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Office of Proceedings
July 7, 2025
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July 7, 2025

VIA E-FILING

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
Office of Proceedings
395 E Street, SW
Washington, DC 20423

**Re: STB Docket No. FD 32760 (Sub-No. 51), BNSF Railway Company—
Emergency Petition for Enforcement—Interchange with Salt Lake
Garfield & Western Railway**

Dear Ms. Brown:

Enclosed please find a letter in support of BNSF Railway Company's
Emergency Petition for Enforcement and Request for Expedited Relief in the above-
referenced matter from CMA CGM.

Respectfully submitted,

/s/ Peter W. Denton

Peter W. Denton
Attorney for BNSF Railway Company



July 7, 2025

Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Finance Docket No. 32760 (Sub-No. 51) – BNSF Railway Company Emergency Petition for Enforcement

Dear Chairman Fuchs and Members of the Board:

I write today on behalf of CMA CGM to express our strong support for BNSF Railway Company's Emergency Petition for Enforcement concerning its intermodal service to Salt Lake City.

CMA CGM is a global leader in containerized shipping, and our inland logistics operations in the United States are a critical extension of our ocean services. Salt Lake City plays a central role in our inland network, serving as a key distribution point for cargo moving between the West Coast and the Intermountain West. Our ability to serve this market efficiently depends on reliable and competitive intermodal rail service.

As a valued partner, BNSF handles a significant portion of our inland volumes. We anticipated being able to use their newly developed Salt Lake Garfield & Western (SLGW) intermodal terminal, which was scheduled to officially open today, July 7, 2025. However, we have just learned that BNSF is being prevented from operating its double-stack intermodal trains into Salt Lake City due to Union Pacific's refusal to allow BNSF to use its trackage rights.

This development is deeply concerning. Without immediate resolution, our supply chain will be disrupted, impacting our customers across the region, including potentially a loss of business. We have made substantial operational and commercial commitments based on the availability of this service, and the current impasse threatens to undermine those investments.

CMA CGM supports a competitive rail environment that gives shippers meaningful choices. We value the service provided by both BNSF and Union Pacific, but we believe it is essential that BNSF be allowed to exercise the rights granted under the UP/SP merger conditions to serve Salt Lake City. The ability to choose between carriers is not only good for business—it is vital for the resilience and efficiency of the national freight network.

We respectfully urge the Board to act without delay to ensure that BNSF can operate its intermodal service to and from Salt Lake City as planned. The stakes for shippers, logistics providers, and the broader economy are too high to allow this issue to remain unresolved.



Thank you for your prompt attention.

Sincerely,

DocuSigned by:

Bob Basila

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Bob Basila

SVP & Chief Procurement Officer

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Letter in Docket No. FD 32760 (Sub-No. 51) to be served electronically or by first class mail, postage pre-paid, on all parties of record in this proceeding.

/s/ Sally Mordi

Sally Mordi
Attorney for BNSF Railway Company

July 7, 2025