

February 7, 2022

**By E-Filing**

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

Re: Gulf Coast Passenger Service Between New Orleans and Mobile  
STB Finance Docket No. 36496

Dear Ms. Brown:

Warrior Met Coal is a U.S.-based, environmentally, and socially minded supplier to the global steel industry. We operate two metallurgical (met) coal mines in Tuscaloosa County Alabama, and ship most of our product internationally through the McDuffie Coal Terminal at the Port of Mobile. This letter is to express our sincere concerns regarding the impact on freight rail service of Amtrak's proposed Gulf Coast passenger service between New Orleans, Louisiana and Mobile, Alabama.

Our company relies on CSXT to transport finished products to our customers. Freight rail service is critical to the success of our business and CSXT provides us access to the Port of Mobile through which we can access our international customers. Due to the proximity of the Port of Mobile, our Company recognizes a supply chain advantage compared to some of our competitors. The quality of service CSXT provides makes freight rail the most efficient transportation alternative to maintain and grow our business.

CSXT and Norfolk Southern Railway Company have submitted evidence, including a Rail Traffic Controller study, that shows the introduction of Gulf Coast passenger service between New Orleans and Mobile will cause significant harm to freight service. This harm will manifest itself through decreased freight train speeds and delays, as well as extreme operational variability. CSXT's local trains,

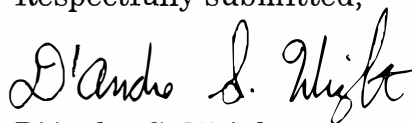
the very trains that directly serve our facility, will be hit the hardest. Warrior Met Coal is deeply concerned about how this new service will impact our operations and the ability to meet the demands of their customers. There is also concern about profitability if this harm to CSXT's freight rail service materializes.

Warrior Met Coal does not oppose Gulf Coast passenger service and expresses no opinion on the merits of that service. However, it is important that the introduction of this passenger service does not decrease the quality of freight service provided by CSXT. It is our understanding that CSXT and NSR have proposed infrastructure projects that would support Amtrak's desired passenger service while protecting the quality of freight service that Warrior Met Coal relies on. The Company urges the Board to seriously consider the merits of these projects.

It is unfair for Amtrak to insist on operating passenger service without regard for the businesses impacted by the shared corridor. If Amtrak is permitted to commence passenger service without paying its own way, the cost of that service will inevitably fall on the shoulders of shippers. Shippers like us will either be forced to turn to more expensive and less efficient alternatives to rail or will wind up subsidizing passenger service through increased rail service costs as CSXT and NSR are pressed to add infrastructure to stem the degradation to freight service.

The Board has an obligation to protect the interests of all parties that rely on the national rail network, not just those of passenger rail. Amtrak's desire for access to the Gulf Coast Corridor with no strings attached is harmful to freight rail service customers. Warrior Met Coal requests that the Board requires Amtrak to fund and facilitate the construction of infrastructure projects to avoid any harm to freight rail service.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "D'Andre S. Wright". The signature is fluid and cursive, with the first name "D'Andre" and last name "Wright" clearly distinguishable.

D'Andre S. Wright  
Vice President, External Affairs  
Warrior Met Coal

cc: FD 36496 Service List