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April 15, 2024  
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Public Record

April 15, 2024

**Via E-Filing**

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

Re: Docket No. FD 36744, Canadian National Railway Company and  
Grand Trunk Corporation—Control—Iowa Northern Railway  
Company

Dear Ms. Brown:

Attached for filing in the above-referenced docket are four additional letters in support of the Application. Included are letters from the Honorable Brad M. Cavanagh, Mayor of the City of Dubuque, Iowa; the Honorable Justin Lau, Mayor Pro-tem of the City of Peosta, Iowa; OCI Methanol Marketing; and Zinpro Corporation.

Respectfully submitted,

/s/ Matthew J. Warren  
Matthew J. Warren

*Counsel for Canadian National Railway  
Company and Grand Trunk Corporation*

Enclosures

## **CERTIFICATE OF SERVICE**

I certify that on this 15th day of April, 2024, a copy of the foregoing filing was served by email or first-class mail on the U.S. Secretary of Transportation, the U.S. Attorney General c/o Assistant Attorney General, Antitrust Division, and all parties of record on the service list for Docket No. FD 36744.

/s/ Matthew J. Warren  
Matthew J. Warren



Office of the Mayor  
City Hall  
50 West 13<sup>th</sup> Street  
Dubuque, IA 52001-4845  
[www.cityofdubuque.org](http://www.cityofdubuque.org)

April 3, 2024

The Honorable Martin J. Oberman, Chairman  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, DC 20423-0001

Re: *Canadian National Railway Company and Grand Trunk Corporation—Control—Iowa Northern Railway Company*, Docket No. FD 36744

Dear Chairman Oberman:

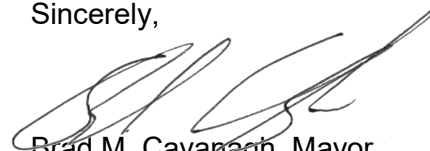
I am writing in support of the integration of Canadian National Railway Company (CN) and Iowa Northern Railway (IANR), for the advancement and benefit of the state of Iowa. As a public official that serves the people of Dubuque, it is my responsibility to support policies and regulatory efforts that will benefit my constituents—and this proposed combination would do just that.

After experiencing significant supply chain issues these past few years on a statewide and national scale, when an opportunity presents itself to improve the access and delivery of critical goods, we must pursue it. Through CN and IANR's combination, agricultural goods will be transported to major markets across the Midwest, like Chicago, more efficiently. Additionally, shippers will be able to reach a higher number of agricultural processing centers, like feed mills and soybean plants, enabling entry to different and more geographically diverse markets.

The marketplace will remain competitive and will enable shippers to continue choosing which option best suits their business and output goals.

CN has called Iowa home for many years and is looking to continue growing their business within the state. This commitment to Iowans should be rewarded as CN strives to build upon the great work done over the years by the team at Iowa Northern. I call on you and the rest of the Surface Transportation Board to do the right thing for Iowa by approving this acquisition.

Sincerely,



Brad M. Cavanaugh, Mayor  
City of Dubuque, Iowa



April 5, 2024

Honorable Martin J. Oberman, Chairman  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, DC 20423-0001

*Re: Canadian National Railway Company and Grand Trunk Corporation—Control—Iowa Northern Railway Company, Docket No. FD 36744*

Dear Chairman, Oberman:

I am writing in support of the integration of Canadian National Railway Company (CN) and Iowa Northern Railway (IANR), for the advancement and benefit of the state of Iowa. As a public official that serves the people of Peosta, it is my responsibility to support policies and regulatory efforts that will benefit my constituents—and this proposed combination would do just that.

After experiencing significant supply chain issues these past few years on a statewide and national scale, when an opportunity presents itself to improve the access and delivery of critical goods, we must pursue it. Through CN and IANR's combination, agricultural goods will be transported to major markets across the Midwest, like Chicago, more efficiently. Additionally, shippers will be able to reach a higher number of agricultural processing centers, like feed mills and soybean plants, enabling entry to different and more geographically diverse markets.

The marketplace will remain competitive and will enable shippers to continue choosing which option best suits their business and output goals.

