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October 14, 2016

EP 711-1
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OFFICE OF CHAIRMAN

✓ Mr. Daniel Elliott, Chairman
U.S. Surface Transportation Board
395 E Street SW
Washington, DC 20423

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Mrs. Deb Miller, Vice Chairman
U.S. Surface Transportation Board
395 E Street SW
Washington, DC 20423

Mrs. Ann D. Begeman, Board Member
U.S. Surface Transportation Board
395 E Street SW
Washington, DC 20423

Dear Chairman Elliott, Vice Chairman Miller and Member Begeman:

I represent Port Tampa Bay, Florida's largest seaport and West Central Florida's greatest economic engine. CSX Transportation has been a tremendous strategic partner and has been integral to our success. Recent rail infrastructure improvements at Port Tampa Bay are providing profound benefits to port stakeholders and to residents throughout our region.

I am writing to express our concerns about recent efforts by the Surface Transportation Board (STB) that would harm America's ports and international trade prospects through over-regulation of the freight rail industry.

Through the Board's newly proposed regulations, which would require railroads to share their private lines with competitors without regard for efficiency and in the absence of any unreasonable practice, the STB is likely to create a more complicated, congested, and inefficient freight rail system.

While these regulations are targeted toward the railroads, they will have a dramatic and immediate effect on America's ports, which partner closely with the freight rail industry to provide efficient, reliable, and affordable connections to international markets.

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By increasing congestion and reducing efficiency, these regulations would undermine gains in transportation productivity which have helped American companies thrive and succeed globally. Reducing the velocity of rail freight will hamper the ability of American businesses to trade in the global marketplace and diminish the role of U.S. seaports in world economy. America is a seafaring nation and cargo is the currency of the world. Efficient movement of cargo in and out of ports is central to the role ports play in supporting our nation's economy.

For these reasons, I respectfully recommend that the Surface Transportation Board reevaluate these potentially onerous regulations and help preserve the spirit of commerce that has defined American growth over the past 100 years. Thank you for your consideration.

Sincerely,



A. Paul Anderson,
Port President and CEO