



Figure 51. The IR contours for Port Everglades intermodal facility and baseline train configuration C-1. North is up.

The FN curve for the Port Everglades intermodal facility, which represents the SR as cumulative frequency versus severity, is provided in Figure 52 for train configuration C-1. The results indicate that the SR for the Port Everglades intermodal facility falls within the “ALARP” or tolerable region of acceptability according to the fixed facility SR criteria in NFPA 59A (see Figure 1).