CN has called Iowa home for many years and is looking to continue growing their business within the state. This commitment to Iowans should be rewarded as CN strives to build upon the great work done over the years by the team at Iowa Northern. I call on you and the rest of the Surface Transportation Board to do the right thing for Iowa by approving this acquisition.

Sincerely,

A handwritten signature in blue ink, appearing to read "Justin Lau", with a stylized, cursive script.

Justin Lau

Mayor Pro-tem

[jlau@cityofpeosta.org](mailto:jlau@cityofpeosta.org)

**4/11/2024**

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, DC 20423-0001

*Re: Canadian National Railway Company and Grand Trunk Corporation—Control—Iowa Northern Railway Company, Docket No. FD 36744*

Dear Ms. Brown:

I am writing to support the acquisition of the Iowa Northern Railway Company by CN. As a long-time customer of CN and Commercial Director of OCI Methanol Marketing, I believe that this transaction will have a positive impact on OCI Methanol Marketing for years to come.

OCI Methanol ships methanol via CN/IANR to Manly Terminal, marking a significant step in their logistical operations. This strategic move leverages the efficient transportation network provided by CN/IANR, ensuring timely and reliable delivery of methanol to its destination.

As a customer, it was important to understand how this transaction would impact my operations and supply chains. I have look forward to the extended current single-line reach of the CN-IANR combination. I have appreciated CN's focus on reliable service, which is consistent with Iowa Northern's approach. We are particularly excited about the opportunity to transport Methanol to VIA CN/IANR and our business will benefit from the more efficient single-line service available and connecting points on Iowa Northern to greater access to CN's broad network and service offerings without losing Iowa Northern's access other rail carriers.

For someone in my line of work, expanded single-line rail service has a significant impact on the success of our supply chains and ultimately the success of the business. At OCI Methanol we rely substantially on our supply chain partners, including rail carriers, and for that reason, among many, I look forward to partnering with and utilizing CN's expanded rail service moving forward. I appreciate the certainty that CN's investment will bring to ensure that Iowa Northern so together they can continue offering safe and reliable local service to customers.

In closing, I encourage the Surface Transportation Board to approve this combination for the benefit of companies like mine and those we serve.

Thank you for your consideration.

Sincerely,  
**Chris Venice**  
**Commercial Director**



April 5, 2024  
Ms. Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, DC 20423-0001

Re: *Canadian National Railway Company and Grand Trunk Corporation—Control—Iowa Northern Railway Company*, Docket No. FD 36744

Dear Ms. Brown:

I am writing to support the acquisition of the Iowa Northern Railway Company by CN. As a customer of CN and Director of Supply Chain at Zinpro Corporation, I believe that this transaction will have a positive impact on Zinpro for years to come.

Zinpro operates an animal nutrition manufacturing plant on the IANR in Shell Rock, IA. We have used the IANR to transport raw materials to our plant since it opened in 2013. We have shipped exports out of the Butler Intermodal Terminal in Shell Rock, IA to points in Southeast Asia. We believe the CN expanded presence in Iowa will lead to additional opportunities to use rail in our growing global business.

As a customer, it was important to understand how this transaction would impact my operations and supply chains. We look forward to the extended current single-line reach of the CN-IANR combination. I have appreciated CN's focus on reliable service, which is consistent with Iowa Northern's approach. We are particularly excited about the opportunity to transport bulk liquids that we import from Europe directly to our plant in Shell Rock, IA. We hope our business will benefit from the more efficient single-line service available and connecting points on Iowa Northern to greater access to CN's broad network and service offerings without losing Iowa Northern's access to other rail carriers.

At Zinpro, we rely substantially on our supply chain partners, including rail carriers, and for that reason, among many, I look forward to partnering with and utilizing CN's expanded rail service moving forward. I appreciate the certainty that CN's investment will bring to ensure that Iowa Northern so together they can continue offering safe and reliable local service to customers.

In closing, I encourage the Surface Transportation Board to approve this combination for the benefit of companies like mine and those we serve.

Sincerely,

Matt Audette  
Director of Supply Chain, Zinpro Corporation  
maudette@zinpro.com