Safety

Safety is critical at FECR and paramount in this LNG initiative. We have existing safety programs in place that we incorporate with all freight movements, including the current movement ethanol tank cars.

FECR's rail network is robust with 100% premium, head-hardened rail and concrete crossties. The network is also relatively flat, straight and is not susceptible to major temperature fluctuations.

All public crossings on the FECR network all equipped with active crossing lights and gates. Additionally, the FECR Signal System utilizes state of the art Automatic Train Control (ATC). This is the forerunner of the planned PTC system which will be implemented before the end of 2017 for passenger service. No passenger train will operate without PTC in place, even if an extension is granted by Congress.

FECR maintains a comprehensive Equipment Defect Detectors system along the main line from Jacksonville to Hialeah. These devices include Dragging Detectors that sense materials dragging such as chains or banding. Additionally, hot bearing detectors monitor the temperature of each axle bearing on the FECR trains at a distance of approximately every 12 miles.

Clearance detectors are located to detect rolling stock that may have a shifted load or out of normal clearance. Furthermore, Wheel Impact Load Detectors (WILD) are positioned at strategic locations to sense wheels that have imperfections causing them to impact the rail as they roll. These WILD detectors can also detect a shifted load or abnormal weigh distribution. The combination of these detectors creates a comprehensive safety review of each train as it traverses the railway. All systems have radio connections with train crews and dispatchers to inform the crew immediately in the event of an unsafe condition. The train receiving this alarm will stop and inspect the rolling stock identified and remove it from the train if the conditions warrants.

Risk Analysis

FECR has conducted a formal risk analysis as required by 49 CFR part 172.820 for the mainline track between Jacksonville and Miami. Additionally, FECR has engaged the globally recognized firms of Exponent Engineering and Scientific, a firm specializing in hazardous materials and safety in industrial operations, and