Helping to move rail and port traffic through New York, New England, the Maritimes, & eastern Québec. A weekly trade newsletter.

Formal issue 14#02B 11 March 2014

*Article unchanged from e-bulletin.
++Blue type in article: changes from e-bulletin.
Blue header & table of contents: new article

REGIONAL

Crude: Pan Am resumes; CN continues.++
CMQR: STB will rule on need for quick action.*

NEW YORK

Albany-CP-SNC: Aggregate move this year?
Albany: Locals resist crude oil by rail.

QUÉBEC

MMA: NTS finds Lac Mégantic crude volatile.
CMQR: Giles meets Lac Mégantic mayor.
CMQR: Prefect says railway wants oil to move before bypass can be built.

CONNECTICUT

[No report.]

MAINE

CMQR-Searsport-Eastport: Torrified process switch; paper mill needs power deal.
Pan Am: More traffic from mills, just not paper?*
SLR: STB okays discontinuing service to B&M* but B&M considers subsidy. ++
Pan Am-Portland: Plan to expand IMT, get rail.*

MASSACHUSETTS

MassDOT Capital Improvement Plan: Details on 16 freight-rail-related line items.*
MassDOT IRAP: 2013 update, Omnova map. ++

2014 projects going to Secretary Davey.*
GU: Argues it can finance propane terminal itself.*
Pan Am: Westford would like a response.
PVR: PAS embargoed due to bridge failure.*
Ports: No funding mechanism, no priority.*

NEW HAMPSHIRE

Pan Am: Meeting on propane traffic to Sea-3. ++

RHODE ISLAND

[No report.]

VERMONT

VRS: Rutland gives up moving the railyard.

MARITIMES

Halifax: New G6 rotation may increase box traffic.*

RAIL SHIPPERS/RECEIVERS

A cross-reference to companies mentioned here.

FROM THE PUBLISHER

Propane arguments

The widely-reported shortage of propane in the region shows up in the Sea-3 and GU effort to bring in more. Pan Am earns kudos for showing up at NH hearings.

But Westford wants Pan Am to talk too. Maybe we should convene a region-wide meeting on propane transport.

Chop Hardenbergh Next formal issue 24 March

CRUDE MOVEMENTS ++

CN
Canadian National has continued to move crude to Saint John. Two reports on the many moves:

1 March. Four locomotives moved 111 cars to Saint John: 8 boxcars, 61 black tank cars, 1 white tank car, 5 covered hoppers, 21 low gondolas with gypsum, 7 high gondolas, and 8 wells (3 single-stack). {RailsNB}

3 March. Unit train of 100 cars on 3 March to Saint John; four units back light 0600 4 March. {RailsNB}

Pan Am
For the first time since October 2013, Pan Am moved crude: observers spotted about 20 tank cars with placard ‘1267’ on train SE(Selkirk)PO. CSXT operates it from Selkirk, New York, to Barbers in Worcester, whence Pan Am crews take it to Portland. {Charles Hastings e-mail to ANR&P 2.Mar.14}

Pan Am: nothing in January

Maybe post-2011 modifications do not suffice?
On 26 February, Robert Sumwalt, a member of the National Transportation Safety Board, testified before the US House Subcommittee on Railroads, Pipelines, and Hazardous Materials Committee on Transportation and Infrastructure. “Federal requirements simply have not kept pace with evolving demands placed on the railroad industry and evolving technology and knowledge about hazardous materials and accidents. In fact, the current American Association of Railroads (AAR) industry standards adopted for DOT-111 tank cars ordered after October 1, 2011 that are used to transport packing group I and II crude oil, impose a level of protection greater than corresponding federal requirements. At this point, however, the NTSB is not convinced that these modifications offer significant safety improvements.

“The NTSB continues to assert that DOT-111 tank cars, or tank cars of any successor specification, that transport hazardous materials should incorporate more effective puncture-resistant and thermal protection systems. This can be accomplished through the incorporation of additional protective features such as full head shields, jackets, thermal insulation, and thicker head and shell materials. Because the average service life of a tank car may run 20-30 years, it is imperative that industry, the FRA, and PHMSA take action now to address hazards that otherwise would exist for another half-generation or longer.” {NTSB website, emphasis added}
CMQR: RACE TO THE END OF MARCH*
28 February, DC. THE STB PUBLISHED NOTICE OF THE CMQR FILINGS BUT DID NOT DECIDE on the railway's request for expedited decisions [see 14#02A]. Petitions for stay are due 7 March.

