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Rep. Ryan A. Bizzarro
Majority Democratic Chairman

Rep. Joshua D. Kail
Republican Chairman

PA House Bipartisan Policy Committee Hearing
“Impact of the Norfolk Southern Train Derailment”

March 14, 2023, at 1 p.m.

Darlington Fire Department
3590 Darlington Rd.
Darlington, PA 16115

- 1:00 p.m. Welcome and Pledge of Allegiance
- State Agencies**
- 1:10 p.m. Randy Padfield
Director, PA Emergency Management Agency
- 1:20 p.m. Richard Negrin
Acting Secretary, PA Department of Environmental Protection
- 1:30 p.m. Dr. Debra L. Bogen
Acting Secretary, PA Department of Health
- 1:40 p.m. Russell Redding
Secretary, PA Department of Agriculture
- 1:50 p.m. Questions for State Agencies Panel
- Local Impact**
- 2:15 p.m. Daniel C. Camp, III
Chairman, Beaver County Board of Commissioners
- 2:25 p.m. Mike Carreon
Vice Chairman, Darlington Township Board of Supervisors
- 2:35 p.m. Questions for Local Impact Panel
- 3:00 p.m. Final Comments and Conclusion



Written testimony submitted by:
Jeremy Shoemaker,
Regional Executive Director for State Relations, Norfolk Southern Corporation

For a copy of the submitted testimony, please scan the QR code.



HOUSE POLICY COMMITTEE

REP. RYAN BIZZARRO
Majority Chair

REP. JOSH KAIL
Republican Chair



Testifier Biographies

PA House of Representatives Bipartisan Policy Committee Hearing
"Impact of the Norfolk Southern Train Derailment"



Randy Padfield **Director, Pennsylvania Emergency** **Management Agency**

Randy Padfield has more than 35 years of progressive leadership experience in public safety spanning various roles in the disciplines of fire/rescue services, special operations, Emergency Medical Services, and emergency management. He previously served as the deputy director for Response Operations at PEMA, before being appointed to director of the agency in 2019.

Prior to his tenure at PEMA, he was director of the Senator John J. Shumaker Public Safety Training Center at Harrisburg Area Community College, where he oversaw the development and delivery of training programs for fire, EMS, law enforcement and industry personnel.

He previously worked as a Critical Care Flight Paramedic, has served on a regional Incident Management Team and the state's All-Hazards Incident Management Team, and is a contract instructor for the Emergency Management Institute and the National Fire Academy at the National Emergency Training Center, where he teaches courses in special operations management and incident command/management.

Padfield is an original member of Pennsylvania Task Force 1 Urban Search and Rescue Team, where he serves as a Task Force Leader and member of the National Urban Search and Rescue Incident Support Team that responds to large, complex disasters.

He has responded to multiple local, regional, state, and national disasters and emergencies in various capacities throughout his career, including the scene of the World Trade Center attack on September 11, 2001, hurricanes and floods, and most recently the Champlain Towers South condominium collapse in Surfside, Florida, in 2021, and Hurricane Ian in 2022.

He is a native of Saint Clair, Schuylkill County, and lives in Cumberland County with his wife and their two children.

Richard Negrin
Acting Secretary, Pennsylvania
Department of Environmental Protection

Richard Negrin – who will be the first Latino ever to be Secretary of Environmental Protection – most recently served as the Vice President of Regulatory Policy and Strategy and head of external affairs at Commonwealth Edison, where he led the development of clean energy regulatory policies and strategies. At ComEd, Negrin led efforts to increase the use of renewable energy, spur the adoption of electric vehicles, and increase energy efficiency.



Negrin’s extensive leadership and management track record includes his service as Deputy Mayor of Administration & Coordination and Managing Director of the City of Philadelphia. As Managing Director of the City of Philadelphia, Negrin led the creation of the first Municipal Innovation Lab and created the City’s first Center of Excellence, bringing best practices in Project Management, Organizational Development, and Performance Management to City government. He also oversaw the development and implementation of PhillyRising, a first of its kind neighborhood initiative that is changing quality of life in many of Philadelphia’s challenged neighborhoods and has been replicated in other cities.

He was appointed Deputy Mayor of Administration & Coordination and Managing Director in June 2010, after having been appointed by Philadelphia Mayor Michael A. Nutter in December 2009 to serve as Executive Director of the Board of Revision of Taxes for the City of Philadelphia to provide strong leadership to revitalize, restructure and reform the embattled agency.

He previously served as Vice-Chair of the independent Philadelphia Board of Ethics and as Vice President and Associate General Counsel of ARAMARK Corporation. Prior to joining ARAMARK, Mr. Negrin was a litigator with the global law firm of Morgan Lewis, and he also previously served as a prosecutor in the Major Trials Unit of the Philadelphia District Attorney’s Office.

Negrin has served as a member of the Board of Directors for a number of community-based organizations including Congreso de Latinos Unidos, where he served as Chair of the Governance Committee. He is a former President of the Hispanic Bar Association of Pennsylvania (HBA) and has served on the Board of the HBA’s Legal Education Fund. Mr. Negrin has also been active in the Hispanic National Bar Association. Mr. Negrin is a graduate of Rutgers University School of Law. He received his bachelor’s degree in political science from Wagner College.



Dr. Debra L. Bogen
Acting Secretary, Pennsylvania Department of Health

Dr. Debra L. Bogen is the Acting Secretary of Health. Prior to joining the Commonwealth, Dr. Bogen was the Director of the Allegheny County Health Department, where she and her staff stayed on top of the pandemic and provided consistent, measured and common-sense information to the public while working closely with many stakeholders in the county.

Prior to that appointment, Dr. Bogen was a member of the Pittsburgh region medical and research community for more than two decades. She held a primary academic appointment as Professor of Pediatrics at the University of Pittsburgh, and secondary appointments in psychiatry and clinical and translational science. Dr. Bogen also served as the Vice Chair of Education for the Department of Pediatrics at UPMC Children's Hospital of Pittsburgh. She dedicated her career as a pediatrician to caring for children and families impacted by social inequities. Her clinical research focused on the impact of mental health and substance use on families.

Dr. Bogen earned her medical degree from the University of Colorado School of Medicine and completed both her pediatric residency and general academic pediatrics fellowship at Johns Hopkins Hospital. She was one of the founders of the Mid-Atlantic Mothers' Milk Bank and served as the organization's Volunteer Medical Director until assuming her role at the state.

Russell Redding
Acting Secretary, Pennsylvania Department of Agriculture

Governor Josh Shapiro nominated Russell Redding to continue serving as secretary, after serving under Governor Tom Wolf as the 26th Secretary of Agriculture for the Commonwealth of Pennsylvania. He is the former dean of the School of Agriculture and Environmental Sciences at Delaware Valley University.

Redding has extensive experience as a public servant, having spent more than 30 years serving Pennsylvania in Harrisburg and Washington D.C.



Russell Redding

Acting Secretary, Pennsylvania Department of Agriculture (cont.)

He worked on Capitol Hill as Ag Policy Advisor to U.S. Senator Harris Wofford and served for nearly 25 years in the Pennsylvania Department of Agriculture, serving as secretary from 2009-2011 under Governor Ed Rendell, and from 2015-2022 under Governor Tom Wolf. He currently serves on the Agriculture subcommittee of the USDA's Equity Commission.

He earned his B.S. in Agriculture Education and M.S. in Agriculture and Extension Education from Penn State University. In addition, he is a graduate of the Agribusiness Executive program. A native of Pennsylvania, Redding has an innate understanding of food and agriculture, stemming from his youth on his family's dairy farm and his time as a dairy farm operator. He and his wife Nina have two adult sons and own and operate a farm in Gettysburg.

Daniel C. Camp III

Chairman, Beaver County Board of Commissioners

Daniel Camp currently serves as the chairman of the Beaver County Board of Commissioners.



Mike Carreon

Vice Chairman, Darlington Township Board of Supervisors

In addition to serving as the vice chairman for Darlington Township's Board of Supervisors, Mike Carreon has over 30 years of experience in farming and ranching, over 20 years of trucking industry experience, and has been an equipment driver for University of Pittsburgh Football since 2007.

Mike is a member of The National Cattlemens Beef Association, the Pennsylvania Cattlemens

Association, the Pennsylvania Farm Bureau, the American Angus Association, and CMT Cattlemens Association.

