



TRAC: The Regional Answer to Canadian National

Responses to Myths perpetrated by Canadian National on the takeover of the EJ&E

<p>MYTH #1: 80 municipalities will get freight congestion relief</p>	<p>FACT: At a Nov. 9, 2007 meeting of local Mayors in Franklin Park, CN spokesman Jim Kvederas was forced to admit any decreases for those communities would likely be temporary. According to CREATE, rail freight traffic in Chicago will double over the next 20 years. Other railroads will quickly fill any vacancy created by CN’s departure. Yet CN continues to perpetuate the myth of so-called “winner” communities and a mythical “regional benefit” from fewer trains, as deceiving communities is critical to garnering local support for this transaction.</p>
<p>MYTH #2: There is “regional benefit” to this transaction</p>	<p>FACT: No jobs will be created as Chicago will simply be a “pass through” for CN freight. Communities that have been led to believe they will see far fewer freight trains will only see a temporary benefit as other railroads will rush to fill the void created by CN train departures. This is called “bait & switch”.</p>
<p>MYTH #3: This is critical to fostering international and interstate commerce</p>	<p>FACT: To get products to market 3 days faster than their American rail competitors, CN will knowingly harm communities ill-suited to handle 20, 30, 40 + two-mile long freight trains per day and expect to pay little for doing so.</p>
<p>MYTH #4: CN is “working with” communities on mitigation options</p>	<p>FACT: CN is meeting with communities – not working with them. Meaningful mitigation to reduce threats to public safety, congestion and environmental impact are requested by communities and dismissed by CN.</p> <p>CN CEO Hunter Harrison was quoted in the <i>Chicago Tribune</i> as stating he expects federal and state taxpayers to pay for mitigation. He also has hired a Washington, DC lobbying firm (Foley & Lardner) to seek out federal taxpayer dollars to pay for any grade crossing mitigation that <i>might</i> be forced on it by the STB. CN Vice President Jim Foote stated at a May 16 meeting of the Naperville Chamber of Commerce that CN expects to spend \$40 million on fences, quiet zone infrastructure and first responder equipment and training. Of 133 grade crossings along the 198 mile line, he stated NONE of them warranted grade separations (underpasses or overpasses). None.</p>
<p>MYTH #5: Communities with increased trains will experience 2 -3 additional minutes of traffic delay per hour – about the same as a long traffic light</p>	<p>FACT: Unsupported and false assertion. ICF International, a transportation consulting firm, calculated that <i>one community will experience 5 hours, 45 minutes delay per day – up from only 10 minutes.</i> Gates-down times are NOT the same as delay times as gridlock from one train can take several traffic cycles to clear.</p>

<p>MYTH #6: No additional trains will be added to the rails.</p>	<p>FACT: Rail traffic will double in Chicago the next 20 years. The growth of container-traffic capacity from the Port of Prince Rupert in Canada is expected to grow from 500,000 to more than 2 million containers by 2012 when Phase 2 of that Port is operational. CN serves as the sole freight rail line from Prince Rupert to all of North America. There is no prohibition against CN adding trains to this line once this transaction is approved by the STB – no prohibitions.</p>
<p>MYTH #7: Metra and the proposed Star Line are not adversely impacted</p>	<p>FACT: CN will have neither a legal obligation nor a commercial incentive to cooperate with Metra after the takeover. Coordinating its freight movement with 10 Metra intersections will delay commuters regularly. As stated in the July 10 edition of <i>U.S. Federal News</i>, Metra told Members of Congress that it has still received no assurances from CN about accommodating new and expanded Metra operations even as CN claims it has negotiated in good faith with Metra officials.</p>
<p>MYTH #8: CN is a safe railroad</p>	<p>FACT: CN remains under fire in Canada. In 2005, its government found 54% of locomotives, 50% of train brakes and 26% of crossings defective. A 2007 report by the Canadian Parliament found a “disconnect on safety issues between management and front-line workers.” That report also highlighted what company employees call “a culture of fear” when it comes to reporting safety-related problems.</p>
<p>MYTH #9: More trains (less trucks) are good for the environment</p>	<p>FACT: Unsubstantiated. Massive vehicle gridlock at many of the 133 grade crossings waiting for 20, 30 and 40+ 2-mile trains per day to pass will negatively impact air quality in the Chicago area. Overall air quality and the impact of a single spill on Chicago’s shallow aquifer system and groundwater or conservation areas, will not be part of the STB review. CN failed to act aggressively to confine a devastating \$130 million spill in Wabamun, Canada – preferring to focus on fixing its tracks.</p>
<p>MYTH #10: This transaction will achieve some of the goals of CREATE in managing Chicago’s regional freight congestion</p>	<p>FACT: The congressionally authorized and funded CREATE (Chicago Region Environmental and Transportation Efficiency) program has stalled for lack of <i>full</i> funding but remains the region’s planned freight congestion solution. CN will now establish a competitive rail corridor and any federal funds it secures for mitigation along the EJ&E will rob resources that could have advanced CREATE.</p>
<p>MYTH #11: A few resisting NIMBY (Not in my backyard) locals should be overridden for regional and national interests</p>	<p>FACT: The takeover will have impacts beyond the justified concerns of locals. U.S. ports will lose business and jobs as CN lures intermodal shipping traffic to Canada, and container security may be degraded.</p>