



April 9, 2021

The Honorable Cynthia T. Brown

Chief, Section of Administration, Office of Proceedings

Surface Transportation Board

395 E Street, SW

Washington, DC 20423

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Re: Finance Docket No. 36500 – Reply to Objections to KCS Waiver

My name is Mark Hudson and my business address is 9100 Boul Henri-Bourassa E, Montreal-Est QC H1E 2S4, Canada. I am the Vice-President Logistics of American Iron and Metal Company Inc. In my role, I am responsible for all aspects of international and domestic trade execution as relate to logistics.

American Iron and Metal Company Inc. has previously submitted to the Board a letter supporting approval of the proposed CP-KCS combination, and I have attached a copy of that letter for the Board's convenience. As expressed in our previous letter, American Iron and Metal Company Inc. supports swift approval of the CP-KCS combination because of the significant benefits we expect to realize from this transaction.

American Iron and Metal Company Inc. is aware that several parties have filed objections to the application of the pre-2001 merger rules to the CP-KCS transaction under the "waiver" issued in 2001 for transactions involving KCS. American Iron and Metal Company Inc. wishes to reply to those objections by urging the Board not to revoke the KCS waiver. The pre-2001 rules provide the Board and all interested parties all the tools that are needed to fully evaluate the proposed transaction.

We are fully cognizant of the Board's mandate to ensure that Class I mergers are in the public interest, and do not risk significant disruptions in the railway system. From our perspective, the unique nature of the CP-KCS transaction alleviates the concerns that motivated the new rules adopted in 2001. Reviewing the CP-KCS combination under the tried and true pre-2001 merger standards will prevent undue delay, while still allowing for a thorough public interest assessment by the Board.

As we have mentioned in our March 29, 2021 letter, the end-to-end CP-KCS transaction will improve service options, with new single-line hauls and broader access to markets across North America. Our experience shows us that single-line rail service options are far superior to public and private fleets. The unique synergies of a CP-KCS combination promise significant public benefits to American Iron and Metal Company Inc. and similarly situated shippers, which we are eager to see realized as soon as possible, without the delays and additional burdens that would result from applying the 2001 rules for the first time ever to this transaction.



Nothing about the CP-KCS transaction raises the kinds of concerns that would flow from a merger of the much larger Class I railroads. The issues should be simple – the transaction improves competitive options and service – and any concerns any party has should be easy to address under the pre-2000 rules. The 2001 rules were designed for much more complex transactions raised much more serious issues, and they should not be tested out in this case.

American Iron and Metal Company Inc. and our shipping partners are looking forward to a stronger CPKC network that will increase our access to diversified market opportunities. As such, we urge the Board to apply the KCS waiver provision it thoughtfully included in its 2001 Major Merger Rules. An elongated period of review will delay and potentially reduce the positive synergies this merger promises. The KCS waiver will allow the Board to conduct a thorough but efficient and fair review and allow for the benefits of the new CPKC network to come to fruition more quickly.

American Iron and Metal Company Inc. is additionally concerned that applying the 2001 Major Merger Rules to the CP-KCS merger, a transaction the rules were not designed for, would lead to precedent with unintended consequences and might also create an easier path for some other Class I merger proposals that would be problematic in ways CP-KCS is not. The CP-KCS merger is unlike other Class I merger combinations, in that it is a straightforward transaction between the two smallest U.S. Class I railroads, and it promises substantially more benefits than risks to the public interest. We also know that this transaction, among all possible Class I mergers, is unique in not posing any serious concerns about lost competition, service disruption, or other harms. Interpreting and applying the 2001 rules to this transaction could encourage other Class I railroads to see an easier path for their own Class I merger proposals without the same unique benefits of the CP-KCS transaction.

For these reasons, American Iron and Metal Company Inc. urges the Board to maintain the KCS waiver and reject calls to revoke it, and to proceed to review and approve the CP-KCS proposed combination as expeditiously as possible. We look forward to seeing CPKC as a stronger competitor in the industry.

Yours sincerely,

Name: Mark Hudson

Title: Vice-President Logistics

CC: All Parties of Record



STB Finance Docket No. 36500

CP-KCS Proposed Combination

ATTENTION: Surface Transportation Board

My name is Mark Hudson and my business address is 9100 Boul Henri-Bourassa E, Montreal-Est QC H1E 2S4, Canada. I am Vice President, Logistics of American Iron and Metal Inc.. In my role, I am responsible for all aspects of international and domestic trade execution as relate to logistics.

American Iron & Metal (AIM) is a family-owned, Canada-based company founded in 1936 in Montreal, Quebec, with 3000 employees and 90 locations around the globe. Recognized as one of North America's most sophisticated metal recyclers, specializing in the recovery and recycling of scrap metal by-products, AIM has evolved into a successful and multifaceted company with a global footprint.

Rail transportation is an integral part of AIM's supply chain. With rail-served scrap yards throughout Eastern Canada and the US and a private fleet of over 1,600 rail cars. Rail transportation enables us to deliver our scrap metal to steel manufacturers in Canada and the U.S. as well as to move product efficiently between our own facilities and yards.