EAST PALESTINE TRAIN DERAILMENT

East Palestine, Ohio

Frequently Asked Questions

Updated: March 10, 2023

WHAT'S NEW

- Health Resource Center in Darlington Township extended ([page 1](#))
- Information added ([page 2](#)) related to the ACE survey for first responders
- Information added regarding Governor Shapiro's announcement ([page 2](#)) that Norfolk Southern will contribute a significant amount of money to help Pennsylvanians, including first responders, businesses, and state agencies responding
- Added information about air monitoring during the current excavation activities at the derailment site ([page 3](#))
- Added information related to Dioxins ([page 6](#)), Acrolein ([page 7](#)), n-butyl acrylate ([page 7](#)), 2-ethylhexyl acrylate ([page 7](#)), and DEHP ([page 7](#)) to address residents' concerns, and information coming out of the community
- Added the Pennsylvania Department of Agriculture hotline number (855-777-6735) for Pennsylvania farmers and producers impacted by the derailment ([page 9](#))
- Archive of information for reference ([page 12](#))

BACKGROUND

On February 3, 2023, at approximately 9:30 PM, a Norfolk Southern train had 53 cars derail in East Palestine, Ohio. The site of the derailment is a few hundred yards from the Pennsylvania (PA) border. Five of the train cars contained the hazardous material vinyl chloride. Additional cars contained other chemicals for concern.

DEPARTMENT OF HEALTH RESOURCE CENTER EXTENDED

Governor Josh Shapiro announced that the Pennsylvania Department of Health (DOH) will continue to offer services to Pennsylvania residents living near the derailment site by extending the operations at a Health Resource Center in Darlington Township, Beaver County, through Thursday, March 16.

DOH will operate the Health Resource Center with specific hours of operations Monday-Wednesday, March 13-15, from 10:00 AM until 7:00 PM and Thursday, March 16, from 10:00 AM until 2:00 PM. Staff from DOH and the Pennsylvania Departments of Agriculture and Environmental Protection (DEP) will be on site to answer questions and listen to concerns from residents affected by the derailment.

The Center has already provided help to 466 people through Thursday, March 9. Since the Center opened on February 28, people have signed up for soil and water quality testing through DEP and talked to experts about current soil, air, and water readings; been provided medical evaluations, emergency behavioral health evaluations, general public health information, and support with the Assessment of Chemical Exposure (ACE)

survey from health care representatives; and had their questions answered about pet safety, farm animal safety, and best farm practices by experts from the Department of Agriculture.

WHAT IS BEING DONE NOW?

Environmental, health and safety officials from Pennsylvania, Ohio, and multiple federal agencies are working together to continually monitor air and water quality in the region. Monitoring has been in place since the incident began, including the timing of the controlled vent and burn, the fire afterwards, and the days since. **Thus far, no measurements of vinyl chloride, hydrogen chloride, or phosgene have exceeded health-based thresholds for short-term exposure.** There was a brief period (Feb 4-8, 2023) when measurement of particulate matter slightly exceeded standards as detailed below. Smoke from the derailment and cleanup has completely dissipated.

WATER SAMPLING: On February 16, Governor Josh Shapiro announced that the Pennsylvania Department of Environmental Protection (DEP) will be conducting independent water sampling to closely monitor water contamination risks. In addition, DEP is assisting concerned public water suppliers in evaluating their source water at the Beaver Falls Municipal Authority's surface water intake on the Beaver River.

DEP will provide letters with water sampling results to residents with details if any levels exceeded established drinking water standards.

HOLDING NORFOLK SOUTHERN RESPONSIBLE: On February 14, [Governor Shapiro issued a letter to Norfolk Southern](#) raising questions about the emergency response that was undertaken in the immediate aftermath of the derailment and vowing to hold the company accountable. The Shapiro Administration has also highlighted further information about air and water quality, which [can be found here](#).

On March 6, Governor Shapiro announced that Norfolk Southern will pay millions for the impacts of the train derailment on Pennsylvania residents. This includes \$5 million to reimburse local fire departments that need to replace contaminated or damaged equipment that was used in responding to the derailment; \$1 million for a Community Relief Fund to be run by Beaver and Lawrence County officials to support business owners and residents impacted by the derailment, \$950,000 to cover PA DEP work in Western Pa., \$400,000 for PA DOH's services, including costs associated with the Health Resource Center and the Poison Control Call Line, \$30,000 to cover costs to the Pennsylvania Emergency Management Agency, and more, which [can be found here](#).

ASSESSMENT OF CHEMICAL EXPOSURES (ACE) SURVEY FOR RESIDENTS AND FIRST RESPONDERS

On February 26, DOH began partnering with the U.S. Department of Health and Human Services (HHS) to conduct door-to-door visits, starting with residents who were evacuated within the one-mile radius of the train derailment. [Assessment of Chemical Exposure \(ACE\)](#) surveys are being conducted to gather information from residents including symptoms, experiences, and concerns about impacts of the train derailment. Residents are able to take the ACE survey a number of ways including at the Health Resource Center, on-line or by calling 717-439-5934 for assistance.

In addition, a separate ACE Survey is being conducted with first responders who were involved in the response to the derailment. This on-line survey will gather information about responder exposures, symptoms and responder concerns about impacts of the train derailment.

Air AND WATER TESTING

WHAT DOES THE AIR MONITORING INDICATE NOW?

As excavation of contaminated soil below the railroad tracks at the derailment site started in early March, it is possible contaminant odors will be present in air near the site. The EPA and Norfolk Southern have an extensive network of air monitors surrounding the excavation site to detect emissions of contaminants in the air. Notably, EPA has deployed a trace atmospheric gas analyzer (TAGA) mobile laboratory to drive around the derailment site, East Palestine, OH, and down Taggart Road in PA to monitor for vinyl chloride, n-butyl acrylate, and 2-ethylhexyl acrylate.

Since February 9, air monitoring in PA indicates no detectable levels of chemicals of concern related to the derailment. Due to the excavation of contaminated soil, residents may smell nuisance odors but it should not be at a level where symptoms occur. Monitoring of air contaminants of concern will continue throughout the excavation process.

Particulate matter is a component of outdoor air pollution and is a common component affecting outdoor air quality that can be produced during fires, automobile exhaust, and industrial operations. From February 4-8 within 2 miles of the derailment site, measured particulate matter in PA exceeded National Ambient Air Quality standards of $35 \mu\text{g}/\text{m}^3$ PM_{2.5} for a 24-hour standard. This was before and after the controlled “vent and burn” of vinyl chloride on February 6, 2023. Particulate matter levels declined when compared to maximums measured in the early morning hours of February 7, 2023. At 4:25 PM on February 8, maximum PM_{2.5} in PA was $40 \mu\text{g}/\text{m}^3$.

Since the fires were extinguished on February 7, particulate matter measurements have remained well below national ambient air quality standards in PA. Individuals who are sensitive to air pollution, such as people with respiratory or heart conditions, infants, children, and elderly are at a higher risk for health effects from exposure to particulate matter.

The farther away a person or household is from the derailment site, the lower the concentration of any air contaminant. While there are limited measured air quality values outside of the 2-mile radius, none have shown any elevated readings. It is extremely unlikely that people further than 2 miles from the train derailment were exposed to chemicals or particles of concern.

Reassuringly, **Allegheny County Health Department’s (ACHD) air quality monitors (25 miles away from the derailment) have not measured a change in air quality since the train derailment.** ACHD monitors are capable of measuring many air pollutants, such as benzene and vinyl chloride. The [ACHD Air Quality Program](#) will continue to monitor air quality, collaborate with state and federal partners, and provide updates for Allegheny County residents as appropriate.

DOES MY WATER NEED TO BE TESTED?

While contamination in Pennsylvania from the train derailment is unlikely, free testing of water from private wells in the impacted area (1 mile surrounding the derailment site) is being offered by an independent contractor hired by Norfolk Southern Railroad. You can also contact PA DEP to discuss water testing. **Contact PA DEP Southwest Regional Office at 412-442-4000.** DEP is prioritizing those individuals who live within a 2-mile radius to the derailment site.

WHAT ABOUT FOR LIVESTOCK AND WILDLIFE?

Our understanding of the effects of animals or livestock breathing in the chemicals released during the derailment including vinyl chloride, hydrogen chloride, and phosgene is limited. However, it is expected that the risk to animals would be similar to the risk to humans. When vinyl chloride is burned, as was done, hydrogen chloride and phosgene are formed. Hydrogen chloride rapidly breaks down in water or moisture, so it is unlikely that grazing on grass in the affected area will result in health effects to livestock or wildlife. Phosgene does not stick to soil. Instead, phosgene may evaporate into the air or pass through the soil surface and break down in water. Because hydrogen chloride and phosgene do not accumulate in the food chain, you cannot be sickened by eating an animal that may have come into contact with these gases.

