

**m) Will experts on instrumentation and cryogenics be riding the train or in a chase car? If not, how does FECR propose to handle leak emergencies (small, medium and large releases of LNG or its vapor) and instrument malfunctions during the test?**

During the Phase 2 testing, FECR will have GE experts onboard the locomotive consist. Additionally, Chart Industries cryogenic experts will be present on the initial trips. FECR personnel involved with the LNG initiative will also be onboard to gain knowledge from the Chart and GE experts and gain experience with the equipment and processes.

FECR Police are always positioned strategically along the route and will be immediately available by radio in the event wayside support is needed and/or to coordinate with emergency responders. Additionally, the FECR dispatch control office has train position information and radio communications with all trains and will be engaged to make immediate contact with emergency responders as needed.

Leak emergencies are considered unacceptable and must be guarded against. Many of these risks are mitigated with the “fail-closed” design of the Tender. Other features such as breakaway closure devices ensure positive closure in event of mechanical damage to the Tender. Finally, the design incorporates no bottom penetrations for draining the Tender, and check valves incorporated into the design to limit flow to one direction.

In the event of a medium or large scale leak, the Crew will immediately stop the train movement and communicate the situation to the Dispatch Center who will summon the appropriate Emergency Responders to the exact location. Crew will depart the area and position themselves in an upwind position. Subsequent train movement will only be allowed once the situation has been resolved and confirmed by experts. FEC Connect has been made available to Emergency Responders detailing content on each FECR train. In the event of a small release of LNG or natural gas vapor, the train movement will be stopped as soon as practical, evaluated by experts onboard, and the leak shall be resolved by terminating the gas flow from the Tender using the emergency closure button on each end of the Tender. Once the situation has been satisfactorily mitigated the train movement will be allowed to resume. Reporting of such leak occurrences shall be made in accordance with earlier documentation provided to FECR by FRA. In addition, a thorough root cause analysis and corrective action shall be performed.

**n) Are the tracks on which the LNG consist will be operating shared with passenger train services? What actions have been initiated by FECR to ensure that passenger trains and LNG consist trains do not interfere with each other’s schedules and operations?**

FECR does not operate passenger service on the railroad at this time. And, there are currently no plans to operate passenger trains along the Phase 2 test route. FECR routes will host All Aboard Florida (AAF) passenger trains in the months/years ahead on its route south of Cocoa, FL. This plan includes having PTC implementation on those routes prior to starting this service. Beyond Phase 2,