National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

HWY24MH013

HAZARDOUS MATERIALS ATTACHMENT

Brenntag Shift Supervisor Interview

(48 Pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *
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FATAL SERIES OF VEHICLE CRASHES *
ALONG THE OHIO TURNPIKE NEAR SWANTON * Accident No.: HWY24MH013
TOWNSHIP, OHIO ON AUGUST 15, 2024 *
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Interview of: ADE HALLMAN, Third Shift Supervisor
Brenntag

via Microsoft Teams

Monday,
September 30, 2024

APPEARANCES:

CRYSTAL THOMAS, Hazardous Materials Group Chairman
National Transportation Safety Board

MIKE SCHICK, Quality Assurance Manager
Brenntag

OLIVIA ISSERTELL, Esquire
Fowler, Hirtzel, McNulty and Spaulding Law Firm.

TYRONE HARRIS, Logistics Operations Manager
Brenntag

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I N T E R V I E W

(8:10 a.m.)

MS. THOMAS: Okay. Good morning. Today is September 30th, 2024. The time is approximately 8:10 a.m. Central Time. My name is Crystal Thomas, and I'm the hazardous materials group chairman for the National Transportation Safety Board for this accident.

We're holding this interview virtually via Microsoft Teams, and the interview is being conducted as part of the investigation into the accident that occurred in Swanton, Ohio on August 14th -- or August 15th, apologize, 2024. The NTSB case number for this accident is HWY24MH013. This interview is being recorded and may be transcribed at a later date. A copy of the transcript will be provided for you to review prior to being entered into our public docket.

You're permitted to have one other person present during the interview. This is a person of your choice. It can be an attorney, a spouse, a supervisor, friend, family member, or no one if you choose to.

So if you could please state for the record who have you selected to be present for you during this interview.

MR. HALLMAN: Mike Schick.

MS. THOMAS: Okay, thank you. And for the record, can you please state the spelling of your full name and job title?

MR. HALLMAN: Ade, A-d-e, Hallman, H-a-l-l-m-a-n. Brenntag, third-shift supervisor.

MS. THOMAS: Okay, great. And now we're just going to go around the screen, not the room, since we're virtual, and each person present will identify themselves with their name, including the spelling, your title, and then the organization that you are representing. I will go first, and then I will kind of call out your names and we can do that way since we don't really have a left to right order.

My name is Crystal Thomas, C-r-y-s-t-a-l T-h-o-m-a-s. I am a hazardous materials accident investigator with the National Transportation Safety Board.

And we'll go to Mike next.

MR. SCHICK: Yes. Mike Schick, S-c-h-i-c-k. Excuse me. Quality assurance manager and regulatory manager, Brenntag Great Lakes. Thirty-eight years with the company.

MS. THOMAS: Okay, great. And Olivia.

MS. ISSERTELL: Olivia Issertell, O-l-i-v-i-a I-s-s-e-r-t-e-l-l, an attorney with Fowler, Hirtzel, McNulty and Spaulding Law Firm.

MS. THOMAS: And I think it cut out real quick there, Olivia. Could you just say the firm name again?

MS. ISSERTELL: Sure. Fowler, Hirtzel, McNulty and Spaulding.

MS. THOMAS: Okay, thank you. And then did I see somebody else there?

MR. HARRIS: Yes, hi. My name is Tyrone Harris. I'm a

logistics operations manager here at Brenntag out of Chicago and Wauwatosa. I've been with Brenntag going on 11 years.

MS. THOMAS: Okay, thank you. All right. And that is everybody that's present for this interview, so let's get started.

INTERVIEW OF ADE HALLMAN

BY MS. THOMAS:

Q. So Ade, thank you. We really appreciate you taking the time to talk with us today, and to kind of fill us in about your experience that night before this accident occurred.

So if we could just start, if you could tell me a little bit about yourself and your background with Brenntag and then prior to Brenntag if it relates to this same sort of work experience.

A. Okay. I began with Brenntag in 2016 during -- there is other just inside jobs, just assisting around the warehouse, making sure everything is clean and ensuring the place is nice. And so I developed and just rode to where I am now as the current supervisor on third-shift.

Q. Okay. And when you started with Brenntag back in 2016, what was your role, and then what roles did you have since that initial role?

A. I started off as a warehouseman, and I then became a shift lead for the front dock, and then my current position now is third-shift supervisor.

Q. And how long have you been in your current role?

A. A year. Yeah, a year.

Q. Okay. And can you just tell me a little bit about your responsibilities and kind of what they entail as a third-shift supervisor?
A. As the third-shift supervisor, I am in charge of the transfers that come from our facility that go to our St. Paul facilities and our Milwaukee facilities. I also foresee our outbound trucks for the day, done by my shift lead.
Q. And when you say your shift lead -- so how many people are you over as a shift supervisor?
A. Just one.
Q. And the shift lead, what is his responsibilities?
A. His responsibilities are to load our house trucks, the trucks which we load going to local stops around the city.
Q. Okay. And are you involved in the loading process as your role?
A. Yes. In my role, I load and unload the transfers that come from different Brenntag facilities.
Q. Okay. So the shift lead is responsible for loading local trucks, and you're responsible for loading ones that go around to other Brenntag facilities; is that correct?
A. Correct.
Q. Okay. And what sort of shift do you work?
A. I work the night shift. It is between 9 and 10, to around 5:30, 6:30.
Q. How many days a week is that and what days?

