

4. Incrementally bring 13 additional LNG fuel tenders online to support FEC's LNG dual-fueled locomotive fleet. Each tender will be the same design as the current FEC 300 tender;
5. Increase the number of revenue service trains in which the LNG consists will be tested, ensuring that each new LNG tender-locomotive combination is tested under the conditions outlined in FRA's March 4, 2016, letter before tested in revenue service in Phase 3;
6. Refuel the tenders at both Bowden Yard in Jacksonville and at Hialeah Yard near Miami; and
7. Operate the LNG consist in trains in and through rail facilities in Titusville, Fort Lauderdale, Fort Point, City Point, Medley, Jacksonville, and Hialeah, Florida.

Based on FRA's review of the information submitted in FEC's March 31, 2016, letter and FRA's understanding of the findings of Phase 2 to date, FRA concurs with FEC's proposed Phase 3 testing subject to FEC's compliance with the following requirements:

1. FEC must complete Phase 3 testing, as described in FEC's March 31, 2016, letter by May 31, 2017;
2. FEC must adhere to its planned actions outlined in its March 31, 2016 (Attachment 1);
3. FEC must comply with numbered conditions 2 through 7 of FRA's March 4, 2016, letter (Attachment 2);
4. FEC must adopt and comply with locomotive OEM-provided procedures for purging the locomotives of natural gas and other safety checks before moving the equipment indoors;
5. FEC must provide to FRA a document describing any OEM recommendations for shop upgrades and modifications related to the locomotive conversion operations. The document must list each OEM's recommendations and whether those recommendations are necessary to ensure the proper and safe conversion of the locomotives along with FEC's plan for implementing the identified modifications or upgrades;
6. FEC must identify the specific locations where the LNG equipment (locomotives and tenders) will be purged of LNG and natural gas and how FEC will protect (e.g., with Blue Flag) these areas while purging operations are underway;
7. FEC must provide employees working with the locomotive retrofit or modifications familiarity training on the use of hand-held methane detectors along with followup processes in the event of activation of the detectors;