



June 7, 2016

Mr. Karl Alexy  
Federal Railroad Administration  
Hazardous Materials Division, West Building  
1200 New Jersey, Avenue S. E.  
Washington, DC 20590

Subject: Florida East Coast Railway (FECR) Revised Request for Concurrence to Move LNG Revenue Loads by Rail (original request of September 3, 2014 attached)

Karl,

Florida East Coast Railway (FECR) respectfully submits this update and revision to its formal request for concurrence to begin shipping LNG in common carrier rail service. The scope of this request continues to be specific to rail shipments of LNG having both origination and destination points on the FECR network.

### **Origin/Destination**

Initial proposed shipments of LNG on FECR will originate from a rail served liquefaction facility owned and operated by New Fortress Energy (NFE) in Miami, FL. Delivery points for shipments would be limited to Port Miami and Port Everglades. FECR understands that additional movements of LNG ISO containers on the network would require a separate and distinct request for concurrence to be submitted to FRA.

### **ISO Container and Loading**

The specific LNG containers that will be utilized to ship LNG on the FECR rail network will be a standard UN T-75 ISO certified cryogenic container which is acceptable to be loaded upon railcars in Intermodal service. The specific UN T-75 ISO containers utilized by FECR will be 40 feet in nominal length, holding approximately 11,000 gallons of LNG. FECR will require that shippers of LNG monitor the tank pressure, volume and location of the ISO tank vessels while on FECR property. These devices include a transmitter that will send wireless signals indicating a concern with regard to critical attributes and variables (e.g. pressure and volume). Tracking will include any alarm that would be indicative of a concern with the LNG product or vessel