A. Sunday through Thursday evening. That is five days.
Q. And is that your consistent schedule, or does that vary?
A. That has been consistent.
Q. Okay. And prior to Brenntag, did you do any sort of similar work prior to 2016 when you joined Brenntag?
A. No, I did not.
Q. Okay. And is this your first role as a supervisor?
A. Yes, it is.
Q. Okay, cool. All right. So I want to jump -- thank you for that information. I want to jump to the day -- well, I guess the day before the incident, when the trailer was being loaded. So if we could just give me, like, a general -- if you could just give me a general overview of kind of from the time you arrived at work that evening, until the time that trailer left the facility that -- I guess the next morning, early the next morning. Just walk me through that a little bit.
Q. Okay. So upon entering Brenntag at probably around 9, or maybe 10, my first, my first operation is usually to put the trailer up front, the trailer which is CJJ's (indiscernible), and that is what this particular load goes out on every day. So after I put the trailer into the front of the dock doors, checked it and made sure it had a flat-hand (ph.) lock on it, I went inside to organize the paperwork for the trucks I have to, the trucks I have to first pick and load. I'll organize them typically in a manner of weight to ensure that everything is spread out evening amongst

the trailer, and then I'll wait for it to be doublechecked by my lead or maybe someone on second shift, and then I will proceed to load the truck, making sure everything is spread out, adding any (indiscernible) that we might have for the facility. And then upon finishing it, I will let the driver know it's done and that he has his paperwork and he's all ready to go.

Q. So is that a normal night, or was that the night of? That just was kind of just a general night?

A. Yes, that is -- that's a normal night as well.

Q. Okay. And you mentioned putting the trailer up front. What does that mean?

A. I will drive our spotting trailer and bring the trailer from the yard up to the front dock.

Q. So the trailer is located at the facility and you just move it to the loading dock; is that correct?

A. Correct.

Q. And you mentioned -- are these Brenntag trailers, or who owns these -- who owned this particular trailer?

A. The trailer was owned by CJJ.

Q. Okay. And is that the case with, with all the trailers there, or does Brenntag own any of the trailers?

A. We have trailers we own, we have -- we use CJJ quite frequently, so we have a fair amount of their trailers. We have a fair amount of just a few companies' trailers.

Q. Okay. So you got the trailer pulled up, and then you

mentioned that you -- I don't know if I'm saying exactly what you said, but organized the truck using the shipping papers. Tell me a little bit more about that, please.

A. So on average, a truck coming out of here is going to weigh between maybe 10 and, on a real heavy day, maybe 42,000 pounds. So it -- the material is supposed to be at least maybe around 15 pallets so it can be spread evenly throughout the trailer and not having too much weight anywhere. So that is what organizing the paperwork does. It lets me see where I'm going to be putting each material on the truck.

Q. So when you're looking at the paperwork to try to figure out how you're going to organize it, tell me about how that works and how you do that.

A. Okay. So in my process, I tend to grab the heavier items first and also the things in the proximity, but this isn't typically how I would load it. It'll still be loaded by weight, where it needs to be in the trailer.

Q. And what does that mean? Tell me about how you know what (indiscernible) needs to go where in the trailer.

A. So when you're loading the trailer, first of all, you want (indiscernible) in the nose, and you want something to offset it from having all of the weight purely on the axel and the fifth wheel. With the dunnage, that takes things -- that takes weight off of the fifth wheel, and from there, I will load -- I will try to put a decent amount of weight upfront, maybe up to about 15,000

pounds in my first maybe six or so pallet spaces in the trailer, and then from there, I'm spacing it out with some of my lighter materials. And then towards the end, it'll be the rest of the materials for the trailer.

Q. Okay. You mentioned dunnage. Tell me what dunnage is.

A. Dunnage is -- it's used to occupy the space in the trailer when you don't have material there.

Q. Okay. So how does that work? What does that consist of?

A. Dunnage can go from just being a stack of pallets to maybe being some empty totes or maybe empty drums if we're shipping them to another location. Just usually something not as heavy as material that we can place -- put in places of materials to hold the integrity of the truck.

Q. So the -- explain to me again the purpose of the dunnage, just so I understand it correctly.

A. It is to -- it is to ensure that not too much weight is in any certain spot in the truck. You can use it as you would a pallet of material to space the truck out and have another spot used to ensure that you're bringing the weight back in the trailer.

Q. Okay. So it's kind of a spacer?

A. Yes, very similar to -- well, it is what we would use as a spacer, yes. Dunnage is what you would use as a spacer.

Q. Okay. And so that particular night, what sort of dunnage were you using that night, or if any?

A. I, I had two sets of pallets in the nose of the trailer. This would've been around 3, 6 -- around 12 pallets.
Q. And these pallets, what are they like? The size, height, weight.
A. They're -- when using dunnage, they have to be stacked at least three high, and these were 48 by 48 pallets.
Q. And how high is each one?
A. Three.
Q. Three inches --
A. Three pallets high.
Q. How high is each pallet though?
A. Maybe a foot or so.
Q. About a foot, okay. So about three feet high?
A. Yeah.
Q. Okay.
A. Maybe a little less, but yeah, somewhere around there.
Q. Okay. So is that -- so when you say the nose of the trailer, you're talking about what?
A. The nose is where a tractor would be connected to, so the front end of the trailer.
Q. Okay, thank you. Okay. So this particular trailer that night, what was the first thing loaded into the nose or the front of the trailer?
A. After the dunnage, I started loading the material, windshield washer fluid. It was five totes of it.

Q. And you said it was six pallets was the dunnage in the front of the truck; is that correct?
A. There were four pallets of pallets, so -- and each space in the truck is a pallet space. There were four pallet spaces of pallets.
Q. Four pallet spaces. So each -- okay. So each pallet is four -- is three?
A. Each pallet is one space.
Q. So you said you had 2 sets of pallets, which was about 12 pallets?
A. Correct.
Q. So each set is six pallets?
A. Each set is three pallets. So there are four stacks of three pallets.
Q. Four stacks -- okay. And they were all in the front of the truck?
A. Correct.
Q. And so is that -- are they all pushed against the front of the truck, or are you talking -- are they horizontal or vertical? I know I'm not saying that right, but --
A. They are all touching physically at the front of the trailer.
Q. Okay.
A. Yeah.
Q. So the trailer is about 8 foot wide then, 'cause you said each set of pallets was 48 inches, right?

