

**Summary of the risk metrics for mainline LNG ISO car train movements.**

Risk Metric	Train Speed < 25 mph		Train Speed 25 – 60 mph	
	(b)	(b)	(b)	(b)
SR Integral (total risk, yr <sup>-1</sup> )	████████	(b) (4) ██████	████████	████████
Maximum IR (yr <sup>-1</sup> )	████████	(b) (4) ██████	████████	████████
Maximum Distance to Zone 1 - 1×10 <sup>-5</sup> IR (ft)	(b)	████	████	████
Maximum Distance to Zone 2 - 1×10 <sup>-6</sup> IR (ft)	(b)	████	████	████
Maximum Distance to Zone 3 - 3×10 <sup>-7</sup> IR (ft)	(b)	████	████	████

**E.2.3 Intermodal Facility Risk**

The overall risk of LNG ISO lifting and train movement within the intermodal facilities and train yards is influenced by the contribution from lifting risk. The analysis was conducted by assuming that all lifts occurred at a single point on the intermodal ramp track, which had the effect of maximizing the Individual Risk for the facility. When the lifting is distributed along the intermodal track, the Individual Risk profile will decrease for the facility. The Individual Risk posed by train movement within the facilities yielded an Individual Risk profile that was a combination of yard track movement overlapped with lifting risk where applicable. For the facilities, the Individual Risk thresholds typically crossed the property boundaries when lifting was assumed to occur at a point, but only the Zone 3 risk threshold appeared to overlap offsite populations when lifting was modeled along the intermodal ramp track.

A summary of the risk results for the facilities is provided in the table below. For the facilities, the actual surrounding population densities were applied, and these results represent train configuration C-1. Since Individual Risk is dominated by lifting, which is independent of train configuration, other train configurations are not included. Note that the distances are from the track or point of lifting—not from the property boundary.