60-day notice. 'CMQR has certified that its projected annual revenues as a result of this transaction will not result in CMQR’s becoming a Class II or Class I rail carrier, but that its projected annual revenues will exceed $5 million. Accordingly, CMQR is required, at least 60 days before this exemption is to become effective, to send notice of the transaction to the national offices of the labor unions with employees on the affected lines, post a copy of the notice at the workplace of the employees on the affected lines, and certify to the Board that it has done so. 49 C.F.R. § 1150.32(e). CMQR, concurrently with its notice of exemption, filed a petition for waiver of the 60-day advance labor notice period. CMQR's waiver request will be addressed in a separate decision.'

Consummation date. 'CMQR states that it intends to consummate the transaction as soon as practicable after the effective date of this exemption. The Board will establish in a separate decision on the waiver request the earliest date that this transaction may be consummated.' {STB website, decisions page, Financial Docket #s 35805 and 35806}

NEW YORK

SNC-CP-ALBANY?: AGGREGATE MOVE
6 March, Saratoga. HIGH-FRICTION GRANITE COULD BECOME 5,000-CARLOAD/YEAR TRAFFIC, according to Ed Ellis, head of the Iowa Pacific railroad holding company. Iowa Pacific owns the Saratoga and North Creek Railway, which has opened the line to Tahawus [see 13#02B and map]. To reach the Port of Albany, SNC would hand the cars to CP in Saratoga Springs.

Some months ago', Ellis explained to Trains News Wire: “There’s 100 million tons of high-friction granite at the former titanium mine at Tahawus, that had to be removed to get to the titanium ore. All that rock is piled up, ready to be crushed, sized and graded and moved to the New York market for construction aggregate. We have reopened the line, and we are working with Canadian Pacific, the Port of Albany, Port Albany Ventures (transloader), Aggregates America (rock broker), and NL Industries (owner of the mine and the stone) to put together a move that could be about 5,000 cars a year from Tahawus to the Port of Albany for transfer to barge. There are still a number of steps to completion, but all parties are working hard to get this done.”

1 The exact date is unclear. I send a plea to other journalists: When you quote someone, provide the date on which that person made that statement. This fundamental 'when' of the creed 'where, when, who, why, how' is forgotten more and more often. Or am I just getting more cantankerous? Editor
The railroad is pleased with passenger traffic generated so far this winter. Its Polar Express themed excursions had 26,520 passengers, a slight decrease from last year. This season the railroad will be offering its own brand of private-label wine to its passengers. Passengers will be able to purchase several varieties of regional wine in collectible custom bottles bearing the railway’s logo and deep blue color scheme. {Trains News Wire 5.Feb.14}

**Update**

On 6 March, Ellis wrote: 'The line is open and there are customers for the stone, but it is too early to disclose destinations or routings. There is a potential single line move to Corinth where we have an excellent transload site, and have effective freight rates. I think it is very likely that stone will move this year, and I will keep you posted.' {e-mail to ANR&P}

**ALBANY: RESISTANCE TO CRUDE***

25 February, Albany. **THREE CITY COMMON COUNCIL MEMBERS HELD AN INFORMAL PUBLIC MEETING ON GLOBAL'S PROJECT FOR HEATING UNITS**, at its terminal here [see 13#12B]. The hearing punctuated a series of announcements, pronouncements, and hearings during the past month about crude safety in the state and nationally, and the Global terminal:

29 January. New York Governor Andrew Cuomo signed an executive order that directed four agencies — NYDEC, Health Department, Transportation Department, and Homeland Security and Emergency Services Division — to report by 30 April on state preparedness to handle a potential crude oil spill or resulting fire 'by rail, ship or barge.' Cuomo specifically cited 'significant expansion in the use of the Port of Albany in the distribution and transportation of crude oil' in his order. {governor press release}

6 February. Chris Amato, an attorney with EarthJustice, an environmental advocacy group, said that DEC Deputy Commissioner Marc Gerstman agreed this day that Global must file an 'enhanced' plan under a decade-old NYDEC environmental justice policy aimed at informing communities of projects prior to approval. {Brian Nearing in Albany Times Union 7.Feb.14}

12 February. Several hundred people jammed the auditorium of Giffen Elementary School on South Pearl Street in Albany at a NYDEC hearing to look at Global's heating plans. {Brian Nearing in Albany Times Union 13.Feb.14}

18 February. Canadian Pacific will surcharge older tank cars, adding a $325 'general service tank car safety surcharge' on each car of crude oil that is shipped in any container other than the CPC 1232 model [the post-2011 model], effective 14 March, it said in a notice issued to customers.

