

# Wisconsin Central Group



An ad hoc Rail Freight Stakeholders Coalition

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**Great Lakes Timber Professionals Assoc.**  
EAA Oshkosh, 9:00 a.m., Friday, September 7, 2012

- 1. Wisconsin Central Group Background, 1988 to Present.**
- 2. Rail Key To Competitiveness of Great Lakes Forest Products Industry.**
  - CN commitment to compete for market share on all WC lines (June, 2011).
  - “Collaboration” with Canadian National (January, 2012).
  - 2012 Joint Projects Initiative – Chicago Gateway, Intermodal, & Logs.
  - Strategic components, run time at least 3 to 5 years.
  - “Canadian National Railway Advisory Board – Great Lakes Region.”
    - CN has endorsed broad-based collaboration (September, 2012).
    - Will “refine” and add to the project initiatives.
    - Working on details and public “roll-out” - stay tuned.
- 3. Second “Great Lakes Forestry Conference” 2013?**
  - Geographically, WC lines/Forest coincide with 4-5 Congressional districts.
  - Spring, early summer 2013 – include transportation component.
  - Outcome objectives:
    - A permanent Congressional “Great Lakes Forest Caucus”;
    - Complemented by a “Great Lakes Forest Coalition”.
- 4. Potential Federal Level Action Opportunities/Issues.**
  - MAP-21 funding to prime Log Project components?
    - Supply chain visibility technology transfer and coordination activity.
    - Engineering and qualification of log car conversions/rebuilds.
  - Extend shortline tax credit to all light density lines and related facilities?
    - Shippers/communities served v. railroad ownership structure.
    - Help even the playing field for Class I capital investment decisions.
  - Weight incentive for sealed domestic containers moving rail intermodal?
    - FHWA permit as non-divisible loads as it does international containers?
    - Possibly an FHWA pilot project, subject to State consent?
    - Ameliorate discrimination against domestic manufacture.
    - Reduce disadvantage of domestic manufacturer's access to rail.
- 5. Log Project Components (by way of example).**
  - More cords, fewer truck miles. Better use of all supply chain assets.
  - Supply chain visibility – fund logistics software & building participation.
  - Used equipment, conversion/rebuild, large numbers? Car pool? Ownership?
  - Mega yards & “flex” landings? Other rail facilities? Public/private funding?
  - Export forest product (e.g., CN program in British Columbia).

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