

### 8.3.2.3 Port Everglades Intermodal Facility

Based on the results for Hialeah, train configurations C-1 and C-4 are reported for the movement and handling of LNG ISOs in the Port Everglades intermodal facility.<sup>70</sup> A summary of the risk metrics for the LNG ISO car Port Everglades lifting and movement cases is provided in Table 52. The risk reduction presents the percent reduction in the SR Integral based on the C-1 (baseline) train configuration case. Based on comparison of the SR Integral for the two configurations, a risk reduction of 5.00% may be realized by using C-4 instead of C-1 for the Port Everglades intermodal operations. The risk results for C-1 are discussed above in Section 8.1.3. Given this analysis, the IR and the SR for the Port Everglades intermodal facility align with the fixed facility IR and SR acceptability criteria stated in NFPA 59A (see Table 1 and Figure 1) for both train configurations C-1 and C-4. Since train configuration C-1 represents the most significant risk of all configurations considered, it is anticipated that the other train configurations will have similar or less risk.

**Table 52. Port Everglades - summary of the risk metrics for LNG ISO car movement and lifting for multiple train configurations.**

Risk Metric	Port Everglades	
	C-1	C-4
SR Integral (total risk)	$3.40 \times 10^{-4}$	$3.23 \times 10^{-4}$
Maximum IR	$4.98 \times 10^{-5}$	$4.95 \times 10^{-5}$
Risk Reduction	--	5.00%

### 8.3.2.4 Train Configuration Risk Comparison – Bowden Yard

Based on the results for Hialeah, train configurations C-1 and C-4 are reported for the movement and lifting of LNG ISOs in the Bowden Yard.<sup>71</sup> A summary of the risk metrics for the LNG ISO car Bowden Yard lifting and movement cases is provided in Table 53. The risk reduction presents the percent reduction in the SR Integral based on the C-1 (baseline) train configuration case. The maximum IR observed is virtually unchanged for both cases, as it is driven by the Lift Off activities which are not influenced by the train configuration. Based on comparison of the SR Integral for the two configurations, a risk reduction of 14.1% may be realized by using C-4 instead of C-1 for the Bowden Yard movement and handling operations.

<sup>70</sup> The IR contours are overlaid on an aerial image of the facility for these four train configurations in Appendix F, and the FN curves for the four train configurations can be found in Appendix G.

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