A. Correct.
Q. So you had eight-foot-wide pallets in the front of the truck; that was the first thing in there?
A. Yes.
Q. Okay.
A. These pallets were already in the trailer. I did not load them onto there, but they were already in there.
Q. And what are they made of?
A. Wood.
Q. Okay, all right. And are they secured in any way to the truck, or how are they -- or are they just lying in there?
A. They are laying in there, and they will be secured by the product.
Q. So they're not strapped into the truck or any sort of way?
A. No, they are not.
Q. Okay, thank you. All right. So we have the pallets in the front of the truck. I'm just going to call it the front instead of the nose. And then you said the first thing you loaded in was -- what was that?
A. Five totes of windshield washer fluid.
Q. And how do you load those into the trailer?
A. I will take them single stack from my staging area and put them in side-by-side one at a time.
Q. Okay. And you use equipment to move them into the trailer?
A. Yes, I use a forklift.

Q. So you said five of the windshield washer fluid. Those were the steel IBCs; is that correct?
A. Correct.
Q. Okay, great. And when you put those in there, are you putting them one and then another behind it or beside it? What sort of configuration did you use with those?
A. I would put them in one at a time side-by-side. So I will go from left to right, left to right, left to right, left to right throughout the whole trailer.
Q. And are they all on the floor of the trailer?
A. Yes.
Q. Or are they stacked? Okay.
A. Totes are on the floor, not on pallets.
Q. So you had give, so you do left, right, left, right, and then there'd be a single?
A. There would be one just on the left, and then that is where I loaded the next product, which was a super sack of salt.
Q. Okay. And what does that consist of?
A. It is -- it's a large bag. I think a large nylon bag of salt --
Q. Okay.
A. -- on a pallet.
Q. And tell me about how you load that. Is that kind of the same way, left to right?
A. Yeah, same way.

Q. Okay. And how many of those were there?
A. Three.
Q. And then what would be the next thing that gets loaded in?
A. The next --
Q. Or (indiscernible) in. Sorry.
A. Next thing would've been the -- I had a few sets of drums, so I started with the one set I had that was banded to a pallet, and then I loaded the next set. It was one order of 4 drums, and then another order of, I want to say, 12 drums, or maybe 8, one of the two.
Q. Okay. So four drums, are they palletized, are they individual drums?
A. They are palletized and banded together.
Q. Okay. And you said that was one pallet of four drums?
A. That would go next to that -- the -- that would fill my next spot, yes, along with the next set of drums.
Q. Okay.
A. The super salt -- the super sacks of salt closed the hole I had up from the beginning. So I now have eight pallets of product in the trailer.
Q. And then after those drums, what would be the next thing?
A. There was another set of eight drums, and then after the eight drums, there were four -- there were four totes, regular plastic IBCs. Two 75 IBCs (verbatim).
MR. SCHICK: Can we make a correction to that?

MS. THOMAS: Sure.

MR. SCHICK: Yeah. There was a pallet of 50 brown bags of citric acid that was all shrink-wrapped together when we watched the video.

MS. THOMAS: Oh, okay, okay, okay.

MR. SCHICK: When we watched the video. So (indiscernible) after the four steel drums, then you put 50 brown bags of citric acid that was all shrink-wrapped together next to those drums.

MS. THOMAS: Okay. And the more drums?

MR. SCHICK: And then he did -- yeah, then he --

MR. HALLMAN: Four more sets of four.

MR. SCHICK: And that, that was the, the acetone, UN1993, the S-Maz 80K, then the eight drums of the ARAKRIL sulphuric acid, UN2586.

MS. THOMAS: (Indiscernible). Okay.

BY MS. THOMAS:

Q. And then the last thing that you loaded into the trailer was -- what was that, again, Ade?

A. From this point, I was -- after those drums, it was four totes. Well, it was totes.

Q. Okay.

A. Two 75 totes.

Q. Okay, cool. And was that the final thing loaded into the trailer?

A. No, the final thing loaded onto the trailer were two single

drums of different products. I took those off of the pallets and put them on the floor in front of the totes.
Q. And again, all of this is left to right, left to right?
A. Correct. I put the last two drums on at the same time because I was using a drum picker, which grabs two sets of drums at the same time.
Q. Okay.
A. Well, two drums at the same time.
Q. Okay. And again, going back to the order of how you decide what to load where, tell me about that again. That's based of off weights?
A. Yes.
Q. Okay.
A. Ensuring that there isn't too much weight in, in each particular spot of the trailer, making sure that the axel is still clear and that they can maneuver effectively.
Q. So do you want an equal amount of weight throughout the trailer, or more in some spots versus other spots? How does that -- how do you know what that balance is or how to kind of achieve that?
A. It'll, it'll be determined by how heavy the trailer is. This one was on the heavier side, probably closer to 40,000 pounds, so I was trying to spread its weight out as far back as possible.
Q. So more weight in the back, less weight in the -- or, I'm sorry, more weight in the front, less weight in the back, or the

same amount in the front and back?
A. The goal is really to have -- you want it very evenly spread out, but the goal is to have maybe a little bit more in the middle if anywhere.
Q. Oh, okay. Okay.
A. So I would -- that's why I typically start off with some of my heavier material so I can make sure that my middle point of the trailer would be the heaviest at any point.
Q. Okay. And in order -- where do you get the weights of all these materials?
A. All weights are listed on our pick tickets.
Q. Pick tickets?
A. Yes, the paperwork with which we use to process our transfers.
Q. Like the (indiscernible) or the shipping papers, okay.
A. Yes.
Q. Okay, great. And then you mentioned that everything is stacked flat on the floor; is that correct? Not stacked on top?
A. Correct.
Q. Okay.
A. Everything gets loaded on the floor except for empty totes.
Q. And then we said everything starts from the front of the trailer, left to right, left to right. Would there be any way -- any reason to vary the way that was loaded, or is that typically how it's done every time?