Anyone with concerns regarding their livestock and pets should contact their veterinarian.

I HAVE RETURNED HOME OR LIVE OUTSIDE OF THE ONE-MILE EVACUATION AREA

WHAT ARE SOME SYMPTOMS I SHOULD BE LOOKING OUT FOR?

General acute (duration of exposure 14 days or less) symptoms or effects from air

- Some of these chemicals have low odor thresholds, which means you can smell a chemical at a very low concentration, and in many cases, far below the concentration that would cause significant health effects
- Some of these chemicals are skin or eye irritants – which means they can cause acute symptoms such as watery eyes or eye, nasal, or respiratory irritation, but are unlikely to cause long-term effects
- Some of these chemicals are potential sensitizers, which means they can cause a person to become sensitive or allergic to a chemical after repeated exposure
- Particulate matter can also cause eye, nose, throat, and respiratory irritation, and trouble breathing
- These are reversible effects. Once the exposure is removed, such as moving further away from the derailment site, the symptoms should resolve

WHEN SHOULD I SEEK MEDICAL ASSISTANCE?

Please contact your healthcare provider if you experience any of the following and were near (up to 2 miles away) from the derailment site:

- Eye, lung, skin, and/or throat irritation
- Coughing
- Wheezing
- Headache
- Nausea
- Vomiting
- Dizziness
- Sleepiness
- Confusion

If you or a loved one experience any of the following symptoms, you should call 911 immediately.

- Rapid breathing
- Chest pain or tightness
- Difficulty breathing
- Rapid heartbeat
- Feeling out of breath
- Unusual fatigue
- Narrowing of small breathing airways
- Accumulation of fluid in the lungs
- Swelling of lungs
- Blue coloring of skin
- Unconsciousness

I AM PREGNANT OR HAVE A BABY AND LIVE OUTSIDE OF THE 2-MILE RADIUS FROM THE SITE, AM I SAFE IN MY HOME?

Air monitoring does not indicate any long-term or increased risk of health effects to vulnerable populations, such as those who are pregnant, babies, children, or elderly specific to the derailment. If you are concerned or interested about air quality in your neighborhood, you can check air quality alerts for your location at EPA's <http://www.airnow.gov> website. These websites show daily air quality information regarding certain air pollutants for your zip code. With this information, you can choose to limit the time children or sensitive populations spend outside on days with a rating of "Unhealthy for Sensitive Groups" or worse.

The farther away a person or household is from the derailment site, the lower the concentration of any contaminant in the air. While there are very limited measured air quality values outside of the 2-mile radius, all that have been recorded have not shown any elevated readings. It is extremely unlikely that anyone further than 2 miles from the incident would be exposed to any chemicals or particles of concern.

ARE THERE SPECIFIC MEDICAL TESTS FOR THE CHEMICALS RELATED TO THE TRAIN DERAILMENT?

There are some tests available for some of the chemicals of concern but may not be clinically helpful. The levels detected might be coming from sources other than the train derailment.

Vinyl Chloride

Medical tests to determine if you have been exposed to vinyl chloride include measuring vinyl chloride in your breath but must be collected shortly after exposure. The test is not useful for very low levels of exposure. Thiodiglycolic acid, which is a breakdown product of vinyl chloride detected in urine, can also provide information on exposure but also must be done shortly after exposure and does not reliably determine the level of exposure.

Hydrogen chloride

Medical tests for hydrogen chloride exposure are not very useful. However, in the event of a very high-level exposure, blood, urine and other tests to determine if you had tissue damage to the lungs or gastrointestinal tract are useful. Some tests can be conducted in a doctor's office, but others may require visiting a hospital.

Phosgene

Medical tests for phosgene exposure do not exist. However, if phosgene exposure is suspected, a chest x-ray is a rapid way to determine if you have lung damage. A chest x-ray can be conducted in many settings that have an x-ray machine, such as urgent care offices and emergency departments.

Carbon monoxide

There are blood tests available for carbon monoxide exposure or poisoning, specifically carbon monoxide levels in blood and carboxyhemoglobin.

Carbon dioxide

There are blood tests to determine CO₂ exposure. You can also monitor oxygen levels in real-time.

WHAT ARE DIOXINS?

The [EPA has announced](#) that it will require Norfolk Southern to conduct dioxin testing at the derailment site. It is important to understand that "dioxins" is an umbrella term used for a large class of 100+ chemicals that are already known to exist widely in the environment with varying degrees of toxicity. People are already exposed to dioxins through routine activities — If you ever sat around a campfire, smoked, or spread pesticides or herbicides around a garden, you were exposed to dioxins. In fact, many of the foods we eat (meat, dairy products, and fish) account for roughly 90% of the average person's dioxin intake.

Because dioxins are all around us, especially in rust-belt regions, it is extremely likely that residents have already experienced low level exposure to dioxins before the train derailment. Due to the duration of the fires being approximately 4 days at the derailment site, scientists do not expect to observe appreciable levels of chlorinated dioxins that are of toxicologic concern to humans. Any medical dioxin testing for individuals will likely be inconclusive because we do not have baseline (pre-derailment) dioxin

levels for the population in the region. Also, individual testing cannot tell when, or how, a person was exposed.

WHAT IS ACROLEIN?

Acrolein is an irritant that primarily affects the lungs. The effects of acrolein on the body include watery eyes, and burning nose and throat at low level inhalation exposure. These effects will disappear once an individual is no longer exposed to acrolein. Small amounts of acrolein can be formed and can enter the air when trees, tobacco, other plants, gasoline, and oil are burned. Acrolein breaks down easily in air and rapidly evaporates from soil and water.

WHAT IS N-BUTYL ACRYLATE?

A railcar containing n-butyl acrylate spilled at the derailment site. N-butyl acrylate is a clear, flammable liquid with a strong, fruity odor. It has a low odor threshold, which means it can be smelled at very low concentrations. For example, n-butyl acrylate has reported odor thresholds (when you can start to smell it) of 0.1 – 35 parts per billion (ppb). Mild irritation of the eyes, nose, throat, and respiratory tract can occur around 50 ppb. Therefore, people may smell n-butyl acrylate but not have any health effects associated with the presence of this odor. It is also considered a sensitizer, which means it can cause a person to become sensitive or allergic to a chemical after repeated exposure. Since March 5, there has been extensive air monitoring for n-butyl acrylate at and around the derailment site and during soil excavation.

WHAT IS 2-ETHYLHEXYL ACRYLATE?

A railcar containing 2-ethylhexyl acrylate (2-EHA) spilled at the derailment site. 2-EHA is a clear and colorless liquid with a characteristic pleasant odor. It is commonly used for making plastics and paint. 2-EHA is an irritant and sensitizer, similar to n-butyl acrylate. 2-EHA can cause eye, nose, throat, and respiratory irritation. It is also considered a sensitizer, which means it can cause a person to become sensitive or allergic to a chemical after repeated exposure. Currently there is extensive air monitoring around the site and during excavation activities for 2-EHA.

WHAT IS DEHP?

Due to the comprehensive analysis of well water conducted by DEP, contaminants may be detected that are unrelated to the derailment. Bis(2-ethylhexyl)phthalate, also known as di(2-ethylhexyl)phthalate (DEHP), is a chemical commonly added to plastics to increase flexibility. DEHP can be present in many common items such as wall coverings, floor tiles, upholstery, rainwear, packaging film, medical tubing, and blood storage bags. Due to its widespread use in plastics, DEHP can be found at low levels throughout the environment. DEHP can move out of plastic materials into the environment over long periods of time. DEHP can leach from PVC, rubber, cellulose, and styrene materials. Most of the DEHP and its breakdown products leave the human body within 24 hours of exposure in urine and feces.

DEHP attaches strongly to soil and sediment, so it will not move rapidly into groundwater. Since DEHP is an *additive* to plastics, it was not present or produced in the controlled vent and burn of vinyl chloride. Additionally, scientific studies have shown that DEHP is not emitted when PVC plastics are burned.

Therefore, detections of DEHP in private well water is likely due to conditions within a well system prior to the train derailment incident.

WAS, OR IS THERE, ANY AIR MONITORING OR SAMPLING OCCURRING IN PA TO EVALUATE AIR QUALITY?