'We are concerned about these cars and their use in transporting crude,' the notice said. 'Tank car technologies are available today that significantly reduce the likelihood of a release in the event of an incident. We believe these upgraded tank cars are the best investments to enhance safety.' {Reuters 18.Feb.14}

CP and CSXT each rail crude to Albany; CP serves the Global facility. {editor}

late February. Global chief Eric Slifka said (apparently in an undated interview with a Times reporter) that the heating units were needed for “any types of US and Canadian crudes that would require heat to be put to them because of the viscosity. Where the crude comes from isn't necessarily the focus. It's making sure there is flexibility in the system to take various types of crude.

“The DEC has done all its studies and analyses, but my guess is just that the community doesn't like the answer. I think it's hard to turn back the clock [on permitting the Global facility]. At the end of the day, the DEC and government agencies have gone into this with their eyes open.”

NYDEC officials recently extended the comment period until April, will require the company to make its plans more transparent even if it has already met all regulations, and is conducting a review of 'all matters pertaining to Global's operations in New York State.' (the quote is from Emily Desantis, DEC spokesperson) {Jad Mouawad in New York Times 28.Feb.14}

ALBANY: SCRAP MOVE

19 February. **UPSTATE SHREDDING WON AN ADDITIONAL 12 ACRES** at the Albany Port District, responding to a request for proposals for the acreage at 700 Smith Boulevard, formerly used by Sims Metal Management [see map 12#01A]

The District received three proposals on the due date, 22 January: Rensselaer Iron & Steel, Inc; Ben Weitsman of Albany, LLC [aka Upstate Shredding Weitsman – editor]; and Materials Recovery Co. {District website} They were evaluated according to three criteria: guaranteed revenue for the port, potential increase in maritime traffic, and potential employment.
Megan Daly, District director of economic development & procurement, conducted an executive session of the Port District Board on this day. Following the session, she reported publicly that Ben Waitsman had highest score; the Board authorized her to negotiate and execute a lease. {video of Board meeting}

Daly later noted that Upstate's current site, adjacent to the 12 acres, was in part subleased for salt storage [see map]. Upstate, following the purchase of Capitol [14#02A] can now operate all three sites as one. {ANR&P discussion 3.Mar.14}

**The properties (see map)**

Northmost 18 acres. Leased in December 2012. Five acres subleased to Cargill. [See 13#04A.]

Middle 12 acres. Lease just won [see above].

Lower Capitol property. Bought company in February 2014 [see 14#02A].

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**QUEBEC**

**MMA: CRUDE VOLATILE**

6 March, Ottawa. THE TRANSPORTATION SAFETY BOARD OF CANADA REPORTED ON THE BAKKEN CRUDE which destroyed much of Lac Megantic on 6 July 2014.

**Sampling**

'Samples were collected from the 9 non-derailed tank cars at the end of the occurrence train (MMA-002) that were pulled back to Nantes, Quebec, after the derailment. In addition, samples were taken from 2 tank cars located at Farnham, Quebec, that were part of another unit train operated by Montreal, Maine & Atlantic Railway (MMA-874) that was transporting petroleum crude oil from the same origin as the occurrence train.'

**Testing**

'The crude oil samples were sent for testing to 4 external laboratories: Core Lab, Maxxam Analytical, AITF, and Cassen.'

**Results**

Flash points were measured at significantly less than 23 degrees C, and boiling point around 46 degrees C. 'No measurable amount of hydrogen sulphide gas was detected in the vapour space.'

'According to the Transportation of Dangerous Goods (TDG) regulations and the U.S. Code of Federal Regulations Title 49 37, liquids or liquids containing solids in solution or suspension are included in Class 3, Flammable Liquids, if they have a flash point less than or equal to 60°C....