A. That's how it's done every time. The only other difference might be is if I have a pallet in just the middle to be making more space, but that's not too typical.
Q. And in between each of these loads, we mentioned several things that were loaded in there, are they -- when you put them in, how do you put them in? Are they touching, are they close, is there a spacing? How does -- tell me about how that works.
A. Everything goes into the trailer fitting as tightly as possible to ensure nothing shifts, falls over, or has any complications. And there's also cushions put in between bags or any other sensitive materials.
Q. Okay. Tell me about that, and tell me if there were any of those involved with this particular load.
A. There would have been cardboard split sheets in between the bags and the drums, but otherwise, no. Everything would just be touching as tightly as possible to make sure it can't move.
Q. And what are the cardboard -- just sheets of cardboard, or what is that?
A. It just protects the bags from the drums or the totes or anything.
Q. And you mentioned the materials are put in as tightly as possible. How close are they to the sides of the trailer?
A. There's usually about -- depending on the pallet, maybe an inch, maybe three.
Q. Okay. And the inside of the trailer, is there any sort of --

is it just flat walls inside the trailer, or is there any sort of material on the inside walls of this trailer?

A. Yeah. Flat, flat wood walls. There are just rails on the side for strapping them -- for the straps.

Q. And tell me about the rails. What are they -- what do they look like, what are they made of, how high or low are they, how many are there?

A. The metal rails are maybe, maybe waist-high in the trailer. They're made, they're made for connections to the straps, which (indiscernible) it might be a hook or a latch.

Q. So it's just a metal, like a --

A. It's a metal connection piece, like almost like a seatbelt connect.

Q. And is there anything else, or just those? That's the only thing on the inside of the trailer?

A. Yeah, that's the only thing.

Q. Okay. Gotcha. And so there's no sort of, sort of, like, foam or bumper material or anything like that? It's just the -- what do you -- the rails?

A. Yes, the rails and the wall.

Q. Okay. And what about on the floor of the trailer? Is that -- tell me about that. Is there any sort of material on the floor that the pallets get -- or all the material gets loaded into, or is it just a smooth surface?

A. Smooth surface, wooden floor, and it's rated pretty high for

weight.
Q. Okay. Are there any sort of, like, gripping sort of material on the floor of the trailer or anything to kind of hold things in place?
A. At the end of the trailer, there's a -- I guess the metal -- that I guess the door would connect to. It does provide a little bit more connect to the dock plate, just has more friction.
Q. But the rest of the floor of the trailer, just kind of smooth; there's no, like, anti-slip surface or anything like that?
A. No.
Q. Okay, all right. And you said everything is loaded pretty tight in the trailers, and in this particular trailer. How full was the trailer? Did it extend -- did the material extend all the way from the front or nose of the trailer to the rear, or how much open space was there in this particular trailer?
A. The trailer was at least 80 percent full.
Q. And how long is, how long is -- was this trailer?
A. Fifty-three feet.
Q. Okay. So 80 percent full, so you're saying maybe around 10 feet of space in the rear of the trailer that was open?
A. Yes.
Q. Okay. Give or take, I mean. So is it typical that the trailers will go out with that much space, or are they usually packed tighter? You said this one was pretty full, around 40,000 pounds. From your experience, what are the trailers typically

loaded like, and how much space -- open space is there typically?
A. Yeah. With this trailer, this is about the average of what I would have in terms of space. And normally, when I have space like this, I will give the -- this trailer goes to Toledo, so I would also fill it with more totes, empty totes going to Toledo, but I didn't have any.
Q. Oh, wait. Tell me about that again. So sometimes you'll fill with empty totes?
A. Yeah. If I still have space, like I typically will have space on a trailer, and if I have empty totes (indiscernible) Toledo as well, I'll write those up in the bill and send those. That would --
Q. Oh, just to kind of (indiscernible).
A. -- that is what I would do with the rest of my space.
Q. Oh, okay.
A. Yeah. I would use it as whatever I would need to.
Q. And in this particular case, were there any of those, or why or why not?
A. No, there were not. I believe I only had one, and it just didn't really fit how I was loading the trailer.
Q. Okay. So you talked a little bit about how this one was loaded, how you typically load front to back, left to right. Does Brenntag have a procedure for loading trailers that you follow?
A. Yes. It, it goes pretty simply in the manner of making sure that weight is evenly distributed around the trailer, that we

communicate that everything has been done properly, and we don't let the driver just leave. We communicate with them, give them paperwork, and provide -- well, and we use the equipment provided by them. In this instance, the trailer. In our standard practices, we would use two straps, but this trailer only came with one. So had the driver asked me to give him another strap or anything or to make sure it's more secure, I would have, but the trailer came with one strap.

Q. Okay. We haven't -- I'm going to talk about that, and we're going to get into the strapping, because I had a couple questions about that, but this I'm just talking particularly about loading and loading procedures. And then we'll get into securement in a minute here. But what is the name of the procedure or -- 'cause we'll request -- we're just going to request a copy of that, so just so I know. Do you know the name of it?

