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April 12, 2011

Daniel R. Elliott III
Chairman, Surface Transportation Board
395 E Street, S.W., Suite 1220
Washington, DC 20423-0001

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Re: Docket No. Ex Parte 705, "Competition in the Railroad Industry"

Dear Chairman Elliott:

I understand that the Surface Transportation Board has convened hearings to review the economic regulatory framework governing the operation of freight railroads. I know that hearings are the way in which the Board keeps informed about important freight rail issues, but I would be concerned that actions resulting in increased regulation could restrict rail's ability to invest in their infrastructure. Decreased infrastructure investment ultimately harms the movement of goods from ports to consumers.

The world's leading cargo lines call at the Port of Miami. We serve approximately 20 shipping lines that call on more than 100 countries and 250 ports across the world, serving the markets of Asia, the Caribbean, Central America, Europe, the Middle East, North America and South America. By 2020, it is expected that most U.S. container port gateways will double or triple in volume. The Port of Miami has successfully completed over \$500 million of new infrastructure in the past few years and will complete another \$2 billion by 2020 on projects to deepen our cargo harbor to -50/52 feet – and provide rail service on-port. The rail project was made possible by a \$22.8 million Tiger II award to the Port and our partner Florida East Coast Railway. Together these projects will increase our competitiveness upon the completion of the expanded Panama Canal in 2014.

Florida companies and ports need a strong and growing freight rail industry if we are to meet increasing demand. The combined impact of the ports and the freight railroads on the economy in Florida is tremendous and the products we collectively carry to and from our state support the American economy. The ports in Florida depend on freight rail for reliable, world-leading infrastructure that allows the safe and efficient movement of their goods to their respective customers. It is, in fact, a key selling point for any port.

As America works its way out of the worst recession in more than 80 years – a recession that hit Florida particularly hard in jobs and lost investment, ports are

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rebounding and hiring. Under the current, reasonable regulatory environment, America's freight railroads are creating new jobs and enhancing their infrastructure in Florida and throughout the nation that will benefit the Port of Miami's ability to serve and attract customers. We value the role of freight rail in reviving our economy and as a critical component in the port-to-household supply chain.

We would oppose any changes to the current regulatory environment that will inhibit freight railroads ability to continue investing billions of dollars to enhance and modernize their infrastructure. I urge you to keep these key concerns in mind as you hold hearings to review the economic regulations under which freight railroads currently operate.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Johnson". The signature is written in a cursive style with a large, prominent loop at the end of the name.

Bill Johnson
Port Director