'Flammable liquids are further classified in one of three packing groups: Packing Group I, if they have an initial boiling point of 35°C or less at an absolute pressure of 101.3kPa and any flash point; Packing Group II, if they have an initial boiling point greater than 35°C at an absolute pressure of 101.3kPa and a flash point less than 23°C; or Packing Group III, if the criteria for inclusion in Packing Group I or II are not met.'

**Conclusion**

'In the present case, a large number of tank cars sustained large ruptures during the derailment and released their content very rapidly. The spilled crude oil had high vapour pressure and a low flash point (-35 °C) that was much lower [sic – unsure of meaning] than the temperature at the time of the occurrence (21 °C), indicating it was readily ignitable. Multiple sources of ignition were present at the derailment site such as damaged power lines, derailed equipment, etc. Therefore, all of the conditions required for ignition to occur were present.' {TSB Laboratory Report LP148/2013}
But the oil was not different from other light sweet crude
'\n'The analysis dashes theories that the crude may have been contaminated by hydrogen sulfide or fracking fluids, theories that could have led to focused technical solutions to the crisis of exploding oil trains.

'No hydrogen sulfide was detected in the vapor space above the liquid contents of the surviving tank cars, said the TSB. Nor was there any evidence that chemicals used in hydraulic fracturing played any part in the cargo’s explosion.'

"\nThe occurrence crude oil’s properties were consistent with those of a light sweet crude oil, with volatility comparable to that of a condensate or gasoline product."

'
'...The tests also confirmed the TSB’s earlier emergency finding that the oil had been misrepresented at the point of loading as Class 3, Packing Group III when it should have been the more hazardous Packing Group II. But there was nothing to make the doomed consist chemically exceptional among other shipments of Bakken crude.' {David Thomas in Railway Age 6.Mar.14} 

CMQR: QUEBEC ENCOUNTER ++

24 February, Montreal. JOHN GILES, CEO, MET MAYOR COLETTE ROY LAROCHE HERE. He later in an e-mail described a 'very productive...introductory' meeting 'where we articulated the history and credentials of Fortress as a long-term investor in transportation and asset-based companies.

'It was also an opportunity to listen to the town leaders, to their beliefs and interests and a chance for me to articulate our sincere priorities and longstanding and successful history of being a high-performance company serving customers and communities safely and efficiently, and finally, being a good long-term employer.'

Giles did not respond to a follow-up question as to whether the transportation of crude oil through the town was discussed. {Whit Richardson in Bangor Daily News 26.Feb.14}

Expectations of the meeting

On 18 February, La Tribune reported about the future meeting. Bearing in mind that the article lacked specifics such as who said what when, it noted the following:

- The meeting will attend to the safety conditions and procedures established between MMA and the City when trains resumed operation 18 December [see 13#12A]. The City refused the transport of dangerous goods within its territory, wanted a list of substances transported at least four hours before each train, required an engineer and a conductor on board at all times, and limited speed to 10 miles per hour within four kilometers of the city center.

- One citizen, Valerie Belanger, noted that trains move at 01h30 and 03h00. Living next to the tracks, he has noted no tank cars, only wood.

- The press officer of the City of Lac-Mégantic, Louis Longchamps, reported city hall has received several phone calls about MMA night operation and speed. MMA was asked not to operate at night, “but there is no written agreement on this subject.”

  About the speed of trains, Longchamps said at the resumption of operation, the engineer had a duty to stop at each of the 39 crossings between Lac-Mégantic de Sherbrooke. Later, the requirement was waived so the train may operate at a constant speed.

  “From the point of view of security and what we experienced here, surely that can upset the population, but the city has no jurisdiction on the line and it should let authorities do their job monitoring.” {Hyacinth Nadeau in La Tribune 18.Feb.14}
Lac-Megantic view of meeting
One (unnamed) official who attended the meeting said the mayor told Giles the rail line must move out of downtown. {Canadian Press 26.Feb.13}

"The meeting was very positive," confirmed Mayor Colette Roy Laroche. “We have taken great care to explain the importance [of rail] for our industries to the Fortress railway people. We also explained the position of the council and the public in connection with the construction of a bypass to allow hazardous materials to move outside the city.” {Jerome Gaudreau in La Tribune 5.Mar.14}

CMQR: OIL THROUGH LAC MEGANTIC?
5 March, OIL WILL RETURN TO THE RAILS OF DOWNTOWN LAC-MÉGANTIC BEFORE THE CONSTRUCTION OF A BYPASS, according to the Prefect of the MRC du Granit [Municipalite Regionale de Comte du Granite – the equivalent of a 'county', led by a Council of Mayors of the 20 towns including Lac Megantic and Nantes], Maurice Bernier. "For the new owner, it is essential to carry oil on our rails. It will be a must. It is certain that we are going to see oil go through in the center of Lac-Mégantic. We want to build a bypass to serve our industries without trains travelling through our downtown, but unfortunately, I dare say that the bypass will not be built when the first tank car ends up on our rails.”

