

**Table 30. LOC frequency for dropping an LNG ISO container at an intermodal facility.**

Event	Release Frequency
Large leak (50 mm)	(b) (4)

## 4.2 Train Movement Accidents in Intermodal Facilities and Rail Yards

ISOs in well cars will be moved along intermodal ramps and within rail yards during train assembly and movement. Because the speed limits, rail quality, and adjacent activities differ between the yard line and the mainline, the yards and intermodal facilities were considered separately from the mainline in this QRA.

Given the fact that intermodal cars are intended to be moved as freight out of the yards, each ISO-containing train was assumed to travel the entire length of the intermodal facility/yard once each day. Using this uniform basis, a general event tree represents the frequency for all releases involving from one to four cars in any yard.<sup>46</sup>

The event frequencies for each release source size in a yard are summarized from the event tree as shown in Table 31, and the full event tree demonstrating the calculation of individual event frequencies is shown in Figure 30. Note that the event frequencies and event tree correspond to train Configuration 1 (C-1) only. Event trees representing the yard movements for the remaining train configurations are provided in Appendix D.

<sup>46</sup> The derailment probability analysis described in Section 3.1.3 determined that, on average, 4 rail cars derail in the event of an accident with derailment in yards.