

Table 46. Comparison of risk metrics for LNG ISO car and LPG rail car mainline train movements.

Risk Metric	Speeds < 25 mph		Speeds Between 25 – 60 mph	
	LNG	LPG	LNG	LPG
SR Integral (total risk, yr ⁻¹)	3.63×10 ⁻⁴	6.44×10 ⁻⁴	7.14×10 ⁻⁴	1.44×10 ⁻³
Maximum IR (yr ⁻¹)	2.70×10 ⁻⁷	3.95×10 ⁻⁷	5.12×10 ⁻⁷	8.85×10 ⁻⁷
Maximum Distance to Zone 1 - 1×10 ⁻⁵ IR (ft)	N/A	N/A	N/A	N/A
Maximum Distance to Zone 2 - 1×10 ⁻⁶ IR (ft)	N/A	N/A	N/A	N/A
Maximum Distance to Zone 3 - 3×10 ⁻⁷ IR (ft)	N/A	323	200	623

The FN curves for the LNG ISO train configuration C-1 and LPG mainline movement, for train speeds less than 25 mph, along a one mile mainline track surrounded by a population of 11,800 people/mile² are provided in Figure 55. The complementary FN curves for train speeds between 25 mph to 60 mph, along a one mile mainline track surrounded by a population of 11,800 people/mile² are depicted in Figure 56. The FN curves for the LPG cases are similar to LNG, but both remain in the ALARP region.