Return of rail
“We have three choices,” continued Bernier recently. “Transport oil by train, truck or pipeline. I think the less dangerous solution remains the pipelines.” Since the restart of rail, Bernier reported, comments from local company management is only positive so far. “People in our industry are relieved to have the rail back. Conditions appear to be satisfactory and business is better.” {Jerome Gaudreau in La Tribune 5.Mar.14, ANR&P translation}
CMQR/SEARSPORT/EASTPORT: NEW TORRIFIED PROCESS

20 February, Augusta.  **CATE STREET CAPITAL IS CHANGING ITS TORRIFIED WOOD PROCESS**, according to a discussion at the Finance Authority of Maine board meeting this day.

Spokesperson Scott Tranchemontagne addressed the change in remarks in March, reporting that Cate Street Capital (dba Thermogen in Millinocket) now plans, instead of the $70 million microwave torrefaction plant using microwave technology of Rotawave Limited of Scotland, a $140 million plant using steam-thermal technology from Zilkha Biomass Energy Company of Houston like its Crockett, Texas, and Selma, Alabama plants.

The Zilkha plant would employ 50 people instead of 35 and more than triple the amount of pellets created and tree wastes used annually, Tranchemontagne said. It will use a variation of two manufacturing processes that have been around for decades: the Masonite process used to produce wallboard and the Kraft pulping techniques that make pulp for paper manufacture. “This is time-tested technology. This steam process has also been demonstrated in more of a large-scale demo project than Rotawave technology. Rotawave technology is fine: Nothing wrong with it. This allows us to increase our capacity, create more jobs and puts the company on a stronger financial footing from the get-go.

“It is is really, more than anything, a response to our potential demand. Our customers have told us they need to be assured that we could produce more. With the new technology, we can produce more tons annually more quickly.”

Still no start date

The Zilkha website stated its first commercial black pellet plant, built in Crockett in October 2010, is rated to produce 40,000 tons of pellets annually and has shipped to more than a dozen coal-fired electricity plants in Europe and North America.

Zilkha purchased the 500,000-metric-ton-per-year plant in Selma at a bankruptcy auction in May 2010. With 15 pellet mills, Zilkha will commission it in late 2014 as a 275,000-metric-ton-per-year plant, the company’s first full-scale commercial mill.

Tranchemontagne said building could begin in May or June. [The technology change probably explained why Tranchemontagne could not provide an estimated startup for the East Millinocket torrified wood project. The start, and resultant railing of the pellets to Searsport, would provide a boost to the new CMQR. Cate Street may build a plant in Eastport as well. Editor]

The state bond, financing and startup

The $25 million state loan guarantee, agreed to by FAME in 2012, may need modification due to the technology change. Cate Street is assembling private financing to complement that and the $19 million in new market tax credits the Millinocket project will receive.

East Millinocket ($657,900) and Millinocket ($2.3 million) officials said in January that the company owes both towns about $3 million in overdue property taxes. Tranchemontagne said he was unaware of the tax payment timeline.

“If they don’t do something soon,” Millinocket Town Council Chair Richard Angotti Junior said, “we will have to act.”

Angotti said the company he works for, Mid-South Engineering, is designing the torrefied wood project for Cate Street, but his work does not involve him in that process. He said he sees no conflict of interest because the council has not taken any votes involving Cate Street recently. He said he would decide when votes occur whether to recuse himself. {Nick Sambides in Bangor Daily News 7.Mar.14}

Great Northern power bill

[See article below about Cate Street's Great Northern Paper.]
PAN AM: POSITIVE FUTURE FOR MILLS?*

27 February, Portland. **INCREASED RAIL TRAFFIC COULD RESULT FROM A SWITCH TO BIOFUELS AND OTHER PRODUCTS**, according to presentations at a forum of the Environmental and Energy Technology Council of Maine, commonly referred to as E2Tech, held at the University of Southern Maine and titled 'Reinventing Maine's Pulp, Paper, and Forest Products Industries.'

