

### 8.1.3.3 Port Everglades Intermodal Facility

A summary of the baseline risk metrics for the LNG ISO car Port Everglades intermodal facility lifting and movement cases is provided in Table 44. The maximum contribution to the IR and SR is from the Lift Off activities. The SR Integral representing the total Societal Risk with the surrounding population (approximately 707 people per square mile) is the same order of magnitude as the mainline route segments with high population.

**Table 44. Port Everglades - summary of the risk metrics for LNG ISO car movement and ISO lifting.**

Risk Metric	Port Everglades
	C-1 (Baseline)
SR Integral (total risk, yr <sup>-1</sup> )	3.40×10 <sup>-4</sup>
Maximum IR (yr <sup>-1</sup> )	4.98×10 <sup>-5</sup>
<b>Train Movement (from Track):</b>	
Maximum Distance to Zone 1 - 1×10 <sup>-5</sup> IR (ft)	N/A
Maximum Distance to Zone 2 - 1×10 <sup>-6</sup> IR (ft)	N/A
Maximum Distance to Zone 3 - 3×10 <sup>-7</sup> IR (ft)	190
<b>ISO Lifting (from Point):</b>	
Maximum Distance to Zone 1 - 1×10 <sup>-5</sup> IR (ft)	330
Maximum Distance to Zone 2 - 1×10 <sup>-6</sup> IR (ft)	535
Maximum Distance to Zone 3 - 3×10 <sup>-7</sup> IR (ft)	550

An IR contour plot for the Port Everglades is provided in Figure 51 for train configuration C-1. The frequency contours correspond to the summed individual risks for release scenarios occurring from the Lift Off operations and intermodal facility train movements. The highest IR centers around the assumed location of the Lift Off operations.

On the northern boundary of the intermodal facility, the Zone 3 (3×10<sup>-7</sup> yr<sup>-1</sup>) frequency contour reaches Eller Drive; while on the other boundaries it overlaps only commercial/industrial structures and the undeveloped area. No Zone 3 sensitive targets were identified at IR values greater than 3×10<sup>-7</sup> yr<sup>-1</sup>. Given this analysis, the Individual Risk profiles for the Port Everglades intermodal facility are calculated to align with the fixed facility IR acceptability criteria stated in NFPA 59A (see Table 1).