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January 6, 2022

Martin Oberman, Chairman
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423

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Re: Pan Am/CSX Merger, No. 21-50 Docket No. FD 36472

Dear Chairman Oberman:

I am writing you today regarding the proposed merger between Pan Am Railroad and the CSX Railroad. While we support the proposed merger, we do have a couple of significant concerns that we would like addressed before the merger is granted.

Albert Bros. Inc is a fifth-generation family owned industrial and retail scrap metal recycling business in Waterbury, Connecticut for over 125 years. Today, Albert Bros. Inc. employs about 65 people whose sole mission is to provide both our suppliers and consumers with the scrap metal industry's most professional service and quality products tailored to their specific requirements.

Rail service is a critical component of our transportation program and allows us to ship longer distances serving new markets than we are economically unable to reach by truck. In addition, each railcar we use removes 4 tractor trailers off the roads generating significant environmental and road use benefits. Plus, using rail consumes up to 9 times less energy per ton to transport our scrap metal.

As I know you are acutely aware, scrap recycling is vital towards achieving our nation's environmental and infrastructure goals considering that today, more than 70% of all U.S. steel production relies completely on scrap metal. Without adequate supplies of scrap steel, our nation simply will not be able to undertake rebuilding our nation's infrastructure through the recently enacted \$1.2 trillion bipartisan infrastructure law.

Our railroad, Pan Am Railways — Springfield Terminal, is in discussions to be acquired by the CSXT. The Pan Am has historically had below par service both in the number of available switches and the extended time taken to move the cars to their switching yard and then switch them over to the CSX or Norfolk Southern.

There are a number of benefits that should accrue to Albert Bros. if the acquisition happens including being able to ship directly on a Class 1 Railroad. Other very important benefits include a significant level of infrastructure investment that CSXT has deemed necessary over the past several years in order to implement its dynamic operating model that has resulted in CSXT setting new standards of service performance with higher velocity, faster equipment turns, and greater consistency. We also look forward to availing ourselves of the unprecedented visibility into our supply chain through the ShipCSX platform that will enable us to track and manage our shipments with much greater precision and confidence.

Albert Bros., Inc. will explore and implement new supply chain solutions and market opportunities with the CSXT Sales and Marketing team. We are continuously looking for ways to grow our business and this will help us significantly. We expect to enhance our competitiveness through lower costs, better service and improved access to the North American rail network through single-line CSXT best-in-class rail service.

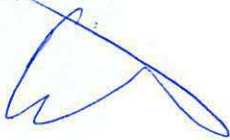
While all of this is very positive for us, we do have a couple of significant concerns including protections we will need to guarantee that we receive ongoing rail service and infrastructure support from CSX.

First, we need assurance and a guarantee that CSXT will maintain service to Albert Bros. facility. We have heard from other rail shippers whose service was cut off by the acquiring Class 1 rail line because of low volume. We are interested in growing our rail volume but we need to see service improvements in order to make that commitment. As a point of reference, Albert Bros. currently owns and leases over 20 railcars and we are willing to make additional investments along with additional business.

Second, we need to know that the CSXT will be responsible for the rail line and rail bridge that crosses the Naugatuck River before entering our facility. Pan Am currently has the responsibility to maintain them. Without that commitment, we would effectively be out of business.

Thank you for your interest, concern and support. I look forward to working with you and the other members of the Surface Transportation Board on this important issue.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Eric Albert', with a stylized, looping flourish at the end.

Eric Albert

President

CC: Parties of Record

240 East Aurora St. • P.O. Box 1310 • Waterbury, CT 06721
203-753-4146 • Fax 203-753-9617
www.albertbros.com