A. The specific standard operating procedure?

Q. Yeah.

A. I don't have it exactly.

Q. Okay, I can't request that from Brenntag. We'll figure out the name of that. And the procedure, is it available to you? I mean, you've been there for a while, you know the procedure exists. Is there a requirement to have the loading procedure on the loading dock with you, or do you, do you know how to access it if you were to need it?

A. Yeah. It's posted on the wall. It's always been available.

Q. So it's posted on the wall in there?
A. Not, not in the loaded area, but in the office, it's posted.
Q. Okay, great. Okay. Cool. And then, going to what you were talking about just a minute ago, and I wasn't trying to stop you from talking about that, but -- 'cause I do want to talk about that. So the trailer's loaded, we put those last two drums in there, and then tell me about, once everything's loaded, what happens as far as securing the load inside the trailer. Walk me through that and kind of how that's done and what's done.
A. Okay. So I will take the provided strap, put them in at least, at least two feet behind where I can get to and where is maneuverable for me. I will attach it to an even place in the materials. I will then take the other side of the strap, bring it around, take it the other side, and attach that to the wall, pull the strap right, and crank the, crank the latch until I have everything in there secured and I know it won't be moving anywhere.
Q. So the strap attaches to the rails like we talked about before; is that where?
A. Yes.
Q. And this is like a -- what's the strap made out of? Or what kind of material-ish?
A. Cotton-nylon blend probably. It's pretty strong.
Q. Okay. And so you said that the strap goes where again? Can you tell me a little bit more?

A. It wraps around the totes and the two drums in the front of the totes.
Q. Okay. So it's in the rear of the trailer at the end of the load; is that --
A. Correct.
Q. Okay. So it goes from the wall around those last things that were loaded in to the other wall?
A. Yes.
Q. Okay. And the purpose of that strap is what?
A. Securement. It makes sure everything can't move from the place it was put in.
Q. Okay. So it keeps everything pushed up towards the front?
A. Yes, and doing it this way means that we don't need to secure the pallets of which that are in the nose because everything is held in tightly enough that it can't move.
Q. Okay. So as far as each pallet or load, some were on pallets, some weren't on pallets, some were IBCs, are those in any way individually secured inside the trailer?
A. Everything is secured by the next piece of product.
Q. Okay. Not any sort of strapping though?
A. No.
Q. And in the front of the trailer, the nose of the trailer, those pallets were there. And so everything was pushed up against those pallets; is that correct?
A. Correct.

Q. You mentioned that this trailer before -- I kind of cut you off a little bit ago. You mentioned this trailer had one strap versus two straps. Tell me about that and what the trailers typically come with and where that second strap would have come into place.

A. A second strap would've just been following our regular operating procedure, but it also to the discretion of the driver as well. He didn't decide that he needed another strap, so I -- in the event he did decide he needed another, I would just take one from the office. But, yeah, sometimes -- these aren't our trailers. So we know drivers usually keep a toolbox and just a good amount of things, so they'll have their own straps, or they'll have maybe load bars or whatever else they might need, and they can just tell me what they need. I will provide everything that they do provide for me as well.

Q. Okay. And so where -- if there was this second strap, where would that have been used, or typically -- where is a second strap typically used?

A. I would use it along the same rail that I was putting the other one on. I would just put it in a higher position.

Q. So it would be on the back end of the load, but they would just be at two different positions?

A. Yes.

Q. Okay. So it wouldn't be on the front end of the load; is that correct?

A. No, it would be on the rear end.
Q. Okay. And these straps, one or two, or whatever is in the trailer, whatever the driver requests, is there any other sort of securement type of tools or equipment that you use in these trailers, or is it generally just the straps?
A. Straps are our most commonly used one, but in instances where there aren't rails or just attachment points, we will use a load bar.
Q. What's that?
A. It is a long bar. It'll have cushions on each side that'll allow it to hold onto whatever the wall might be made of, and you will ratchet it open to make sure that it just holds against the wall and keeps load in place, similarly to how straps work.
Q. Okay. And then similar to like we talked about loading, there's a procedure for loading that Brenntag has; is there a securement procedure as well, or is that part of the loading procedure?
A. We secure, as well as the driver secures. So we're always going to make sure that we provided what they provide for us, and any other thing that -- if we can obviously see that this is a load that needs two straps, it isn't being contained well, we will provide straps on our own and make sure that it is done.
Q. But is there a procedure, or is it part of the loading procedure, the securing steps?
A. Yes.

Q. Part of the loading procedure?
A. Yes.
Q. Okay, thank you. And you mentioned your -- so Brenntag would be responsible for securement, and did you say -- this trailer was owned by CJJ. CJJ would also be responsible for securement, or who is -- tell me about how that works and who is responsible for securing what.
A. At the end of the day, it would be on the driver to secure it. I've, I've provided what he gave to me, and if there's any more needed after that, he will have to either inform me or do it himself -- or they would have to.
Q. Okay. So you -- but you installed -- in this instance, you installed the securement strap?
A. Correct.
Q. Is that how it typically works, or does he do that?
A. I typically do it.
Q. And then -- gotcha. And then when he -- when the driver arrives, or in this particular case -- let's just talk about this particular case. The driver arrived. What, what does he do with the trailer? Does he look at it, does he secure anything? Tell me about kind of this night when he arrived. What happened?
A. When he arrives, he'll let me know. I'll come out and take the (indiscernible) for him, and after I've told him that everything is good to go and he has his paperwork, he will pull from the dock -- he'll pull a little bit down the street and I'll

