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October 22, 2014

The Honorable Daniel R. Elliott III, Chairman
United States Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

The Honorable Debra Miller, Vice Chairman
United States Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

The Honorable Ann D. Begeman, Commissioner
United States Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: *STB Docket No. EP 724 (Sub-No.-3) - United States Rail Service Issues – Data Collection*

Dear Chairman Elliott, Vice Chairman Miller, and the Honorable Ms. Begeman:

I am writing in response to the Board's Order dated October 8, 2014 which directs all Class I railroads, including Canadian Pacific, to file weekly data on an overly broad and extensive range of metrics. Canadian Pacific will submit information and service data responsive to the Order's request today, October 22, 2014.

Several elements in the Order are deserving of comment, however, and we would like to bring them to your attention. The Order imposes a significant regulatory burden without articulating how providing this information will improve the overall rail supply chain in the United States. We believe that had the Board followed the notice and comment procedures of the rulemaking process before, not after, it issued this data collection Order, the Board, the public, and the industry would be better served. Much of the data requested in the Order is not helpful to understanding or improving levels of service.

The Board rightly, in our view, is concerned with the operational importance of the Chicago Terminal to the national rail network. All of the Class I railroads, except Kansas City Southern, meet at Chicago and interchange traffic with one another every day. This interchange normally takes place at the Belt Railway of Chicago (BRC) and the Indiana Harbor Belt Railroad (IHB). If either of these terminal railroads, in particular BRC, becomes congested the Chicago Terminal becomes congested. And congestion at Chicago, as we saw last winter, reverberates throughout the system causing congestion on each road to the detriment of the entire network, our customers and our shareholders.

The October 8 Order requires the Class I railroads that serve Chicago to submit data points on various metrics. The Order makes no such directive to the heart of the system, IHB and BRC. We urge the Board to consider, in an appropriate proceeding, requiring both IHB and BRC to report appropriate metrics on a weekly basis.

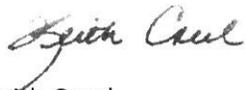
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We realize that the Board is not charged with oversight over all elements of the supply chain. Nevertheless, the reporting called for in the October 8 Order continues an approach to the entire EP 724 process which unfortunately maintains a primary focus on only the rail component of the supply chain. This does not reflect the reality of modern supply chains. We believe that to understand the facts of rail transportation the Board should endeavor to understand the entire supply chain from the fields to the factory and from the factory to the port.

We genuinely urge the Board to step back and consult with all the stakeholders before implementing these new reporting requirements. This would result in a more meaningful process in our opinion, and hopefully would minimize the burden on carriers, avoid unintended consequences, and result in more helpful and complete information.

Sincerely,

A handwritten signature in cursive script that reads "Keith Creel".

Keith Creel
President and Chief Operating Officer