

4.3 Train Accidents on the Mainline and Port Lead Tracks

ISOs in well cars will be moved on mainline track from Hialeah Yard to either port lead tracks or to Bowden Yard in Jacksonville. The port lead tracks are treated here equivalently to mainline tracks. The QRA assumes that each route is independent and handles (b) ISOs per day of LNG.

Event trees representing the three separate routes, multiple mainline train speeds, and multiple train configurations are provided in Appendix D. The following tables summarize the release rates and associated release frequencies for combinations of one to ten ISOs along each route for train Configuration 1 (C-1) and mainline train movement at train speeds between 25 mph and 60 mph.⁴⁹ The release frequencies are a function of the length of the route; therefore, each route has a distinct table of release frequencies. “Release Frequency” is the product of the “Initiating Event Frequency,” “Derailment Probability,” “Multiple ISO Accident Probability,” and “Release Probability.”

⁴⁹ C-1 references the train configuration where all (b) LNG ISO cars are in a row, starting at train position (b) See Section 3.1.3 for a detailed explanation of all configurations explored.