-- I've seen him outside inspecting and closing his doors.
Q. And does he verify the load inside? Or tell me about kind of what he did that you saw that night.
A. Yeah, he did his typical verification of the load, made sure everything was in there. He didn't tell me he needed anything extra, so he departed as it was any other night.
Q. Okay. As far as placarding the trailer, is that -- who's responsible for that?
A. We will provide the placards, but in this case, the driver had his own placards.
Q. So in this case, did you put any placards on the trailer?
A. No, the driver puts his own placards on, but if he needs them, I will provide them for him.
Q. So the driver is responsible for placarding the trailer?
A. Yes.
Q. And Brenntag will supply the placards if necessary?
A. Yes.
Q. Okay. So that night -- I'm jumping back just a minute 'cause I'm looking at my notes. How -- you started -- it looks like you started loading the trailer around 11:25 or so p.m.? How long does it typically take to load the trailer, and how long did it take that night? Was there anything out of the ordinary, or was it pretty standard?
A. Yeah, it was a pretty standard night. It takes me around maybe 20 to 30 minutes.

Q. Okay. So that's generally the typical amount of time it takes?
A. Yes.
Q. And on a typical shift, how many trailers do you typically load?
A. I have, I have a base of five trailers that I do every night. I load two, I unload two -- or I load two and I unload three.
Q. Okay. And on this particular shift, was that the case?
A. Yes.
Q. So you loaded two, unloaded three?
A. Correct.
Q. Okay. When you're loading the trailer, how do you get the shipping papers? Are they just available to you at the beginning of the shift, or where do you get the shipping papers?
A. The shipping papers will be located in the Toledo box for paperwork. We have a wall full of hanging folders, and we put each corresponding truck in the box, and then we come in, you know which trailer's you are loading, and you only grab that paperwork.
Q. And so on that paperwork, does it indicate whether there's any sort of hazardous material shipments for the -- that particular load?
A. Yes. All hazardous materials are -- they have their UN numbers at the beginning of the bill.
Q. And so if you have -- do you typically have hazardous materials that get shipped out, or is it usually nonhazardous, or

what's the typical?
A. Every day. There's hazardous every day.
Q. And you have -- this shipment had a -- some hazardous material, some just non-regulated materials. How does whether the material is hazardous -- regulated goods versus non-regulated, how does that play into -- or does it play into how you load the trailer or --
A. Okay. So in this circumstance, I didn't have anything that couldn't be next to anything, but there are certain circumstances of which -- like having an oxidizer or having poison materials, you are very careful to not have any food-grade or anything flammable or hazardous next to those items.
Q. So there's certain requirements as far as loading hazardous materials and what can be near each other; is that correct?
A. Correct. Certain things have to be segregated from everything, and certain things just can't be around things such as food-grade or -- well, things for consumption.
Q. And how do you know, how do you know, like, what can be loaded? Where did you learn all these things, how things can be -- what can be loaded near each other, what can't be loaded near each other? How did you come to be aware of all that?
A. It originally came through my (indiscernible) safety training, and we also have charts on both shipping docks that lets you know the segregation, what can be next to each other, what is -- what their different groups are, and how things needs to be

spaced out if there are hazardous materials that can't be next to specific things.

Q. Okay, great. And so there's some charts up there for easy visuals to kind of tell you don't put this near this; is that correct?

A. Correct.

Q. Okay, cool. And then as far as training, what sort of training over the years as far as loading trailers have you been exposed to while at Brenntag?

A. When I -- well, the first training was simply the peer safety, just learning the segregation of the load and making sure we're not loading incorrect materials with incorrect materials. And then there was learning how to separate the load in itself, to try and get the weights properly spread out, trying to make sure you have your 20,000 pounds here and there. And also just forklift training, making sure you're not too rough with materials and damaging things as we load up.

Q. And is this, is this, like, recurring training that you have to do, or is it just --

A. Yes. The hazardous material training is once every three years. The big one. And then we do peer safetys periodically. Well, peer safety refreshers.

Q. Okay. And do you feel like you've had the training you need in order to fulfill your role?

A. Yes, I do.

Q. Okay, great. You mentioned segregating -- there's certain rules for segregating different types of hazardous regulated materials. What about different types of packaging? Are there any rules or anything that comes into play as far as separating drums and IBCs or super sacks just based on the, the way that they're packaged? Does that come into play in your decision-making at all with -- when you talk about weights and stuff like that as far as, oh, I have a drum, can I put this next to a super sack, or I have this steel IBC, can it put it next to this? Does any of that come into play?

A. No, it is more so just making sure I protect the product, because loading -- I would typically load bags with bags, and as many as there are, I can load those together. But if I'm going to load bags with drums or totes or something, I want to have something -- just a piece of something in between them just so they aren't rubbing together.

Q. Okay. Okay, cool. Good deal. Okay. We talked about that, we talked about that.

So that -- I'm jumping a little bit again. That night, it looks like you had everything together around midnight or right after midnight, and that's all the videos that we have. Around, around what time that night did the CJJ driver show up? Or was he there while you were loading?

