhauster) is installed downstream of the flue gas scrubber.

The treated flue gas enters the extraction unit in the absorber tower bottom part. The gas flows upwards through the packed bed sections of the absorber tower counter current to the circulated MEA solvent. The MEA solvent reacts chemically with CO₂, absorbing 80-90 % of the CO₂ in the incoming flue gas. Residue gas, mainly N₂ and O₂, is vented through the top of the absorber.

The residue gas enters the absorber tower top part (second absorber tower) where it is cooled and cleaned in a wash section and entrained MEA is removed and returned to the absorber tower bottom part (first absorber tower). The gas then passes through a packed bed acid wash section to reduce ammonia emissions of the gas released to atmosphere.

The rich MEA solvent (CO₂ saturated) is pumped from the bottom of the absorber to the top of the Nox Flash column. It is heated in the lean/rich solvent cooler before entering the top of the Nox Flash column. From there it is pumped to the top of the stripping tower. In the stripping tower the rich MEA solvent is further heated in a re-boiler by means of hot fluegas and the chemically bound CO₂ is released from the MEA solvent as a result of the increase in temperature.

From the bottom of the stripper column the lean MEA solvent is returned to the absorber tower bottom part through the rich/lean solvent cooler. The lean MEA solvent is cooled in two stages, first by the counter flowing rich MEA solvent in the rich/lean cooler and finally, before returning to the top of the absorber, by cooling water in the lean MEA cooler.

To maintain the highest possible absorption capacity of the MEA solvent, contaminants, such as heat stable salts, are removed in a re-claimer. The reclaiming process is operated in batches. Heat stable salts are removed by adding heat to the MEA solvent.

Further, a part of the lean MEA solvent is led through a carbon bed in order to remove solution contaminants

From the top of the stripper tower the CO₂ gas is leaving for the liquefaction unit through the gas cooler. The gas is cooled and water condensed in a two-step process to best utilize the ambient energy transfer. The first step being a closed loop dry cooler application and the second step utilizing the main circulated cooling water.

Entering the backend the CO₂ gas from the gas cooler passes a water scrubber in order to wash out any possible carryover of MEA.

The gas is compressed in two-stage double acting oil free reciprocating compressors.

The compressed gas is cooled in the compressor aftercooler, followed by a dehumidifier before being dried in the dehydrator. The dehydrator is automatically regenerated by hot CO₂ purge gas, heated by an internal heating system. Cooling of the dehydrator is done by a small stream of purge gas from the CO₂ condenser. In addition to drying the gas, the dehydrator will also remove any potential traces of oxygenates such as aldehydes.

The dehydrator is followed by an activated carbon filter which will remove any smelling substances from the gas.

In order to ensure the highest possible purity of the CO₂ by removal of non-condensable gases the plant is supplied with a purification system.

The CO₂ gas from the activated carbon filter is led through the re-boiler of the purification unit where it is cooled before it continues to the CO₂ condenser.

The condensate from the CO₂ condenser flows by gravity to the top of the distillation column, where it counter-flows the stripper gas from the re-boiler through a packed bed in the distillation column.

The matching refrigerating plant consists of a refrigerant compressor, a CO₂ condenser, refrigerant condenser and receiver.

The refrigeration plant is designed to maintain a steady pressure in the CO₂ condenser.

For detailed overview of process flow and design data, please refer to the enclosed Process Flow Diagram.