



Hazardous Material Density Study for 2022 HHFT report

February 23, 2023

Introduction

This document is the CSX Transportation Hazardous Materials Density Study for the CSXT track segment(s) in your jurisdiction. CSXT shares these kinds of studies with local communities to provide them with information about the types and amounts of hazardous materials transported in their communities. CSXT believes that this program is very useful for local emergency responders to develop effective and realistic emergency response plans. We share this with you as part of our commitment to enhance safety of the public, community first responders, and our employees. This document and the information it contains is proprietary to CSXT and remains the property of CSXT. It is provided solely for emergency planning purposes and may not be used for any other purpose.

The enclosed report covers the latest full year data we have available. This report lists each commodity by name, hazard class, and percentage of the carload total. A breakout of the most often transported products for your location and the total hazardous materials traffic handled.

Totals**Pennsylvania, 2022**

Total Hazardous Materials traffic handled was [REDACTED] loaded shipments. This number includes intermodal shipments (trailer or container on flat cars). Intermodal hazardous materials shipments are non-bulk and less than 55 gal/package formats.

Top products handled**Pennsylvania, 2022**

An analysis of the density report shows that [REDACTED] products accounted for [REDACTED] loaded carloads for the period. This represents 100% of the total hazardous materials carloads handled. These products include: (in descending order of carloads).

HHFT Included

This report is provided pursuant to 49 CFR § 174.312, administered by the United States Department of Transportation (DOT). This regulation requires railroads to provide certain information about high-hazard flammable trains (HHFTs) to emergency response authorities. Receiving agencies "shall further distribute the information to the appropriate local authorities at their request." 49 CFR § 174.312(a). In the Fixing America's Surface Transportation (FAST) Act

of 2015, Congress acknowledged the need to prevent the release of this information to unauthorized persons. Thus, 49 CFR § 174.312(c)(3) provides an avenue for railroads to indicate that the data reported is “security sensitive or proprietary and exempt from public disclosure.” The data provided in this report is security-sensitive. This determination is based on documented activities and aspirations of foreign terrorist groups and domestic extremists as well as threat assessments, analyses, and bulletins produced by federal government law enforcement and security agencies, notably the Federal Bureau of Investigation (FBI), multiple components of the Department of Homeland Security (DHS), including the Transportation Security Administration (TSA), and the interagency National Counterterrorism Center (NCTC). Further distribution should be limited to those with a need to know. Publication will exacerbate risks to security and public safety.



Chris Machenberg
Director - Hazardous Material Systems
500 Water Street - J275
Jacksonville, Florida 32202
[REDACTED]
Fax: (904) 245-2867

Dear Pennsylvania SERC,

We welcome the opportunity at CSX Transportation to work with the communities Where we operate, assisting in planning and training activities that will aid both our organizations should there be an incident.

The attached document and the information it contains is proprietary to CSXT and remains the property of CSXT. It is provided solely for the emergency planning purposes and may not be used for any other purpose.

In addition to the Hazardous Material Density Study, I have enclosed an informational packet including training and resource material.

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Also, in an effort to make training more available to more responders, we have developed a self-study training program for emergency responders, "Emergency Response to Railroad Incidents". This program covers basic issues such as responder safety, initial response procedures, locomotives and freight cars and paper work. It is designed for all levels of responders in fire,

police, emergency management and emergency medical agencies. Personnel who complete this program and send completed quizzes back to us will receive certificates of completion. To receive a copy of this workbook, please logon to: <http://www.nationsprint.com/clients/csx/> .To take the course online, please logon to: <https://www.pathlms.com/transcaer/course/26488>

If I may be of further assistance please call me at [REDACTED] or email me at [REDACTED]

Sincerely,

Chris Machenberg

ENCLOSURE



Norfolk Southern Corporation
Safety and Environmental Department
1200 Peachtree St. NE – Box 13
Phone [REDACTED]
[REDACTED]

[REDACTED]
System Manager Hazardous Materials

January 5, 2023

Subject: Norfolk Southern HHFT Update

To: Michael Manley (for the Lt. Governor)
Pennsylvania Emergency Management Council
c/o Pennsylvania Emergency Management Agency
1310 Elmerton Ave
Harrisburg, PA 17110-9364

Norfolk Southern Railway Company (NSRC) is providing the attached information in accordance with the DOT Final Rule on Oil Spill Response Plans and Information Sharing for High-Hazard Flammable Trains (Docket HM-251B) published in the Federal Register in February 2019.