**Maine Pulp & Paper Association: pulp up, paper down**

John Williams, president, pointed out that Maine's production of market pulp had doubled in recent years, while paper production has declined somewhat [see graphs and maps].

![Graph of Maine Market Pulp Production 1998-2011](image)

Old Town Fuel and Fiber (served by Pan Am)

Darrell Waite, process manager at Red Shield Acquisition, Inc, “doing business as Old Town Fuel and Fiber,” [privately held by Lynn Tilton's Patriarch Partners – see 08#10B] described the steps the company is taking to eventually produce commercial amounts of cellulosic ethanol. The mill is getting the necessary permits to begin construction on a demonstration project that will transform that wood pulp-derived sugar into 40,000 gallons of ethanol a day.

**Inbound wood.** Waite noted that receiving the high-cost wood in Northeast (he ranked US Southeast and South America wood costs as “much more attractive”) requires rail for delivery from northern Maine. [MMA delivers it to South Lagrange and OTFF drays it from there. *Editor*]

**Outbound pulp.** OTFF's 200,000-tonne capacity pulp mill (he ranked this “in the lowest quartile” of mills) utilizes by-products of the pulp process, and sells the pulp itself into the market to “a variety of customers around the nation.” Much of the pulp moves outbound by rail.

**Ethanol by rail.** Waite sees a 30-40% leap in rail once OTFF is producing in commercial quantities. The demonstration process will make 40,000 gallons a day, or “13 to 14 million gallons a year which will all move by rail.” [Using a 30,000-gallon tank car, that will generate 400 carloads a year. *Editor*]

**SAPPI Westbrook (served by Pan Am)**

In contrast to OTFF, Donna Cassese, manager of SAPPI's Westbrook mill, uses very little direct rail, only for some inbound chemicals [see photo].

Since the facility shut its pulp mill, it receives pulp by truck, either produced at the SAPPI paper mill in Hinckley, or at Irving's mill in Saint John. The Irving production is trucked from a nearby warehouse; “maybe it is railed there, I don't know,” she said.

Outbound, the facility ships its release paper via...
container which is drayed to New York. The release paper has a texture on its outer layer which is transferred to various products such as shoes to produce the final product.

Westbrook makes 40% of the world's release paper, which uses as its base paper made on the paper machine built in 1905. \textit{ANR&P coverage}

\textbf{ANOTHER FUTURE: POWER PRODUCTION? ETHANOL PRODUCTION?}

Maine's paper mills, facing an uncertain future, look away from commodity paper production. As described below, SAPPI Westbrook does rely on power sales as well as the niche of release paper; Great Northern seeks power sales to remain viable; Lincoln Paper and Tissue is moving only to tissue; and Old Town Fuel and Fiber looks to ethanol.

\textbf{SAPPI power sales}

Cassese said that SAPPI Westbrook, in switching from standard paper production to release paper, halted its pulp mill. Employment has dropped from 3000 to 340; of those, 41 belong to the “40-year club.” On the other hand, “I hired 10% of my workforce last year.”

The drop in paper and pulp production decreases the mill's use of power, so SAPPI can sell it into the grid. “Power sales are important to our viability.” Cassese detailed the mill's power sources as biomass 48%, construction and demolition waste 13%, and hydro 21%. She is concerned about competing for forest biomass in southern Maine. \textit{ANR&P coverage}
The Great Northern power controversy (served by MMA)
Cate Street Capital, the owner of the Great Northern mills in Millinocket and East Millinocket, has said it needs a revamping of the power arrangement before it can restart the East Millinocket facility. The Maine Legislature is considering bills which would change a 2002 law.

In 2002, the Maine Legislature adopted language barring the owner of several dams on the Penobscot River, Brookfield Renewable Energy Partners a subsidiary of Brookfield Asset Management, from selling power to any user but the Great Northern mills. Legislators intended that Brookfield, which owned the East Millinocket and Millinocket mills at the time, would keep papermaking a top priority, said State Representative Barry Hobbins (D, Saco) who now co-chairs the Energy and Utilities Committee. “The irony of this is the original [2002] bill was put in to ensure that the owner of both facilities wouldn’t just spin off the power part of it and then strip the mill and not have paper being made in the mill.”