A. He would've probably arrived at around 11:50 or so, and then I told him at 12:04 that he was good to go.

Q. Okay. So he was there while you were still kind of finishing loading?
A. Yes. I think he might've connected right as I finished loading.
Q. And what sort of interaction did you have with him that night? What do you normally discuss? Or that night what sort of interaction did you have, and then what do you -- what type of interaction do you normally have and what sort of things do you guys talk about?
A. That night, I just -- after I went and took the gladhand lock off, I think, I think he might've just asked what type of placards he needed. That's, that's typical conversation. Otherwise, he might just say he'll inform me if they're running late or so. Work things pretty much.
Q. And what about shipping papers? Do you need to give him a copy of shipping papers, or how does he get the shipping papers and --
A. I will, I will put -- we make -- we send two copies of the shipping papers. I will put one copy in the back of the trailer in its holder and then I will give him the other copy.
Q. So one copy of the shipping paper goes in the back of the trailer, and you give him -- give the driver another copy; is that correct?
A. Yes.
Q. And did you see, that night, did he verify anything as far as

what was on the shipping paper versus what was in the trailer?
A. Personally, no, but I do see him check the trailer once he pulls off.
Q. What does that mean?
A. I will -- I see him inspect it, make sure his wheels are all good, his doors are well-connected, and that everything in the trailer is -- it appears tight and loaded as it should be.
Q. But once he disconnected from the loading dock, you mean?
A. Yes.
Q. Okay. And does he go actually physically inside the trailer? Do you see him go physically inside the trailer to look at it?
A. No, he does not.
Q. Okay. So how -- do you know -- are you aware -- this is probably a question for him. Are you aware how he verifies what's on the shipping paper versus what's inside the trailer?
A. I'm not sure if he has a specific way. I believe he just checks the items on the list and just kind of goes with that.
Q. But does he look inside the trailer and cross --
A. Cross anything off, no, but I do know he looks inside the trailer. He looks inside of it after he pulls it out and goes to close the -- his doors.
Q. Okay. And so how do you -- I'm just curious. How do you -- if everything is packed in tight, how do you -- is there a -- there's no center aisle or anything, right? How do you physically see what's in there?

A. Yeah, it isn't really advised to be moving throughout a trailer, loaded or not, but you do just have to look. You have to -- there is an itemized list on the shipping papers, so you can just look in, see -- I see 5 totes, I see 30 drums, I see a pallet of bags. That's pretty much what we have to go off of.
Q. Okay, cool. Well, that was a lot of good information. So anything that night or early morning, I guess, out of the ordinary with this particular load, or just a typical night, typical load?
A. No. Typical night.
Q. Okay, all right. That's pretty much what I have. Is there anything that we didn't talk about that you think would be useful or helpful to us, or anything you thought we might talk about that we didn't talk about?
A. No, I think this was, this was everything.
Q. Okay.
A. Glad to share. I'm glad that -- well, I hope that the best of what can come of this can come of this.
Q. Yes, me too. Yeah, I think that was some good information. I learned some stuff, 'cause I was just curious how things got loaded, 'cause I wasn't sure if there was, like, a rhyme or reason to it. So that was good. So everything's just left to right, front to back -- or nose to -- what do you call the rear? You call the front the nose, what do you call the rear?
A. We call it the rear.
Q. The rear, okay. Well, there. I didn't know if there was

another name for it. Okay, great.

MS. THOMAS: I think that's all I have, unless, Mike, did you have anything you wanted to add or anything like that?

MR. SCHICK: Do you have a full understanding of those pallets in the, in the front of the trailer yet? So they're --

MS. THOMAS: The dunnage, I think so, but I'm still -- so it's four stacks of three pallets?

MR. SCHICK: Right. So the first eight feet by eight feet, the first eight feet by eight feet, so eight feet wide and eight feet, you know, in length, coming toward the back of the trailer, is four stacks of three-high pallets.

MS. THOMAS: Okay. So you'd have eight feet by eight feet, three-foot high of space --

MR. SCHICK: Right.

MS. THOMAS: -- in the front of the trailer essentially?

MR. SCHICK: Yep. All taped together. They're 55-pound pallets, 48 by 48 inches. Each pallet weighs 55 pounds, so -- yeah.

MS. THOMAS: And is that pretty typical for all the trailers, that it would just be, like, pallets like that, like that eight feet -- is that, like, the sweet spot? Like, an eight-foot zone or --

MR. HALLMAN: Yeah, between four and eight feet, and most, most trailers will either have pallets or dunnage totes.

BY MS. THOMAS:

Q. And what's a dunnage tote? So the pallet is the wooden pallet stacked. What's a dunnage tote?
A. A dunnage tote is just a tote that's not in service anymore. We spraypainted it orange to identify not to use it for product. It's just used for spacing.
Q. Okay.
MR. SCHICK: Yeah. It has no, no product in it. It's a clean tote, and it's just used for space so things do not move in the trailer from front to back or side to side.
MS. THOMAS: Okay. It sounds like the side to side is pretty tight with the things in there.
MR. SCHICK: Right.
MS. THOMAS: The front to back -- I mean, you have the strap at the end, which kind of holds things in place. This particular one, it just happened the way it happened, that things went out the front instead of the back. So yeah.
MR. SCHICK: Isn't that after the trailer kind of tipped over?
MS. THOMAS: Yeah.
MR. SCHICK: So --
MS. THOMAS: Yeah.
BY MS. THOMAS:
Q. What's the -- so is there always supposed to be space in the front, like that's just typical, you always want the space in the front? You don't want things pushed up against the front wall of

the trailer? Why not?
A. We -- it's, it's for spacing and it's for weight. If we do run into a situation though where we have loaded the trailer completely from nose to tail, then it will just have to be up against the wall, but we try not to do that in any possible case, unless it's maybe a 5,000-pound trailer. It's gonna be okay wherever the weight is.
Q. Okay. So you typically always try to leave some space in the front, unless there's -- unless (indiscernible) --
A. It's just not feasible.
Q. Yeah.
A. Yeah.
Q. Okay. And that's just for weight balance?
A. Correct.
Q. So it's not putting weight on the, on the truck where it connects, right? Like, that connecting point?
A. Right.
Q. Okay.
MR. SCHICK: Right. There's DOT and FMCSA requirements for weight on the axels of the tracker, and then there's also requirements for weight on the axels of the trailer, which the trailer tires are toward the rear. So you're working with the, the weight near the rear tires, and you're also working the weight on the tractor tires. So by, by evening, evening that out, you have the best set-up for the driver to drive down the road, and

they meet then the legal requirements of the DOT and FIMSA (ph.) and FMCSA.

