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Transportation Solutions for the 21st Century

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VIA E-Filing

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

ENTERED
Office of Chief Counsel
November 14, 2025
Part of
Public Record

Re: Norfolk S. Corp. & Norfolk S. Ry. Co. – Acquisition of Control – Norfolk & Portsmouth Belt Line Rr. Co., FD 36836

Dear Chief of Case Administration,

Since submitting Norfolk Southern Corporation and Norfolk Southern Railway Company's (collectively, "Norfolk Southern") Motion to Summarily Reject CSX Transportation, Inc.'s Responsive Application for Terminal Trackage Rights ("Motion") on November 13, 2025, counsel for Norfolk Southern noticed a mistake on page nine (9) with respect to the last full sentence on that page, which should read, "This expansion is expected to create capacity for an additional 1.4 **million** TEUs, allowing for more than 64% growth from NIT's 2023 capacity levels." Accordingly, Norfolk Southern respectfully submits this errata to correct this mistake and requests that the Surface Transportation Board substitute page nine (9) in the Motion with the attached, corrected page nine (9).

If there are any questions about this errata, please contact me directly, either by telephone: at 202-663-7823 or by e-mail: wmullins@mullinslawgroup.net. If I am unavailable, you may contact John V. Edwards, who can be reached at (202) 663-7853 or by e-mail at jedwards@mullinslawgroup.net.

Respectfully submitted,

/s/ William A. Mullins

William A. Mullins
Attorney for Norfolk Southern Corporation and
Norfolk Southern Railway Company

Enclosures

substantial dedicated operating windows for the sole benefit of that third railroad. Accordingly, even if the only change were to convert to itself a portion of intermodal traffic that is currently moved by NS, the Board would be unable to determine whether the proposed terminal trackage rights are practicable and whether they would substantially interfere with NS's and NPBL's existing use of the subject lines to handle their own business.

Second, CSXT concedes that projected traffic could include significant traffic that does not currently move via rail to and from NIT, discussing CSXT's conversion of "its current drayage operations to on-dock rail."¹⁹ But, again, CSXT fails to address the complexity of adding a third carrier where only two exist today, or, as noted above, analyze the impacts of CSXT's proposal on NS's and NPBL's service to its existing customers.²⁰ Under this scenario, NS operations would remain the same, as would NPBL's. CSXT takes great pains to explain the route of its planned operations, but it does so as if CSXT's operations were being conducted in isolation of the other two carriers who are trying to also navigate on the line, and particularly fails to explain how one of them – NPBL – is to perform switching of its customers, especially in the tight confines of the portion of the tracks north of NIT.

Third, CSXT states, in one of its competitive access arguments set forth in its Opposition but unaddressed in its Responsive Application,²¹ that the Port of Virginia has an expansion currently underway at NIT, to be completed in 2027. This expansion is expected to create capacity for an additional 1.4 million TEUs, allowing for more than 64% growth from NIT's 2023 capacity levels.²² CSXT states that if CSXT volumes grow, CSXT will require a second six-hour

¹⁹ Id. at 15.

²⁰ Id. at 14.

²¹ CSXT-22 at 94.

²² Id.

CERTIFICATE OF SERVICE

I certify that, on November 14, 2025, in keeping with 49 CFR §1114.21(f), I have caused to be served a copy of the foregoing Errata Letter correcting a mistake within Norfolk Southern's Motion to Summarily Reject CSX Transportation, Inc.'s Responsive Application for Terminal Trackage Rights upon the Secretary of Transportation, the Attorney General of the United States, Administrative Law Judge Jenifer Soulikias, and each Party of Record in these proceedings.

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Corporation and
Norfolk Southern Railway Company