Currently, we have two scrap yards and processing facilities directly served by CP – in Hamilton, ON and Bangor, ME from which we ship to various destinations in the US; CP also accesses our yard at the Port of Saint John, NB via NBSR haulage. Our relationship with CP has evolved over the last several years and we continue to explore opportunities to grow our footprint with CP by opening new locations on their network. The consistent and reliable service of CP allow us to meet the requirements of our customers and extend our reach into new and expanding markets. We directly benefit from the value of CP's service, which can be demonstrated by competitive rates, network reach, fast transit times and industry leading safety practices.



We ship outbound scrap metal from our CP-served facilities in Hamilton, ON and Bangor, ME to various U.S. steel producers such as Steel Dynamics Inc. in Columbia City and Butler, IN; SSAB in Montpelier, IA and others, as well as from Bangor, ME to the Port of Saint John, NB for export. We also ship outbound fluff from Hamilton, ON and Saint John, NB to our facility in Montreal, PQ. Finally, we also ship scrap for partnership yards with Inland Steel out of CP-served facilities in Floral, SK and Lloydminster, SK going also to the listed above destinations in IN and to Selkirk, MB. Currently we only ship scrap from Kentucky to Mississippi (SDI Columbus) and currently other business has not been forthcoming. We hope with this merger we will be in a more competitive position to ship from Canadian points of origin (CP served) further south and south west of the United States. We also have a joint venture in California and have just begun to ship from there into Mexico, our relationship with CP would hopefully improve our ability to increase this flow.

AIM supports approval of the CP/KCS combination. The transaction would hopefully provide significant benefits that we are eager to see realized as soon as possible.

For our perspective, the transaction promises to provide improved service options and invigorate transportation competition in the markets we serve. The combined CPKC network – with new single-line hauls and access to premier ports on the U.S. Gulf, Atlantic and Pacific coasts as well as to key overseas markets – would help us reach our existing markets and new markets more efficiently. And, with the two railroads' strong focus on safety and their track record of operational excellence, I have no doubt that CPKC will be able to integrate their operations seamlessly to the benefit of rail customers and other stakeholders. AIM has not often spoken favorably about railroad consolidation, but we see this transaction as potential beneficial to our particular trade going forward.

CP has provided us with good service, but its market reach is limited today, as its lines only go as far south as Kansas City. CP must interline with other railroads to reach destinations beyond Kansas City that we ship to (or that could expand the markets we serve effectively).

And we know from experience (both our own, and that of our competitors who have single-line rail options at their origins) that single-line rail service options are far superior.



We are very excited about the transaction because it will allow a combined CPKC to provide new, more efficient and reliable rail service options. This will strengthen competition against the other, larger rail carriers and trucks that serve our markets. For example,

- CPKC's new single-line haul offerings will expand market reach and offer new competitive transportation options for our shipments of scrap metal from Hamilton, ON to Columbus, MO and by providing access to additional export locations/ports in the Gulf.
- We are particularly enthusiastic about the role new CPKC single-line routes will play in expanding access to growing markets across the United States, Mexico and Canada under the USMCA trade agreement. It is important that there be a true USMCA railroad option.
- CPKC's new service offerings will hopefully improve transit times and reliability, which will reduce our equipment costs and improve our efficiency if we ship South of Kansas City.
- AIM boasts a proven track record in environmental waste management that is second to none. We promote environmental sustainability at every aspect of our business and are excited that in addition to providing new competition against other railroads, the new single-line routes made possible by the transaction are expected to shift trucks off crowded U.S. highways, yielding reduced highway traffic and lower carbon emissions.
- KCS and CP have had a cooperative relationship in the past, and CP-KCS joint routes are among our transportation options, but as separate companies they have not been able to offer the kind of seamless, single-line service we have come to expect from our transportation providers. This transaction will improve our transportation options.

At the same time, the entirely complementary nature of CP's and KCS' networks – connecting only at Kansas City and not overlapping anywhere – means that the transaction will not have any adverse effects on competition. It will only make these carriers a better alternative relative to the other options that already exist, since CPKC will continue to interchange with all of their other existing interline partners.

We have been struck by the attention of CP and KCS to safety and operational effectiveness. Given the straightforward network connectivity between CP and KCS, and the fact that CP and KCS are the two smallest U.S. Class I railroads, we are confident that they will be able to implement their transaction without the service disruptions that have accompanied some past rail mergers.



For these reasons, AIM is voicing strong support for the combination of CP and KCS, because it will enhance competition, provide expanded options and drive efficiencies for customers of all sizes. AIM urges the STB to approve CP's acquisition of KCS as swiftly as possible so that these systems can be integrated and the end-to-end benefits of this deal can be realized for the benefit of all stakeholders.

Executed on 29th Mar 29, 2021.

A handwritten signature in blue ink, consisting of a large loop followed by a series of smaller loops and a long horizontal stroke.

Mark Hudson