The US EPA was monitoring numerous points surrounding the derailment site in PA and OH. For PA, there were numerous monitors within the 2-mile radius from February 4-8. Other than particulate matter, there were no measured levels of concern. The levels of particulate matter have gone down and will continue to decrease since the particulate matter was due to fires at the derailment site.

While the fires at the site have been out for over a month, local emissions are possible at the derailment site while excavation and remediation activities continue. As discussed above, the EPA and Norfolk Southern have an extensive network of air monitors surrounding the excavation site to detect emissions of contaminants in the air. Notably, EPA has deployed a TAGA mobile laboratory to drive around the derailment site, East Palestine, OH, and down Taggart Road in PA to monitor for vinyl chloride, n-butyl acrylate, and 2-EHA.

WHERE CAN I GET MORE INFORMATION ABOUT THE TRAIN DERAILMENT INCIDENT?

General information, details of the incident, and environmental data for the public regarding the East Palestine Train Derailment is updated regularly on the [US EPA website](#).

WHAT IF I HAVE ADDITIONAL HEALTH CONCERNS ABOUT EXPOSURE TO THESE CHEMICALS?

In the event of an emergency, please call 911. If you have health concerns, please contact your primary care physician. If you have specific questions about these potential exposures call:

- Poison Control Center (made up of Pittsburgh and Ohio poison centers) incident hotline at **1-877-603-0170, press 2 for PA residents.**
- **1-877-PA-HEALTH (1-877-724-3258)**
- PA DOH environmental health concern email address env.health.concern@pa.gov.

Currently, the U.S. EPA has said only minimal detections have been found, and so far, nothing concerning has been found in the immediate area. Due to the short duration exposure from this incident, health effects from long-term exposure are not expected to occur.

Exposures to chemicals such as these at high levels can lead to severe lung damage that might lead to death, but amounts measured to date in this incident make this highly unlikely.

If you experience any of these symptoms and believe you were exposed, you should contact your primary care physician or health care provider. If you are experiencing a medical emergency, call 911.

People with certain health conditions, such as heart disease, respiratory problems, anemia, or vulnerable populations such as those who are pregnant, children, and elderly individuals are generally more susceptible to the effects of these chemicals.

ADDITIONAL RESOURCES

IF YOU ARE IN NEED OF MENTAL AND EMOTIONAL ASSISTANCE

The PA Support & Referral Helpline is at **1-855-284-2494** (TTY: 724-631-5600) or you can call the national suicide prevention and crisis support line at **988**.

DEP SOUTHWEST REGIONAL OFFICE

The Pennsylvania Department of Environmental Protection (DEP) is conducting independent water quality monitoring. If you are within two miles of the incident, you can call DEP's Southwest Regional Office for assistance with air and water testing at **412-442-4000**.

PENNSYLVANIA DEPARTMENT OF AGRICULTURE

Pennsylvania farmers and producers who are impacted by the derailment and have questions or concerns can contact the Pennsylvania **Department of Agriculture hotline at 855-777-6735**.

U.S. ENVIRONMENTAL PROTECTION AGENCY

The U.S. EPA has been conducting air and water quality monitoring since the controlled vent and burn on February 6th. To view their results and for more information on the EPA's response, visit their [response site](#).

EPA Information Line: 866-361-0526, open from 8 a.m. to 8 p.m. (Eastern Time). If you do not get through due to high call volume, you are instructed to leave a message.

PENNSYLVANIA EMERGENCY MANAGEMENT AGENCY (PEMA)

The Pennsylvania Emergency Management Agency (PEMA) is working to coordinate the Commonwealth's response to this incident. More information is available on [their website on the train derailment](#).

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

The Federal Emergency Management Agency (FEMA) [deployed](#) a Regional Incident Management Assistance Team (IMAT) on Feb. 18 to support ongoing operations, including incident coordination and ongoing assessments of potential long term recovery needs.

RESOURCES PROVIDED BY NORFOLK SOUTHERN

Norfolk Southern is offering assistance to residents on both the PA and Ohio side. View their resources below. You can also look for updates on the Family Assistance Center [website](#).

Norfolk Southern Assistance Center

Phone: 1-800-230-7049

Email: media.relations@nscorp.com

Submit a Claim to Norfolk Southern:

Residents who were evacuated or impacted by the derailment can request assistance with lodging, food, clothing, gas, childcare, laundry, pet care, and more. Forms can be downloaded [online](#) and brought to the Family Assistance Center.

Family Assistance Center by Norfolk Southern

Abundant Life Church

46469 State Route 46, New Waterford, OH

Monday through Saturday: 10 a.m. to 8 p.m.

Sunday: 10 a.m. to 4 p.m.

Toxicologists Contracted by Norfolk Southern, CTEH

234-542-6474 | 10 a.m. – 10 p.m.

(Questions specific about smell, health, animals, houses, etc.)

Toxicologists Contracted by Norfolk Southern for Testing & Sampling

Phone: 330-849-3919

(In home testing and monitoring within the 1-mile evacuation zone only)

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) UPDATES

For the latest on the National Transportation Safety Board's ongoing investigation, view their updates [online](#). The NTSB's [Transportation Disaster Assistance Division](#) (TDA) also provides assistance to survivors: assistance@ntsb.gov

FACT SHEETS

- [ATSDR ToxFAQs Vinyl chloride](#)
- [ATSDR ToxFAQs Hydrogen chloride](#)
- [ATSDR ToxFAQs Phosgene](#)
- [Facts About Phosgene](#)
- [ATSDR ToxFAQs Dioxins - CDDs](#)
- [ATSDR ToxFAQs Acrolein](#)
- [ATSDR ToxFAQs DEHP](#)
- [PA DOH Carbon monoxide Factsheet](#)
- [US EPA Acute Exposure Guideline Levels \(AEGLs\) for airborne chemicals](#)
- [CDC Particulate Pollution](#)
- [US EPA Indoor Air Quality Information](#)

ARCHIVED INFORMATION

RETURNING HOME RECOMMENDATIONS (if resident was within the 1-mile evacuation)

Returning home after a disaster can be challenging. It is important that you take steps to protect your physical, mental, and emotional health as you return home.

Ways to do this include:

- Rest when you need to
- Decide which cleanup tasks are most important and focus on those first. That way, you're less likely to be overwhelmed
- Try to work with other people, so you aren't alone
- Get support from family members, friends, counselors, or therapists

SHOULD I AIR OUT MY HOUSE UPON RETURNING HOME?

If you opt to have home monitoring conducted as part of the re-entry plan, the monitoring will provide helpful information as to whether you need to air out your house. If chemicals are detected at or above the screening level, it will be required that your home is aired out professionally.

Regardless of whether you have your home monitored or not, you should open windows and doors and use fans pointed outdoors, if possible, to air out your house.

HOW SHOULD I CLEAN THE SURFACES INSIDE AND OUTSIDE MY HOME?

Cleaning is an important first step to make sure you remove chemicals from surfaces in your home. Using household cleaners that contain soap or detergent will remove many contaminants from surfaces. It is recommended that you wipe down any surfaces that could have been exposed to chemicals, including anything used for the preparation or eating of food, any children's or infant's toys, anything touched frequently, such as light switches, remotes, etc. After cleaning any surface, it is important to wash your hands thoroughly.

For hard surfaces, such as counters, certain toys, light switches, and floors:

- Clean surfaces with soap and water or with cleaning products appropriate for use on the surface.

