



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Norfolk Southern Railway general merchandise freight train 32N
derailment with subsequent hazardous material release and fires,
in East Palestine, Ohio, on February 3, 2023

GROUP	H
EXHIBIT	
49	

Agency / Organization

OxyVinyls

Title

**Statement for the Record –
Karenanne Stegmann**

**OXYVINYLs — NTSB INVESTIGATION
STEGMANN OPENING STATEMENT**

Madam Chairperson, Members of the NTSB Board, Ladies and Gentlemen:

My name is Karenanne Stegmann. I am the Vice President of Supply Chain for OxyVinyls. I am also the OxyVinyls party representative for the NTSB investigation.

I would like to reiterate the remarks of my colleague Paul Thomas. I want to acknowledge the East Palestine community and thank those who participated in the response effort following the derailment of Norfolk Southern Train 32N in February of this year, including Chief Keith Drabick and the other first responders. We recognize the impact the derailment has had on your community. We are committed to supporting the agency's investigation of the incident in East Palestine.

Like many manufacturers, OxyVinyls uses pressurized tank cars to transport some of its products by rail. OxyVinyls does not build the tank cars used to transport our products. Instead, we purchase or lease rail cars the way someone might purchase or lease a vehicle. We rely on railroads such as Norfolk Southern to safely transport our products to their destination.

All of OxyVinyls' tank cars are inspected and maintained by facilities that are certified by the Association of American Railroads. These companies have specialized knowledge and skilled workforces specifically trained to ensure that railcars are compliant with the Department of Transportation's strict specifications. Additionally, we contract with third-party fleet maintenance management service suppliers to track rail car maintenance activities and repairs. These suppliers assist in managing our maintenance program, including preparing and maintaining records in compliance with all relevant regulations.

In the February incident in East Palestine, five tank cars shipped by OxyVinyls containing stabilized vinyl chloride monomer or "VCM" were derailed. These tank cars did not initiate the derailment nor did they breach in the derailment. The tanks on these railcars remained intact following

the derailment. Additionally, the pressure relief devices on all five cars operated as intended, preventing damage to the tanks by relieving the elevated pressures caused by the surrounding fires. From our perspective, these tank cars and their associated safety devices exhibited sound mechanical integrity and functioned as designed during the extraordinary circumstances of this incident.

All five tank cars transporting our product were manufactured by Trinity and were authorized by the Association of American Railroads for VCM service. Three of those VCM tank cars were purchased from Trinity, and the other two were leased — one from Trinity Industries Leasing Company and one from GATX Corporation.

Five other companies had a combined total of six tank cars involved in the derailment that contained hazardous materials, including: (1) Ethylene glycol monobutyl ether; (2) Ethylhexyl acrylate; (3) Isobutylene; (4) Butyl acrylate; and (5) Benzene. Many of these railcars breached upon derailing, which released their contents into the environment. The contents of some of these cars fueled the initial fires at the derailment scene.

Today's panel includes a discussion of the DOT-111 tank cars and the damage sustained to those cars in the derailment. I want to emphasize that the tank cars carrying stabilized VCM were DOT-105 cars, which is a different specification class, and did not breach in the derailment.

Thank you for inviting OxyVinyls to participate in the Investigative Hearing. Along with other rail shippers, we have an interest in working with regulatory agencies such as the Federal Railroad Administration, railcar and other equipment manufacturers, and the railroad industry to ensure the safe and reliable transport of goods by rail. And, as OxyVinyls has made clear from the outset, we share the NTSB's goal of preventing incidents like this from happening in the future by thoroughly investigating this derailment. I look forward to answering your questions to the best of my ability.