

July 25, 2013

Chairman Daniel R. Elliott III
Surface Transportation Board
395 E Street SW
Washington, DC 20423-0001

234589
ENTERED
Office of Proceedings
July 29, 2013
Part of
Public Record

Subject: Rail Shipper Transportation Advisory Council (RSTAC) vacancy

Docket : Number: **EP_526_5**

Case Title: **NOTICE OF RAILROAD-SHIPPER
TRANSPORTATION ADVISORY COUNCIL
VACANCY**

Decision Type: **Decision**

Deciding Body: **Director Of Proceedings**

Dear Chairman Elliott,

I would like to submit my name as a candidate for membership on RSTAC as a shipper representing General Motors CCA, on behalf of my current employer, Menlo Worldwide Logistics. Below is a brief description of GMCCA's Rail operations, as well as my qualifications for serving on RSTAC.

GMCCA (Customer Care and after sales) has annual revenue of approximately \$7 billion, and relies heavily on rail service to meet its objectives. General Motors CCA has rail served Plant locations geographically spread throughout North America. All Class 1 railroads partner in the servicing of the GMCCA Plants. Redistribution locations, in part, would include:

LA, Vancouver, Edmonton, Reno, Denver, Roanoke, TX, Jackson, MS., Woodstock, ON, Oshawa, ON, Charlotte, NC, Martinsburg, WV, Morrisville, PA, Flint, MI, DRDC, Melvindale, Mi., as well as inbound from Assembly Plants, and Metal Fabrication locations.

My hybrid railroad career, as both railroader and customer, spans 37 years. My current position, responsible for every aspect of GMCCA's rail operations, is Senior Manager of Rail Operations and Procurement, Menlo Worldwide Logistics. Previous to my current position, starting in 2002, I have remained in charge of rail operations for General Motors CCA.

I spent the first 25 years of my career with the Penn Central and Conrail working on 8 different Divisions in various capacities. In the last decade of my railroad career, I was one of Conrail's top expert witnesses, and testified with the highest degree of integrity. When Conrail was hived off to NS and CSX, both railroads made offers for me to stay on board, but I respectfully declined. I did remain, after the merger, as a consultant with Norfolk Southern to assist with the

transition. I did the same for CSX, after my obligation to Norfolk Southern was completed. I remain an advocate for the railroad industry to help them better understand the importance of stellar rail service to American Industry.

I subsequently transitioned to shipper operations with General Motors, where I have 12 years of experience in all aspects of rail service, rate negotiations, KPI's, fleet management, logistics, and Tariff applications. As a hybrid railroader/customer, I am acutely aware of the challenges, culture, and industry requirements of rail service. I have found customer "railroad education" is critical, as well as educating each railroad on customer supply chain requirements. This methodology has been of great benefit to both customer and railroad.

I believe my hands on experience in rail operations, and industry requirements, working with General Motors for the past 12 years, will bring value to the Board as it seeks input regarding rail transportation policy issues. If appointed to RSTAC, I am committed to serving and contributing to the members of the Board. I stand at the ready to contribute.

Thank you for your consideration of this nomination.

Respectfully,

Kevin M Dailey,

Senior Manager, Rail Operations and Procurement,

Menlo Worldwide Logistics/GMCCA

Cell 810 893 0660