For soft surfaces such as carpet, rugs, and drapes:

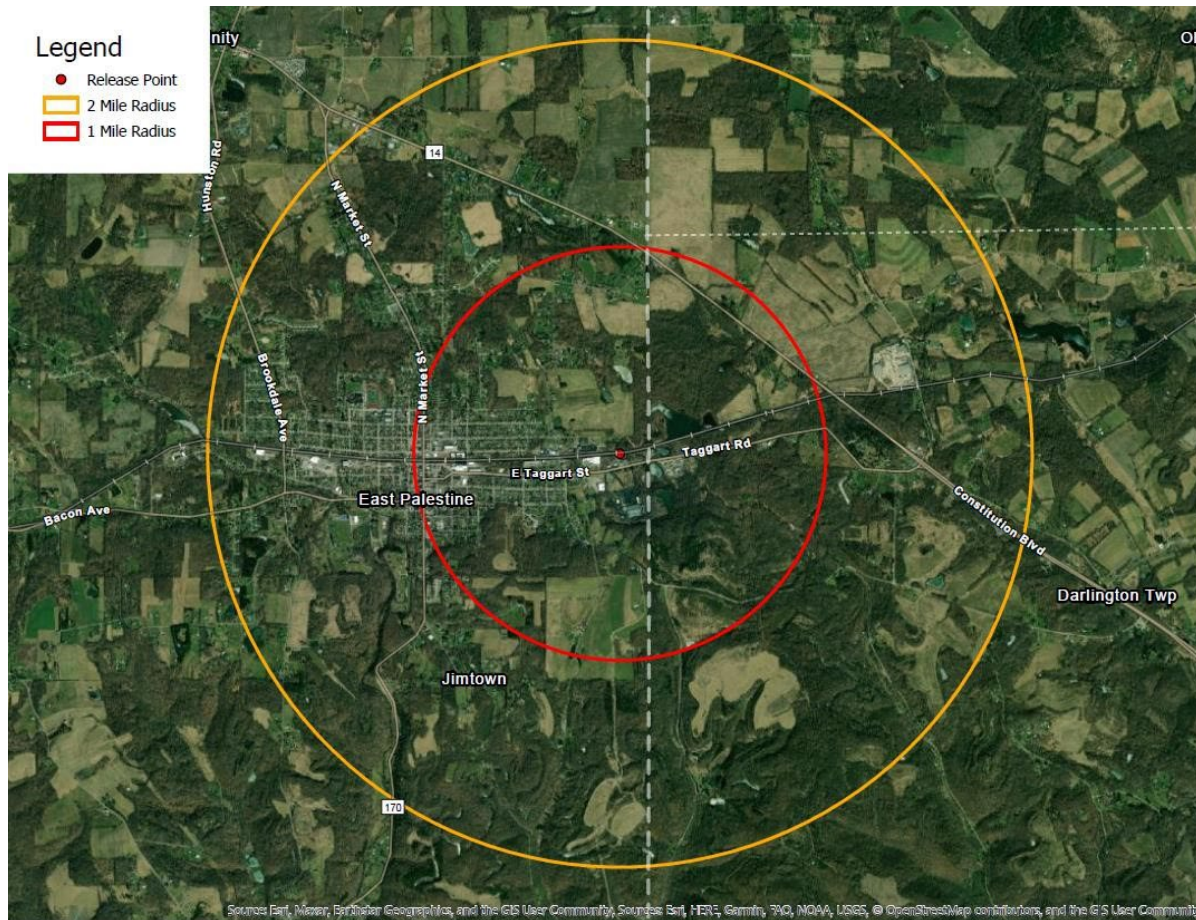
- Clean the surface with cleaning products appropriate for use on these surfaces.
- Launder items (if possible) according to the manufacturer's instructions. Use the warmest appropriate water setting and dry items completely.
- Vacuum surfaces (such as carpets and rugs) and dispose of the dirt safely.
- Out of an abundance of caution, while vacuuming you may follow the steps of airing out your home, and vacuum small amounts at a time and take frequent breaks by walking outdoors.

For laundry items, such as clothing, towels, cloth toys, and linens:

- Launder using detergent and recommended water temperature.
- Dry items completely.
- Clean clothes hamper or laundry baskets according to guidance for surfaces.

QUESTIONS ABOUT THE AREA

WHAT AREA WAS IMMEDIATELY IMPACTED?



Out of an abundance of caution, a **1-mile evacuation radius (red circle in the above graphic)** surrounding the controlled vent and burn of five railcars in East Palestine, OH and a **shelter-in-place for those within 2-miles (orange circle)**, was determined necessary from February 6 to 3:00PM on February 8, based on air modeling with site-specific information. The evacuation area only contained a small number of Pennsylvania residences. The evacuation and shelter in place conditions have since been lifted.

Air modeling included estimates of vinyl chloride in the railcars; meteorological data including temperature, wind speed, and direction; precipitation; and assumptions regarding amount of potential combustion products (e.g., hydrogen chloride and phosgene) for the controlled vent and burn. This modeling produced a map to indicate locations at risk for immediate, or acute effects that relies on US EPA acute exposure guideline levels (AEGLs) for airborne chemicals. These levels are determined safe for public health and include the protection of sensitive populations, such as the elderly and children, as well as individuals with asthma or other illnesses.

The further away from the center of the controlled vent and burn, the lower an individual's exposure risk. Additionally, air monitors positioned in PA and OH surrounding the site are collecting information on hydrogen chloride, phosgene, carbon monoxide, PM_{2.5}, PM₁₀, and VOCs.

WHAT CHEMICALS WERE INVOLVED IN THE SPILL?

The train cars involved in the controlled vent and burn were carrying vinyl chloride. **Vinyl chloride** is a flammable gas and if involved in a fire, could break down into hydrogen chloride, phosgene, carbon dioxide, and carbon monoxide vapors when burned. Continuous and roaming air monitoring for these chemicals, as well as particulate matter (PM_{2.5} and PM₁₀) and volatile organic chemicals (VOCs), is being conducted throughout the areas affected by the derailment. The monitors are positioned near the incident and also several miles away to monitor chemicals of concern. Many of the air monitors used are mobile and were repositioned as necessary to ensure proper placement in reference to current and forecasted meteorological data. The following is further information on each of these chemicals, listed in alphabetical order.

Carbon monoxide

Carbon monoxide is a colorless, tasteless, and odorless gas that is invisible. Carbon monoxide can occur naturally in the environment and is released by erupting volcanoes and forest fires. It is also produced any time a carbon-based fuel is burned, such as coal, natural gas, or wood. Carbon monoxide is a major component of motor vehicle exhaust fumes and is also in tobacco smoke.

Hydrogen chloride

Hydrogen chloride at room temperature is a colorless to slightly yellow corrosive, non-flammable gas that is heavier than air. It has a strong, irritating odor. On exposure to air, hydrogen chloride forms dense white corrosive vapors.

Phosgene

Phosgene was not detected surrounding the site during and after the controlled vent and burn of vinyl chloride. Phosgene is a colorless, non-flammable gas at room temperature that smells like freshly cut hay. When released into air, phosgene exists solely as gas that degrades slowly in the atmosphere. This slower degradation in air can result in long-range transport until it degrades in the air or is deposited in soil or water, where it can degrade more rapidly.

Vinyl chloride

Vinyl chloride is a colorless gas with a mild or sweet odor. It is flammable and burns easily. Vinyl chloride is also known as chloroethane, chloroethylene, and ethylene monochloride. Vinyl chloride decomposes on burning and produces toxic and corrosive vapors of hydrogen chloride and phosgene.

Intermediate exposure (15 – 364 days) to vinyl chloride may cause liver effects, such as fatty liver or liver cell hypertrophy (increased size of liver cells). A public health protective screening level for liver effects from intermediate exposure to vinyl chloride in air is 0.05 mg/m³ (0.02

ppm). To date, there have been no detections of vinyl chloride close to the intermediate screening level.

An air sample was collected by US EPA on February 8, 2023 (**Figure 1**. Green box on Constitution Blvd in PA). Vinyl chloride and benzene were not detected in this sample. Phosgene and hydrogen chloride (HCl) were a concern during the “vent and burn” of vinyl chloride on February 6, 2023. However, phosgene was not detected in any samples collected surrounding the site or at any of the monitor locations in PA. In PA, monitors with measurable HCl had maximums of 0.075 and 0.017 ppm HCl on February 7 at 12:39 AM and 12:48 AM respectively, and are located on Constitution Blvd in PA on either side of the **Figure 1** green box. **These levels are well below the 1.8 ppm HCl threshold for mild irritation.** There were no other measured concentrations of HCl in PA between February 4-8, 2023.

All US EPA-collected samples, including continuous air monitoring, roving monitors, and fixed monitor data are available on the US EPA East Palestine Train Derailment [documents website](#). The most up-to-date maps are available, and being updated daily, on the [US EPA website](#).

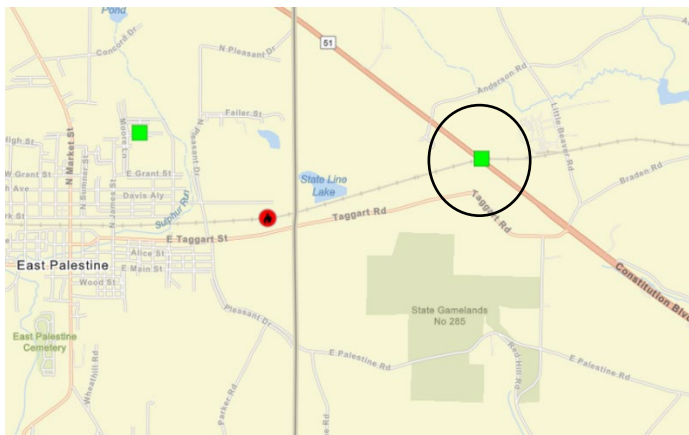


Figure 1. Map of train derailment site (red circle) and air sampling location in PA (green square on Constitution Blvd in black circle).