A High-hazard flammable train(HHFT) is defined in 49 CFR 171.8 as "a single train transporting 20 or more loaded tank cars of a Class 3 flammable liquid in a continuous block or a single train carrying 35 or more loaded tank cars of a Class 3 flammable liquid throughout the train consist".

IMPORTANT NOTE: NSRC considers the attached information to be restricted information of a security sensitive nature, and further considers the information to be commercially sensitive. This report is provided pursuant to 49 CFR § 174.312, administered by the United States Department of Transportation (DOT). This regulation requires railroads to provide certain information about high-hazard flammable trains (HHFTs) to emergency response authorities. Receiving agencies "shall further distribute the information to the appropriate local authorities at their request." 49 CFR § 174.312(a). In the Fixing America's Surface Transportation (FAST) Act of 2015, Congress acknowledged the need to prevent the release of this information to unauthorized persons. Thus, 49 CFR § 174.312(c)(3) provides an avenue for railroads to indicate that the data reported is "security sensitive or proprietary and exempt from public disclosure." The data provided in this report is security-sensitive. This determination is based on documented activities and aspirations of foreign terrorist groups and domestic extremists as well as threat assessments, analyses, and bulletins produced by federal government law enforcement and security agencies, notably the Federal Bureau of Investigation (FBI), multiple components of the Department of Homeland Security (DHS), including the Transportation Security Administration (TSA), and the interagency National Counterterrorism Center (NCTC). Further distribution should be limited to those with a need to know. Publication will exacerbate risks to security and public safety. In the event you share any of the attached information with other emergency response agencies or organizations that have a need to know, you should require that such recipient likewise maintain this confidentiality.

This following information is intended for Emergency Response Planning:

- 1) A reasonable estimate of the number of HHFTs that the railroad expects to operate each week, through each county within the state or through each tribal jurisdiction (see attached spreadsheet).
- 2) The routes over which the HHFTs will operate (see attached PDF state/county map with designated routes)
- 3) A description of the hazardous materials being transported and all applicable emergency response information required by subparts C (UN/NA Identification Number, Proper Shipping Name, Hazard Class, and Packing Group) and G of part 172 of this subchapter.
- 4) An HHFT point of contact including name or email address, title, phone number and address who has knowledge of the railroad's transportation of affected trains.
- 5) The state of Pennsylvania is included in Norfolk Southern's Comprehensive Oil Spill Response Plan (COSRP) required by 49 CFR 130.120(c) and the Qualified Individual (QI) and Alternate Qualified Individuals (AQI) are:

COSRP - Northern Zone:

Qualified Individual (QI) - [REDACTED], System Manager Hazardous Materials, 1200 Peachtree St. NE, Atlanta, GA 30309 [REDACTED]

Alternate Qualified Individuals (AQI) - Regional Manager Hazardous Materials, Elrama, PA [REDACTED]
[REDACTED]

Alternate Qualified Individuals (AQI) - Hazardous Materials Compliance Officer, Allentown, PA, [REDACTED]
[REDACTED]

NSRC has made reasonable efforts to verify the accuracy and completeness of the data contained in these files but makes no guarantees in that respect as should be understood by any and all users of this data that this is a static rendering of a fluid network that is subject to change based on constantly evolving business conditions. We'll provide later updates to this notification as warranted in accordance with the DOT regulations.

Thank you,

[REDACTED]