

The SR was calculated for a 1-mile long section with each of the 13 representative population densities shown in the second column of Table 27.

The aggregate SR graphs were created by scaling the individual 1-mile SR frequency data at each “N” value according to the number of mile segments for each population.

Using this methodology, the aggregate SR was calculated for the low speed case (speeds up to 25 mph) and high speed case (train speeds greater than 25 mph and up to 50 mph) of LNG DOT-113 transportation along the example ETS route. The aggregate SR FN curves are compared for each case in Figure 11. The aggregate societal risk profile for the example route indicates a likelihood of observing one fatality approximately once every 200 years for high speed mainline transport and approximately once every 350 years for the low speed mainline transport.

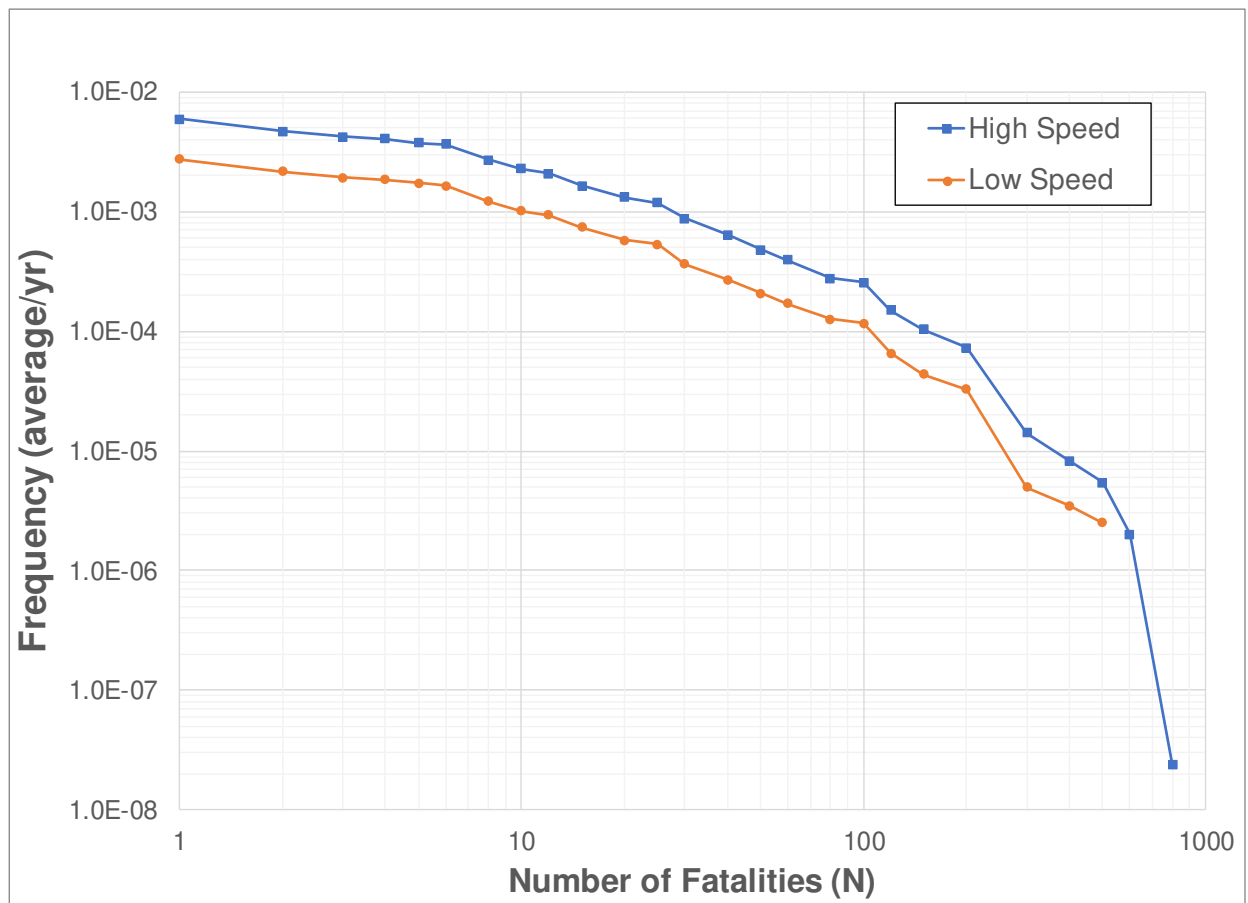


Figure 11. FN curve of the aggregate SR for the mainline train movement of LNG DOT-113s for the low speed case (up to to 25 mph) and high speed case (greater than 25 mph and up to 50 mph) along the example mainline route.