2Chronic exposure (long-term exposure more than one year), which is not likely for this incident, to vinyl chloride can cause permanent liver damage, immune reactions, nerve damage, and liver cancer. A public health protective cancer risk screening level for chronic (>1 year) vinyl chloride in air is 0.11 µg/m³ (0.044 ppb). There are no detectable levels of vinyl chloride in PA.

n-Butyl acrylate

Health effects from low-level n-butyl acrylate exposure include eye, nose, and respiratory irritation. n-Butyl acrylate is considered a potential sensitizer, which means it can cause a person to become sensitive or allergic to a chemical after repeated exposure. There are currently no established public health screening values for intermediate or chronic inhalation exposure to n-butyl acrylate for the general population. An emergency response planning guideline level-1 (ERPG-1) (mild effects), which are developed by the American Conference of Governmental

Industrial hygienists (ACGIH), was used for emergency response of 50 ppb (267 $\mu\text{g}/\text{m}^3$) for irritation effects.

Additional chemicals of interest

A list of railcars involved in the derailment are [provided](#) on US EPA's document site of chemicals. This list also includes the car type, commodity, whether the railcar was loaded or empty, hazard classification, and status of the railcar. Additional chemicals besides vinyl chloride include polyethylene, dipropylene glycol, propylene glycol, diethylene glycol, ethylene glycol monobutyl ether, polyvinyl, isobutylene, butyl acrylates, and petroleum lube oil.

Eric J. Brewer
Director of Emergency Services for Beaver County
U.S. Senate Committee on Environment and Public Works

Bipartisan Policy Committee Hearing
Norfolk Southern Train Derailment
Submitted by: Daniel Camp, Chairman, Beaver County Commissioners

Thank you for the opportunity to speak before you in reference to the current emergency in East Palestine, Ohio that is directly affecting the residents of Beaver County, Pennsylvania. This derailment occurred under 1000 feet from the Pennsylvania/Ohio border in East Palestine, Columbiana County, Ohio.

I am Eric Brewer, Director of Emergency Services for Beaver County. I am the appointed Emergency Management Coordinator for Beaver County as well as the Chief of the Beaver County Hazardous Materials Response Team. I have been with the Department of Emergency Services for 28 years, the last seven as the Director. I obtained Professional level Certification as an Emergency Manager through the Pennsylvania Emergency Management Agency and I am certified as a Hazardous Materials Incident Commander through the Pro Board accreditation process. I recently retired from the Federal Government's National Disaster Medical System where I served as a medical specialist. This team responded to disasters and large planned events throughout the world.

I am speaking as a member of the community as well as a first responder who was on scene the night of the derailment. The week following I spent at the Emergency Operations Center in East Palestine and continue to go there for meetings and updates. I consider myself the typical Western Pennsylvanian; blue collar, hard working, son of a steel worker, who has worked hard to get where I am today. My family has been in Beaver County for over 100 years. I was born and raised here and continue to reside here. I am part of the community.

I am not an expert on air quality, water quality, health effects or rail cars.

Beaver County is located in southwest Pennsylvania approximately twenty miles northwest of the city of Pittsburgh. The County is bordered on the west by the States of Ohio and the panhandle of West Virginia; the south by Washington County; the east by Allegheny and Butler counties; and the north by Lawrence County. The predominate feature of the County is the Ohio River which enters from the southeast and flows to the center of the county before turning southwest and exiting the state to form the boundary between Ohio and West Virginia. The remainder of the County is characterized by gently rolling foothills and valleys of the Appalachian Mountain Range. Beaver County is comprised of 2 incorporated, third class cities (Aliquippa and Beaver Falls), and 52 boroughs and townships.

Beaver County is home to the Beaver Valley Nuclear Power Station, the first commercial, central-generation nuclear energy station in the United States. Also operations began in November 2022 at Shell Petrochemicals which is an ethylene cracker plant in Potter Township, Beaver County.

Beaver County has had its share of disasters. On September 8, 1994, US Air Flight 427 crashed in Hopewell Township, Beaver County killing all 132 crew and passengers on board. This prompted one of the longest investigations in the history of the NTSB. On October 20, 2006 a Norfolk Southern freight train derailed in New Brighton Borough, Beaver County. The train contained 86 cars of ethanol, of which 24 cars either derailed, were damaged, or were

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leaking. A fire began and it was determined the safest option would be to allow the fire to burn itself out. The fire continued for a few days prompting an evacuation of approximately 100 people from their homes.

On Friday, February 3, 2023, at approximately 9:15pm I was contacted by the Emergency Management (EMA) Director of Columbiana County. She said she was enroute to a reported train derailment near the county line and requested mutual aid from the Beaver County Haz-Mat Team. A few minutes later their Director called me back and requested our foam unit as they had a major derailment with multiple rail cars on fire. I notified our team that we would be responding with a full response as mutual aid to Columbiana County for a train derailment. Beaver County Fire Departments were also requested to assist with water so approximately 18 departments from Beaver County responded mutual aid with tankers to supply water. We (hazmat) arrived at the command post around 10:15pm which was set up at the Leake Oil gas station on Taggart Road. On our arrival there was active fire among several rail cars. As the mutual aid hazmat response team our mission is to assist the primary hazmat response team. The primary focus was to obtain the train consist and start to research the contents of the tank cars and other cargo. As more agency's showed up the command post was established in a garage on the Leake Oil property. Norfolk Southern hazmat personnel arrived on scene after 11:00pm and their hazmat contractor arrived shortly after. At approximately 12:00am, after research of the contents it was decided to shut down fire suppression operations and move all firefighters out of the immediate area and to let the tank cars continue to burn. This is not an unusual decision. The last derailment I was on the tank cars burned for a few days. This decision was primarily the suggestion of the Norfolk Southern Hazmat Coordinator as well as their contractor from SPSI. The command post was also relocated to the East Palestine Fire Department. Based on the initial information it was decided to initiate a 1-mile shelter in place from an area just east of Leake Oil. This put the 1-mile radius barely into Beaver County, it did not appear there were any residents affected by this 1-mile radius. The fire eventually burned out early Sunday morning.

Sunday evening we received a call from Columbiana County EMA and advised us that railroad officials were concerned about one of the tank cars starting to "heat up" and if the temperature reached a certain point there was a possibility of detonation and we should consider 1-mile evacuation due to the possibility of explosion. Ohio officials also notified us that the official 1-mile radius would now be from the Leake Oil address. This would add additional residents from Beaver County in the 1-mile evacuation zone. We contacted the Darlington Twp Emergency Management Coordinator to advise the residents in his area of the 1-mile "recommended evacuation". It was stressed that this was "recommended" as we cannot force residents out of their houses in accordance with Pennsylvania Title 35 in regards to Health and Safety. Darlington officials went door to door to advise residents of the recommended evacuation. We also used mass notification systems as well as IPAWS to alert the public. There were social media posts about arresting people who would not leave during the evacuation. Let me be clear, this was not the case in Pennsylvania as this was a recommended evacuation and not a mandatory evacuation.

Eric J. Brewer
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Bipartisan Policy Committee Hearing
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Monday morning we assembled at the Emergency Operations Center that was set up at the East Palestine Elementary School with several other agencies. We learned that Norfolk Southern wanted to do a controlled detonation of the tank car in question. We were assured this was the safest way to take care of the railcar that was causing the problem. This was to occur around the noon time frame on Monday. When we were in one of the planning meetings we learned from Norfolk Southern officials that they now wanted to do the controlled detonation on 5 of the tank cars rather than just the one that everyone was thinking. This changed the entire plan because it was going to be a bigger impact to the area. This confusion was because Norfolk Southern officials did not communicate and were not in the room when the planning process was happening. The Ohio Governor was present in the room and the Pennsylvania Governor was on a speaker phone during the talks when this confusion happened. Both Governors made it clear to Norfolk Southern that they needed to communicate better during the whole process. After more planning and meetings the controlled detonation eventually occurred around 4:40pm.

