

Chilworth-Dekra that specializes in “process safety management”. These firms operate in many hazardous industries to assess, mitigate and teach companies how to manage conditions; and then help them prepare operating practices where hazardous or flammable materials are involved. The two firms have supported FECR in conducting initial hazards identification and mitigation strategies, as well as, safety processes related to using LNG as a locomotive fuel.

Exponent Engineering has also been used to site and assess risks relative to a locomotive LNG transfer facility constructed at Bowden Yard at Jacksonville. This facility is purpose built for transferring LNG to and from rail bound and highway equipment. In parallel, much of this learning and understanding already gained by FECR is relative and directly transferable to the movement of LNG as a revenue commodity.

FECR has used Exponent Engineering to assess the entire mainline route to examine and provide population density relative to moving LNG as a revenue commodity. In early work, Exponent also engaged railroad crafts personnel, contractors, managers to dig deep into railroad operations to identify hazards that may exist with regard to LNG. It is expected that FECR will continue to use both Exponent Engineering and Scientific and Chilworth as we further develop and review FECR’s operating rules and special instructions with regard to LNG.

Training

FECR has incorporated a general orientation and discussion concerning the use of LNG into annual employee Operating Rules classes beginning in 2015. These meetings have included General Managers of Transportation, FECR Police, Environmental, Asset Management, and Customer Service. The feedback from these meeting provided additional information to enhance handling process and procedures. Many union craft employees were used in combination with contractors, suppliers and FECR managers to assess and identify risks of LNG as a locomotive fuel. Physical material properties and behaviors of LNG were discussed in these meeting with employees.

These FECR cross-functional teams have helped to identify real world railroad operating scenarios that may represent a risk to LNG operations. Risks were then followed by mitigation efforts that could be employed to eliminate or reduce the hazard in these scenarios. FECR will continue to provide LNG training in our Operating Rules materials. These will be rolled into training on hazardous