

**JOHN
FETTERMAN**
U.S. SENATOR **FOR** PENNSYLVANIA

To Alan Shaw:

My staff has heard from local officials in Darlington Township that Norfolk Southern began giving “inconvenience” stipends to individuals with an East Palestine zip code. After requests from Darlington, Beaver County, myself, Senator Casey, and Congressman Deluzio, Norfolk Southern extended the inconvenience stipends, but it still is not clear how wide that area covers. Can you please clarify whether Pennsylvanians who left their homes after the derailment are entitled to this financial assistance from Norfolk Southern?

We also need more insight into how Norfolk Southern coordinated with Pennsylvania agencies in the immediate response to the derailment. While the national attention has been focused on the Ohio side, this derailment occurred less than a mile from the Pennsylvania border, and Pennsylvanians live directly downwind from the chemical release and burn.

Mr. Shaw, why weren't the Pennsylvania Emergency Management Agency and Pennsylvania Department of Environmental Protection contacted until hours after the derailment? Is there a process in place to notify the relevant state agencies when a derailment of train cars containing hazardous materials occurs? If so, why wasn't this process followed?

To Eric Brewer:

Mr. Brewer, first, thank you for being here today to share how this train derailment has impacted Pennsylvanians on the ground.

Building on the previous question for Mr. Shaw, can you walk us through how Norfolk Southern worked with you and the other state and local first responders as you made decisions about the response in the first few days? Did you have all the information you needed to accurately assess the immediate risk to air and water safety in Beaver County, and did Pennsylvania emergency management leaders have the opportunity to offer input on the plan of action to vent and burn all five cars?

To Debra Shore:

The decision was made to vent and burn five cars containing vinyl chloride, which led to the evacuation of an area that included parts of Pennsylvania. Governors Shapiro and DeWine have shared a map of the projected air modeling for the burn, which showed that the vast majority of the toxic air plume would be over Pennsylvania.

Ms. Shore, was the EPA confident that it fully accounted for the public health risks for communities downwind of the burn?

QFRs:

To Mr. Shaw:

The Family Assistance Center set up by Norfolk Southern has been turning away Darlington residents, even though you extended the center's reach to explicitly include Darlington residents. Pennsylvanians are being told that they have to go to the township for a letter to be accepted by the Assistance Center. Clearly Norfolk Southern representatives on the ground are not on the same page as company leadership. How are you going to address these miscommunications on the ground?

To Ms. Shore:

Was the EPA fully informed about the decision to burn five cars instead of one in time to account for that decision in the air modeling?

Question – Support for Railway Safety bill

To Mr. Shaw:

Mr. Shaw, in light of the derailment in East Palestine, and the subsequent derailment and train crash that both happened in the last week, the National Transportation Safety Board and the Federal Railroad Administration have both announced that they will be conducting investigations into the safety of your company. The US Department of Transportation has called on Norfolk Southern to act urgently to improve your focus on safety. Additionally, I, along with Senators Brown, Casey, and Vance, have introduced a bill that would impose commonsense measures to improve rail safety.

Will you commit to supporting the bipartisan Railway Safety Act and help restore the public's trust in your company?

FOLLOW-UP: If you do not support the bill in its entirety, are there specific provisions of the bipartisan Railway Safety Act that Norfolk Southern could support?