Most of the area of concern in Beaver County, Pennsylvania uses wells for their main source of water as this is a rural area and there is no municipal water system in that area of the county. Since the Monday of the controlled detonations we have fielded thousands of calls from concerned citizens wanting to know if they can drink the well water, feed their livestock and if the air is good to breath. These calls were referred to the PA DEP or the US EPA as we are not the professionals on this matter. We continue to field calls from concerned citizens and attempt to help them with whatever information we can get them.

I continue to get asked, as well as many other emergency managers, about how prepared areas are for a train derailment. Emergency Management consists of Prevention, Mitigation, Preparedness, Response and Recovery. I'll focus on one of those phases, Preparedness. The goal of preparedness is to lessen the impact of a disaster, not prevent it. There will continue to be disasters and there will be losses in a disaster however we can lessen the impact through preparedness. Although it should not take an emergency such as this, I hope this is an impetus for better support of Emergency Management Programs. Most Emergency Management systems across the country have outdated laws, are underfunded, understaffed and in some areas are non-existent until a disaster happens. This needs corrected at all levels of government. Hiding an Emergency Management program in a fire department or sheriff department, in my opinion, are outdated.

In closing, this was a train wreck, there is no script for this. There was not a binder that I can reach for labeled "train wreck". I have one for floods, winter storms, radiological emergencies, etc. but not one for a train wreck. Did we do things the way everyone would have liked, No. Are there things that we can work on, most definitely. Everyone needs to know that we did the best we could with the information and training we received. In the end, no one was killed during the response. This was a once in a lifetime event for most responders. This was what we consider a "large-scale" emergency. While we were not the primary agency to respond to this disaster, we were at the scene late Friday night and have had many sleepless days and nights that followed.

Eric J. Brewer
Director of Emergency Services for Beaver County
U.S. Senate Committee on Environment and Public Works

Bipartisan Policy Committee Hearing
Norfolk Southern Train Derailment
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My message has been consistent and yes I am being selfish. I want the residents of Beaver County to be taken care of the same as those that were affected in East Palestine and I want our first responders to be taken care of. The cost associated with this emergency should not be a burden to the taxpayers of Beaver County nor any of the local municipalities.

A disaster is not a matter of if, it's a matter of when.

The following are some of my observations associated with this incident:

1. Transparency. There was a lack of transparency from Norfolk Southern. They needed to be upfront on what they planned to do. There cannot be confusion between the agencies during critical planning.
2. Reimbursement. We need the proper reimbursement for the first responders.
3. Health monitoring for first responders needs to be done. Whether this is a CDC or State Health Department initiative, someone needs to see that it is carried out.
4. Residents need reimbursed appropriately for all of their bills and inconveniences. In my opinion, those Beaver Countian's who were affected are not being treated equally.
5. Residents are very concerned about their wells and air quality and want answers.
6. While this was not a Presidential Disaster Declaration that would normally follow the Stafford Act policy, FEMA resources could have been used earlier. They didn't arrive until the week of February 19th.
7. There appears to be a miscommunications between EPA Region 5 and EPA Region 3. This holds true to FEMA Region 5 and FEMA Region 3.
8. Emergency Management Programs at all levels of government are underfunded, understaffed or in some cases not thought of until something happens. This oversight leads to lack of preparedness.

Mike Carreon
Vice Chairman, Darlington Township Board of Supervisors
Bipartisan Policy Committee Hearing
March 14, 2023
Impact of the Norfolk Southern Train Derailment

Friday 9:45pm I received a message to go outside and look towards East Palestine. It was believed that a train had derailed at Leakes Gas Station. The sky was glowing like never before. At 10:30pm I went out to check water tubs for our cattle. The environment was such that my eyes began watering and I had a slight cough while outside.

The following morning, I reached out to Officer Frederick, who was on duty the previous night. He summarized the scene, relayed the severity, and closed with the plan. The plan was to allow the tanks to vent and let fire to burn out. We were scheduled to work calves that morning. The air quality was such that I pushed it back to later in the afternoon. In the late afternoon, the air quality was closer to normal and business resumed.

Sunday, around 8:30pm Officer Frederick called with the message that one railcar was not properly venting. There were concerns of a possible "catastrophic explosion". The command center was suggesting a 1-mile evacuation. Officer Frederick, along with Chief Bieghy, and The DTVFD went door to door. I believe they visited 18 houses in our township.

Monday morning at 6am I spoke with Chief Bieghy. He relayed the request to close roads accessing the evacuation zone starting at 7am. The State planned to close the Northbound lanes of State Route 51 from St Rt 168 to the Ohio State line. The plan was to fly in an expert in an attempt to vent the tank. This quickly changed to talk of a controlled explosion. The original hope was to do the explosion around noon, but push back from Beaver County delayed it until late afternoon. Plume modeling extended the evacuation zone to a 1x2 mile area. DTPD, DTVFD, and PSP quickly went into action making contact with residents in the expanded area. They operated with the safety of residents as their main focus. Out of concern of the unknown, I sent my family out of town to stay for the night. Our house is 2.5 miles from the site.

Monday 3pm. We put hay out for cattle and checked water. Relocating them was not an option, too many, not enough time. 4pm I arrived at Darlington Township Building to check on our First Responders and speak with our EMC. Shortly after, we heard the explosion. We all watched as the plume slowly took over the sky. At this time we suggested everyone go home and shelter in place. I reconnected with my family. Phone call and messages began coming in with extreme variations in experiences, varying in distance from mile to mile.

Tuesday 3am I checked on the cattle and our dogs. They both seemed fine. The sky was clear, you could even see the stars. On Tuesday morning, questions turned to when residents could safely return. We were relying on the experts to give us a recommendation. That afternoon we were told out of caution while crews were removing cars, evacuation and closures would remain. My family returned home Tuesday late morning.

Wednesday conversations turned to wells, soil, air quality, and health. Air monitoring was ongoing and water testing was to begin in the 1-mile radius.

The following week, DEP announced they would do well testing. Norfolk Southern announced that they would extend the inconvenience fee to all Darlington Township residents that were physically asked to evacuate. We have pushed to have all residents eligible; NS has rejected our request on numerous occasions. It is important to note that they have extended this offer to all of the 44413-zip code in Ohio.

February 19th EPA has sampled 53 wells in Ohio/ 3 in Pennsylvania. Norfolk Southern is supplying water to East Palestine, there has not been an offer made to Darlington Township. February 21st The Timmins Farm water is finally sampled, their farm is .8 mile from site. The township residents rally together and get donations of water to begin distributing evenings at The Firehall.

February 24th we were approached by The Department of Health about establishing a resource center at Township Building. The center was operational on the 27th. It has been a great asset to the local community.

To date, well testing continues, roughly at the 2 mile mark currently. Soil sampling started at 15 various farm fields. Local Independent soil tests show no concern. Air quality remains in acceptable levels.

The positive facts need pushed. Fear and lack of information are driving concerns. These concerns are having a negative effect on local agriculture.

We need quicker results. We need the ability to baseline tests on soil, water, and health. These baselines will tell the story moving forward. We need consistent monitoring. We need safer railroads. We need Norfolk Southern to take ownership of their responsibilities, and not just in East Palestine. Alan Shaw has said on numerous occasions that he is sorry. I would always tell my kids, Don't tell me your sorry, Show me. To date Darlington Township has seen little from Norfolk Southern.

FIELD HEARING OF THE PENNSYLVANIA HOUSE POLICY COMMITTEE

March 14, 2023

Statement of Jeremy Shoemaker

Regional Executive Director for State Relations, Norfolk Southern Corporation

Chairman Bizzarro, Chairman Kail, Vice Chair Isaacson, and distinguished members of the Committee, thank you for the opportunity to submit this statement about the train derailment in East Palestine, Ohio.

I am Norfolk Southern's Regional Executive Director for State Relations. I am writing to share our progress cleaning the derailment site, assisting families whose lives were disrupted, investing in the community, and making Norfolk Southern and the railroad industry safer. We are deeply sorry for the impact this derailment has had on the people of East Palestine and surrounding communities, including Western Pennsylvania, and we are determined to make it right.

We are cleaning the site safely, thoroughly, and with urgency. We are making progress every day. Working now under the U.S. Environmental Protection Agency's Unilateral Administrative Order, we have submitted a long-term removal plan that will guide our comprehensive testing program for the community's water, air, and soil. That testing is guided by science, and we will continue to share the results transparently. The Ohio and U.S. Environmental Protection Agencies, as well as the Pennsylvania Department of Environmental Protection, are continually monitoring the air and water quality in East Palestine and report that both the air and water are safe.

