

Hub Group, Inc.



3050 Highland Parkway
Suite 100
Downers Grove, IL 60515

Telephone 630-271-3600 • Fax 630-964-6475
www.hubgroup.com



January 27, 2011

Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E. Street, S.W.
Washington, D.C. 20423

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Re: STB Ex Parte No. 704 – Review of Commodity, Boxcar and TOFC/COFC Exemptions

Dear Acting Secretary Quinlan:

I am the Vice Chairman, President and Chief Operating Officer of Hub Group, Inc., a \$1.8 billion transportation company that is traded on NASDAQ under the symbol HUBG. Intermodal is Hub Group's largest line of business representing approximately \$1.3 billion in revenue in 2010. Hub Group also has a substantial highway brokerage business with over \$335 million in revenue in 2010. Hub Group is a significant customer of the major U.S. rail carriers, moving over 635,000 intermodal containers per year. Additionally, Hub Group has a proprietary fleet of approximately 18,000 containers that move on the Norfolk Southern and Union Pacific railroads. Hub Group has over 2,200 active customers and our customer list represents many of the Fortune 500 companies in the United States. I understand that the Surface Transportation Board has asked for input from the public about whether certain commodities or classes of rail service should be re-regulated by revoking exemptions from regulation. Hub Group believes that the intermodal shipment exemption from STB regulation needs to remain in place.

Hub Group began business in 1971 and has therefore operated an intermodal business in both a regulated and a deregulated environment. We believe that the deregulated environment is best for shippers and transportation providers alike. When Hub Group is approached by a customer to provide transportation services, it does not focus on rail services as the only option. Rather Hub Group looks at the total package offered by its carriers, which includes price, service, transit time and equipment availability. The decision as to which mode to use or carrier to employ is determined by which total package best meets our customer's needs for that particular shipment. Different situations call for different carriers and, while rail is the strongest option in certain circumstances, by no means is it our only option for moving our customers' freight. Motor carriers are essentially deregulated, and we would like for rail carriers to remain on a level playing field with motor carriers. Hub Group believes we can best meet our goal of providing cost-effective, safe and on-time service for our customers without government interference in our relationship with the railroads.

The current Board process of permitting interested parties to ask the STB to revoke the exemption from regulation for certain classes of service or certain commodities is the appropriate system and should remain in place. Hub Group does not want unnecessary regulation and government intervention to be the rule. It should be the exception to the rule. We urge the STB to keep the regulatory situation as it is.

Sincerely,

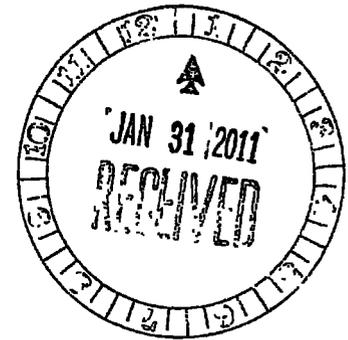
Mark A. Yeager
Vice Chairman, President and Chief Operating Officer

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