

based on demand, new customers coming online and/or new LNG production facilities coming online. Additionally, ISO T75 containers considered empty will be included in train service as they return to the plant for refilling.

Railroad Equipment

The specific types of railroad equipment proposed by FECR to be used as the loading platform shall be either Trailer-On-Freight-Car (TOFC) or Container-On-Freight-Car (COFC). The Association of American Railroads (AAR) Loading Capabilities Guide shall be used to select appropriate equipment. Equipment proposed for accepting a T75 ISO LNG vessel may be:

- IBC Type 100 or 125 Ton cars (3 unit articulated)
- IBC Type 70 Ton (3 unit drawbar connected cars)
- IBC Type 70 Ton (4 unit connected cars)
- IBC Type 70 Ton single car
- Spine Car (2, 3 and 5 units)

Under no circumstances will FECR utilize a fully enclosed railcar for the transportation of LNG shipments in T-75 ISO containers.

Rules and Regulations

FECR will comply with Hazardous Material Regulations set forth in 49 Congressional Federal Register (CFR), Chapter 1, Subchapters A and C, with specific focus on Parts 171-174, "Carriage by Rail", and as appropriate Part 177, "Carriage by Public Highway". As such, all documentation, packing, shipping papers and placards shall be in accordance with these CFR requirements.

Other, potential FECR customers have expressed a desire to receive LNG via FECR rail lines in the very near future. Therefore, FECR requests that the FRA grant concurrence for this request as practical so that FECR can take the next steps to carefully plan out and initiate these LNG customer shipments.

Thank you for your consideration of this request. Please contact me if you have any questions or require additional information to support your evaluation of this specific request.

Sincerely,



Senior Vice President - Engineering, Mechanical and Purchasing