



Figure 49. The IR contours for the Port of Miami intermodal facility and baseline train configuration C-1. North is up.

The FN curve for the Port of Miami intermodal facility, which represents the SR as the cumulative frequency versus severity, is provided in Figure 50 for train configuration C-1. The results indicate that the SR for the Port of Miami intermodal facility falls within the “ALARP” or tolerable region of acceptability according to the fixed facility SR criteria in NFPA 59A (see Figure 1).