MS. THOMAS: Right, yeah. Yeah, I wasn't sure how that was all done, and, like, I -- like I said, I didn't know exactly, you know, what was in the front of the trailer, so this was helpful to me. So that -- I've learned something. So I love -- this is -- I love learning things. Thank you guys. You've taught me --

MR. SCHICK: Sure.

MR. HALLMAN: No problem.

MS. THOMAS: So I'm going to stop the recording unless anybody has anything to say.

(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	FATAL SERIES OF VEHICLE CRASHES ALONG THE OHIO TURNPIKE NEAR SWANTON TOWNSHIP, OHIO ON AUGUST 15, 2024 Interview of Ade Hallman
ACCIDENT NO.:	HWY24MH013
PLACE:	via Microsoft Teams
DATE:	December 4, 2020

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.

Shelby Shover
Transcriber

National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

Interview Errata Sheet A

NTSB Interview of: Ade Hallman

Date of Interview: September 30, 2024 NTSB Case Number: HWY24MH013

INSTRUCTIONS: After reading the transcript of your interview, please note any change, addition, or deletion on this sheet. If there are no changes, please check this box ☐ and sign below. DO NOT make any marks or notations on the actual transcript.

Page: Throughout Line: _____

Now reads: Brenntag is "Brenntag Great Lakes, LLC"

Should read: The official and full name is as such

Reason for Change: Official identifying the company I am with

Page: 8 Line: 22

Now reads: flat-head

Should read: Glad-hand

Reason for Change: proper terminology

Page: 8 Line: 19

Now reads: (indiscernible)

Should read: Owned and Maintend by CW Industries

Reason for Change: Transporters full name

Page: 9 Line: 4

Now reads: (indiscenible)

Should read: Dunage / Load segregation

Reason for Change: What I said in the interview

I declare that I have read my foregoing interview transcript and, together with any changes made above, the facts stated herein are true.

Name: [redacted] Ade Hallman

Signature: [redacted]

Date: 3-02-25

National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

Interview Errata Sheet B

NTSB Interview of: _____

Date of Interview: _____ NTSB Case Number: _____

Page: 10 Line: 5

Now reads: 10

Should read: 10 Thousand

Reason for Change: Clarification

Page: 10 Line: 19

Now reads: indiscehible

Should read: Product

Reason for Change: addition

Page: 10 Line: 21

Now reads: indiscernible

Should read: Dunnage

Reason for Change: addition

Page: 14 Line: 4

Now reads: Yes

Should read: Yes, eight-foot-wide of pallets and eight foot deep of 3 high pallets

Reason for Change: Claification

Page: 16 Line: 24

Now reads: Two 75 totes

Should read: Two Un 2735 IBC's

Reason for Change: Proper description

I declare that I have read my foregoing interview transcript and, together with any changes made above, the facts stated herein are true.

Name: Adc Hallman

Signature: [redacted]

Date: 3-9-2025

National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

Interview Errata Sheet B

NTSB Interview of: _____

Date of Interview: _____ NTSB Case Number: _____

Page: 17 Line: 19+20

Now reads: Four totes

Should read: two totes

Reason for Change: Lowered number of IBC's

Page: 20 Line: 2

Now reads: pallet in ~~the~~ just the middle

Should read: stack of pallets to cover

Reason for Change: Clarify

Page: 22 Line: 5

Now reads: - -

Should read: Plate

Reason for Change: identification

Page: 23 Line: 2

Now reads: Trailer

Should read: Trailer 38,000 pounds

Reason for Change: Clarify

Page: 29 Line: _____

Now reads: indiscernible

Should read: paperwork

Reason for Change: Clarify

I declare that I have read my foregoing interview transcript and, together with any changes made above, the facts stated herein are true.

Name: Ade Hallman

Signature: [redacted]

Date: 3-2-25

National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

Interview Errata Sheet B

NTSB Interview of: _____

Date of Interview: _____ NTSB Case Number: _____

Page: 32 Line: 22

Now reads: Indiscernible

Should read: initial and continuing

Reason for Change: Clarity

Page: 33 Line: 10

Now reads: peer

Should read: Pure

Reason for Change: Pure Safety is the traing system and record keeper

Page: 33 Line: 21

Now reads: peer

Should read: Pure

Reason for Change: _____

Page: 33 Line: 22

Now reads: Peer

Should read: Pure

Reason for Change: _____

Page: 38 Line: 16

Now reads: taped together

Should read: Stacked tight together

Reason for Change: not taped but stacked and tight together

I declare that I have read my foregoing interview transcript and, together with any changes made above, the facts stated herein are true.

Name: Ade Hallman

Signature: [redacted] Date: 3-2-2025

National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

Interview Errata Sheet B

NTSB Interview of: _____

Date of Interview: _____ NTSB Case Number: _____

Page: 40 Line: _____

Now reads: 5,000 Pound trailer

Should read: 5,000 pounds of product in the trailer

Reason for Change: Clarify

Page: 41 Line: 1

Now reads: FIMSA

Should read: PHMSA

Reason for Change: Pipeline and Hazardous Materials Safety Administration

Page: _____ Line: _____

Now reads: _____

Should read: _____

Reason for Change: _____

Page: _____ Line: _____

Now reads: _____

Should read: _____

Reason for Change: _____

Page: _____ Line: _____

Now reads: _____

Should read: _____

Reason for Change: _____

I declare that I have read my foregoing interview transcript and, together with any changes made above, the facts stated herein are true.

Name: Adc Hallman

Signature: [redacted]

Date: 3-2-2T