

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. EP 724

UNITED STATES RAIL SERVICE ISSUES

**CONSUMERS UNITED FOR RAIL EQUITY'S
NOTICE OF INTENT TO PARTICIPATE
IN PUBLIC HEARING**

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Dated: April 7, 2014

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Pursuant to the Board's notice served April 1, 2014, Consumers United for Rail Equity (CURE) 1/ gives notice of its intent to participate in the public hearing scheduled for April 10, 2014. At the public hearing, CURE's views will be presented by Paul Gutierrez, Senior Principal, Legislative Affairs for the National Rural Electric Cooperative Association, a CURE member. CURE requests 5 minutes for its comments. A brief summary of CURE's testimony is attached.

1/ CURE is a coalition of freight rail shippers concerned about the existing unrestrained freight rail monopoly power over rail dependent shippers. We seek changes in federal law and policy that would increase competition in freight rail. We believe this will result in more efficient pricing and more reliable service. CURE membership includes electric utilities, chemical, manufacturing, agriculture and forest and paper companies and large trade associations that represent more than 3,500 members and their consumers.

Respectfully submitted,

Steve Sharp
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**BRIEF SUMMARY OF
CONSUMERS UNITED FOR RAIL EQUITY'S
TESTIMONY REGARDING RAIL SERVICE ISSUES**

CURE members are experiencing services issues as are many others. CURE will provide more detailed information about the problems being faced at the hearing.

CURE believes that competition can and should be used to ensure that adequate service levels are provided, even for captive traffic. Captive traffic may experience poor service because a monopolist faces fewer incentives to provide good service than a carrier faces when it has competition, and that an alternate carrier might provide better service even if some extra handling is required. The Board should take the view that competitive access can be a useful tool for supporting the provision of adequate service.

CURE believes that in this period of time when the big four railroads are clearly revenue adequate and are achieving record profits, there can be no legitimate excuse for service issues.