Financial assistance cannot change what happened, but it is an important part of doing the right thing. To date, we have committed to reimbursements and investments of more than \$21 million in total, including our commitment to making things right for Western Pennsylvanians. We have pledged roughly \$7.5 million to Pennsylvania for assistance, on top of funds already distributed to Pennsylvania residents, businesses, and state and local agencies. To be clear: this financial assistance is just a down payment.

We are also committed to learning from this accident and working with public officials and the industry to make railroads even safer. In the meantime, we have already launched a series of immediate steps to enhance safety, based on the facts in the National Transportation Safety Board's preliminary report. We look forward to cooperating with the NTSB as it continues its investigation into the root cause of the accident as well as its wider investigation.

I. Our Commitment to Remediation and Monitoring

Norfolk Southern is working around the clock to remediate the remaining issues and monitor for any impact on public health and the environment. We continue to work in close coordination with federal, state, and local governments and others to conduct environmental monitoring and to develop and carry out near- and longer-term clean-up activities. The remediation plan and each step of our longer-term efforts will be implemented at the direction of the U.S. EPA pursuant to the Agency's Unilateral Administrative Order.

Norfolk Southern specialists remain on-scene, assisted by multiple derailment and environmental contractors. These teams have contained, diverted, and treated affected portions of nearby waterways, have flushed nearly a mile of surface waterways, and are capturing rainwater within the contaminated areas for temporary storage and disposal. To date, we have recovered and transported more than 3.6 million gallons of potentially affected water from the site for disposal at EPA-approved facilities.

We also are working to safely remove affected soil, and our crews have removed more than 2,300 tons from the site. We have removed waste to landfills specifically engineered and permitted to safely handle this type of material. Our work will continue until the job is done.

Beginning immediately after the derailment and now at the direction of the U.S. EPA, and in coordination with local health officials, we have implemented a comprehensive testing program to monitor air quality. The results of these tests continue to demonstrate that the air is safe to breathe.

We continue to listen to the experts and cooperate with state, federal, and local government agencies. We are committed to this monitoring for as long as necessary. We have also created a website, NSMakingItRight.com, to provide the latest information to residents of affected communities.

II. Our Commitment to the Community

We want the people of the communities surrounding East Palestine to know that Norfolk Southern is deeply committed to them and their recovery. We are committed to making things right for the people of East Palestine and Western Pennsylvania. To date, we have invested more than \$21 million as a down payment and provided support to more than 4,200 families through our Family Assistance Center in East Palestine. Specifically for Pennsylvania, we have committed:

- A \$5 million fund to reimburse local fire departments for costs associated with the emergency response and clean-up. We are grateful to the first responders involved with this incident and are committed to reimbursing the cost to repair or replace equipment that was damaged and/or contaminated by the derailment. As we have done for other fire departments in impacted communities, we will work with representatives from the local fire departments to process claims and reimbursement for equipment repair or replacement costs. We have already reached out to PEMA

Director Randy Padfield and have provided him with information that local fire departments can use to submit their claims.

- A \$1 million Community Relief Fund to provide support to businesses that have experienced losses as a result of the incident, including business expenses Norfolk Southern has reimbursed to date.
- \$950,000 to the Pennsylvania Department of Environmental Protection to cover costs associated with derailment-related staffing and environmental sampling and testing. This includes \$300,000 for expenses already incurred and at least \$650,000 for staff time in connection with the Unilateral Administrative Order (“UAO”) issued by US EPA and environmental sampling and testing required pursuant to the UAO.
- \$400,000 to the Pennsylvania Department of Health to cover costs incurred as a result of derailment responses for the operation of the state’s Health Resources Center and the state’s Poison Control Call Line.
- \$30,000 to Pennsylvania Emergency Management Agency (“PEMA”) for derailment-related expenditures. The Company further commits to funding and cooperating with the State on additional emergency preparedness training in accordance with the governing Presidential Directive, with a reasonable cost for such training to be agreed to prior to its initiation and so long as those efforts do not interfere with any other process conducted by the NTSB, US EPA, or other coordinating federal agencies.
- \$209,627.26 to 145 Pennsylvania residents, including \$135,000 in inconvenience payments to persons who were evacuated from their homes and \$74,627.26 in reimbursements for specific expenses, both for evacuees and for other Pennsylvania residents who were not evacuated but who had derailment-related expenses.
- \$29,219 to a Pennsylvania business that submitted claims for specific expenses.

Again, this is a down payment. We are going to see this through. There are no strings attached to our assistance—if any residents in the adjacent counties of Western Pennsylvania have a concern, we want them to come talk to us. I understand how much this community means to each resident, and we are committed to making this right.

III. Our Focus on Safety

We are committed to making the rail industry safer. We will analyze and address the NTSB’s investigation results when they are available, but we are not waiting to act.

The NTSB’s preliminary report released last month reflected that the Norfolk Southern crew was operating the train within our protocols and below the speed limit. The sensors in place to identify overheated axles operated properly, and the crew took the appropriate action when they received the alert. We currently spend \$1 billion a year on technologies, equipment, and infrastructure to enhance safety. But the safety mechanisms in place did not prevent this

accident, so we are focused on learning from this incident and working with industry to make changes.

Chair Jennifer Homendy has said publicly that the derailment occurred at the twenty-third car, a hopper car, with a particular focus on a catastrophic failure of the wheel bearing on this car. This car carried plastic pellets, and it was the combination of those pellets and a hot axle that appear to have started the fire. Neither Norfolk Southern nor the other Class I railroads own plastic-pellet hopper cars. That's one reason why an industry-wide comprehensive approach, including railcar owners, car manufacturers, leasing companies, equipment makers, and the railroad companies, is essential to help improve safety as the rail industry continues to provide the logistical infrastructure that enables the United States' economy to grow. It's going to take all of us—and we're eager to lead that effort.

As an initial step—and focusing on what we can do on our own—we are making our network of early-warning sensors stronger. Shortly after the derailment, we began looking at steps we can take to improve safety further, and we are taking the following actions:

- Enhancing the hot bearing detector network;
- Piloting next-generation hot bearing detectors;
- Deploying more acoustic bearing detectors;
- Accelerating our Digital Train Inspection program; and
- Analyzing—with others in the industry—available data for patterns that could provide earlier warnings of potential safety issues, and partnering with other railroads to review best practices, including how the industry should respond to high-temperature alarms.

An essential part of our effort to make Norfolk Southern an even safer company is to further strengthen our safety culture. To describe how we are doing that, I would like to provide some important context on the new strategy we announced for Norfolk Southern at the end of last year.

In a significant departure from the railroad industry's recent past, we deliberately moved away from a singular focus on operating ratio, which is a common industry measure of efficiency. Instead, we are taking a more balanced approach to service, productivity, and growth.

As just one example of what our strategy means in practice, instead of furloughing workers during periodic economic downturns, we intend to use the opportunity to invest in our workforce and provide additional training. When we do that, it makes us a more resilient company that is better able to serve our customers, and it creates more career opportunities for our craft railroaders. We hired craft railroaders aggressively throughout 2022 and continue to do so this year.

When we completed the recent round of national labor negotiations, with a historic and well-deserved 24 percent pay increase, Norfolk Southern committed immediately to begin negotiations at the local level on quality-of-life issues like paid sick leave. We did what we said

we were going to do and have already reached agreements on paid sick leave with three of our unions.

IV. Our Commitment to Industry Action

We are working with others in the industry in moving forward. All seven Class 1 railroads recently announced that we will join the Federal Railroad Administration's (FRA) Confidential Close Call Reporting System (C3RS). Norfolk Southern was already actively participating in the C3RS Working Group that is part of the Department of Transportation's Railroad Safety Advisory Committee. With all Class 1 carriers joining the FRA's program, Norfolk Southern is building upon its own long-standing Close Call Experience Program.

And we believe it is important that we leverage Norfolk Southern's data, as well as data from industry partners, to reevaluate alarm threshold temperatures for bearing heat sensors. Norfolk Southern's wayside detectors trigger an alarm at a temperature threshold that is among the lowest in the rail industry. Our wayside heat detectors are regularly inspected every 30 days and are spaced more closely than many others in the industry. We are also exploring new technologies and refinements to current systems.

V. Conclusion

Finally, I want to state again how deeply sorry we are for the impact of this derailment on East Palestine, surrounding communities and all of the people who have been affected. We are making progress in the recovery. We know our work is not yet done, and we won't be finished until we make it right.