

WHAT CN PROMISED – REPRESENTATIONS AND ACCOUNTABILITY

Surface Transportation Board Finance Docket 34000, *Canadian National – Control – Wisconsin Central*, Verified Statement of Paul M. Tellier, Canadian National's Chief Executive Officer, p. 2, April 6, 2001.

We are confident that implementation of the CN/WC merger will proceed smoothly and will result in meaningful service improvements. **We plan to operate WC as the sixth division of the CN system in order to preserve WC's local characteristics** and the value of its employees' experience as much as possible while securing the benefits of system integration. **Among other things, this will assure that customers on WC's relatively low-density lines will continue to receive the quality of service they have come to expect from WC.** We have provided a Service Assurance Plan that we are confident will assure customers that **service levels for each of them will be as good as or better than current levels.** [Emphasis added.]

Verified Statement of James M. Foote, Canadian National's Executive Vice President, Sales and Marketing, p. 6, April 6, 2001:

Shippers will enjoy transportation service that is as good as - if not better than - what they receive from CN and WC today.

Surface Transportation Board Finance Docket 34000, *Canadian National – Control – Wisconsin Central*, Decision and Order, September 7, 2001, Item 5 of the Order, at p. 28:

Applicants must adhere to all of the representations they made on the record during the course of this proceeding, whether or not such representation are specifically referenced in this decision. [Emphasis added.]

Verified Statement of E. Hunter Harrison, Canadian National's Chief Executive Officer, in Surface Transportation Board Finance Docket 35087, *Canadian National – Control – Elgin Joliet & Eastern*, October 30, 2007:

In the past decade, CN has acquired in the U.S. the Illinois Central, the Wisconsin Central and the GLT systems. As we expected, each of these transactions has added to our capacity to serve customers, and to [increase] our network efficiency. And, **as we promised**, in each transaction, CN met its commitments to integrate the new systems smoothly, **without any reduction in competition**, and to enhance the public interest in rail transportation. [Emphasis added]

In the real world of competition, Mr. Harrison's statement is patently not true. Because CN has and is failing to preserve the Wisconsin Central's “local characteristics,” **there has been and continues to be a significant reduction in competition.**

Under the auspices of: Wisconsin Paper Council, Wisconsin Manufacturers & Commerce, and Michigan Forest Products Council