

Norfolk Southern Responses to ProPublica's Inquires

Norfolk Southern is transforming the company and its operations. In the past year, we have refreshed our entire Operations leadership team. We've also hired an independent safety consultant and have been fully transparent, [releasing their findings publicly](#). Our CEO, Alan Shaw, is [on the record](#) saying his expectation is that we wouldn't put an unsafe railcar out onto our network, and he's said he will not stand for retaliation of any kind.

We were the [first major carrier](#) to reach agreements with each union on sick time. We've had many other partnerships with our unions this year, including a [safety all-hands](#) town hall with representatives of our largest unions representatives. We [continue](#) to forge [new partnerships](#) across our crafts and our regulators to improve safety and engagement.

We just [unveiled](#) a new piece of technology that adds another layer of safety to our network, and promised substantial investment by end of next year to deploy many more.

If you need a simplified statement:

Norfolk Southern will be the gold standard for safety in our industry. We are partnering with our union leaders, listening to our craft colleagues, and implementing feedback from an independent safety consultant. These initiatives build on the work we've done, including refreshing our entire Operations leadership team, announcing a six point safety plan, and delivering leadership training to frontline managers.

We reiterate that Norfolk Southern does not tolerate retaliation of any kind, or the impediment of reporting injuries for any reason. We have partnered with our unions and their leaders to improve safety and collaboration, and we regularly engage with our craft colleagues to get their feedback on safety, all to make us the gold standard for safety in the industry.