



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

February 22, 2016

The Honorable Sherrod Brown
713 Hart Senate Office Building
Washington, DC 20510

The Honorable Bob Gibbs
329 Cannon House Office Building
Washington, DC 20515

The Honorable Tim Ryan
1421 Longworth House Office Building
Washington, DC 20515

The Honorable David Joyce
1124 Longworth House Office Building
Washington, DC 20515

The Honorable Jim Jordan
1524 Longworth House Office Building
Washington, DC 20515

The Honorable Steve Chabot
2371 Rayburn House Office Building
Washington, DC 20515

The Honorable Marcia Fudge
2344 Rayburn House Office Building
Washington, DC 20515

The Honorable Robert Latta
2448 Rayburn House Office Building
Washington, DC 20515

The Honorable Brad Wenstrup
1318 Longworth House Office Building
Washington, DC 20515

The Honorable Rob Portman
448 Russell Senate Office Building
Washington, DC 20510

The Honorable Patrick Tiberi
1203 Longworth House Office Building
Washington, DC 20515

The Honorable Bill Johnson
317 Cannon House Office Building
Washington, DC 20515

The Honorable Joyce Beatty
133 Cannon House Office Building
Washington, DC 20515

The Honorable Marcy Kaptur
2186 Rayburn House Office Building
Washington, DC 20515

The Honorable Michael Turner
2239 Rayburn House Office Building
Washington, DC 20515

The Honorable Steve Stivers
1022 Longworth House Office Building
Washington, DC 20515

The Honorable Jim Renacci
328 Cannon House Office Building
Washington, DC 20515

Dear Members of the Ohio Congressional Delegation:

Thank you for your letter dated January 21, 2016, regarding a potential merger of Canadian Pacific Railway (“CP”) and Norfolk Southern Corporation (“NS”). We appreciate knowing your concerns regarding the impact of this potential merger on Ohio’s industries, workforce and rail-served cities and communities.

At present, there are no proceedings before the Surface Transportation Board (“STB” or “Board”) related to this potential merger. However, please understand that we must nevertheless exercise caution and avoid prejudging issues that could arise if a merger application were submitted to this agency.

In the event that a merger application comes before the Board, it will be subject to rigorous administrative review. The Board adopted its current rules in 2001. Among other things, those rules instruct major merger applicants¹ to show that a proposed merger is in the public interest by demonstrating that public benefits, such as improved service and enhanced competition, outweigh potential negative effects, such as potential service disruptions and harm that cannot be mitigated. They also require applicants to address whether claimed benefits can be achieved by means other than a merger. *See Major Rail Consolidation Procedures*, 5 S.T.B. 539, 545-51, 553-59 (2001) (“*Merger Rules*”). No major consolidation proposals have been submitted since the adoption of the *Merger Rules*.

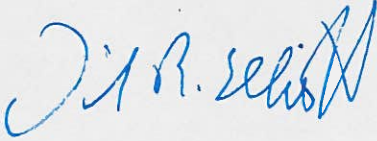
The *Merger Rules* require applicants to address a number of factors including: public benefits, potential harms, cumulative impacts of the merger and crossover effects on the rail industry, downstream impacts (including additional consolidations), transnational issues and National defense implications, and impacts on railway labor. As part of this showing, the applicant must submit specific financial data and market analyses.

Because the merger review process would also trigger the requirements of the national Environmental Policy Act (“NEPA”), carriers must also address the environmental impact of any merger, and the Board may impose mitigation measures if it approves a transaction. Applicants are also required to submit a Service Assurance Plan to address potential adverse service effects during merger implementation. The Service Assurance Plan must include information about proposed operational integration, training, information technology systems, customer service, freight and passenger operations coordination, yard and terminal operations management, service disruption contingency plans, and numerous other technical issues. Finally, as part of any merger, applicants will be subject to formal STB oversight for at least five years following the merger.

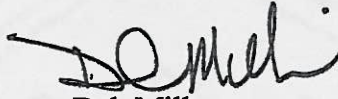
¹ A “major” transaction is a control or merger involving two or more Class I railroads. A Class I railroad is one whose annual operating revenue exceeded \$475,754,803 in 2014.

Again, thank you for sharing your views. We hope this information is helpful to you. Please do not hesitate to contact us if you have any questions.

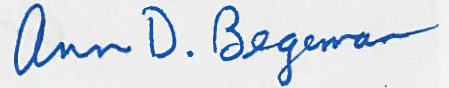
Sincerely,



Daniel R. Elliott III
Chairman



Deb Miller
Vice Chairman



Ann D. Begeman
Commissioner

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