Cate Street now would like permission to resell the power into the grid. Patrick Woodcock, Maine's energy director, declined to say how much Cate Street pays Brookfield per kilowatt-hour except that it was well below present market rates.

On 5 March, Brookfield's attorney told a legislative committee that it is willing to negotiate a profit-sharing agreement with Cate Street, but not until the mill restarts. He opposed the bill. {Nick Sambides in Bangor Daily News 12.Feb.14 & 5.Mar.14}

Lincoln stops paper production (served by Pan Am)
In 2013 Lincoln Paper and Tissue settled a dispute with the Federal Energy Regulatory Commission about electricity sales [see 13#11B].

A 2 November 2013 boiler explosion led Lincoln officials to shut down the paper-making at the mill indefinitely. It also lost its largest tissue-supply contract to a customer who will now source the tissue from Indonesia; the contract was fulfilled by 50% of the production of Lincoln's largest tissue machine.


OTFF suggestion: switch to ethanol
Waite pointed out pulp mills must run at 100%; their efficiency drops drastically if run less. Those paper mills which have an adjacent pulp mill can “bolt on” the OTFF process for biofuel production and thus utilize the pulp process even if the paper mill is not using all of the pulp production. {ANR&P coverage}
SLR: NO MORE BEANS?*

25 February, DC. **THE STB GRANTED SLR'S REQUEST FOR AN EXEMPTION TO DISCONTINUE SERVICE** on the line from Auburn to Portland, despite the opposition of the only remaining customer, B&M baked bean plant owned by B&G Foods North America. The Board set out the legal framework and the reasons for its decision [see 13#12B]:

Under 49 U.S.C. § 10903, a rail carrier may not discontinue operations without the Board’s prior approval. Under 49 U.S.C. § 10502, however, we must exempt a transaction or service from regulation when we find that: (1) continued regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101; and (2) either (a) the transaction or service is of limited scope, or (b) regulation is not necessary to protect shippers from the abuse of market power.

Even accepting the record evidence most favorable to B&G—that is, using B&G’s maximum estimated number of annual carloads on the Line (approximately 30) and reducing by half SLR’s estimated maintenance-of-way cost—the evidence shows that SLR would still operate at a net loss well into five figures in the forecast year.

Although the Board recognizes that B&G is likely to suffer some harm and added expense [by trucking], that by itself is insufficient to outweigh the detriment to the public interest caused by continued operation of uneconomic facilities, especially where transportation alternatives are available.

Because we find that continued regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101 or to protect shippers from the abuse of market power,[7] we will grant the discontinuance exemption.

**B&G option**
An [Offer of Financial Assistance] to subsidize continued rail service must be received by the railroad and the Board by March 7....
Each OFA must be accompanied by the filing fee, which currently is set at $1,600. Provided no OFA to subsidize continued rail service has been received, this exemption will be effective on March 27, 2014. {STB website, decisions page, Docket No. AB 1117X}

**SLR: B&G WANTS TO OFFER FINANCIAL ASSISTANCE**

6 March, DC.  **THE STB GRANTED A TWO-WEEK EXTENSION OF TIME TO FILE AN OFFER OF FINANCIAL ASSISTANCE**, in a decision by Rachel Campbell of the Office of Proceedings this day.

Joint SLR/B&G request

In a petition filed on 27 February, B&G, with SLR concurring, requested it have two weeks after SLR provided the necessary information to B&G to file the offer.

Campbell asked SLR to 'notify the Board when the information is provided.' {STB website, decisions page, Docket No. AB 11117X}

What financial information might make sense?

The Board noted B&G receives 30 carloads a year of beans from western Canada. Educated guesses based on the initial filing [see 13#11A] indicates that SLR is receiving about $500/car to operate from Auburn to Portland.² Crew costs come to $12,500/year, and other costs at $6500/mile per year [see 13#11A], for a total over the 24 miles of $156,000 + $12,500 = $178,500/year.

How much financial assistance must B&G offer? Thirty carloads * $6,000 carloads = $180,000, which would then compensate SLR.

If B&G is now paying say $4,000 per carload, it would need to pay $6000 more for each car, or $10,000 per carload.

Still, if B&G has to pay $5000/truck, and each car holds three trucks for a trucking cost equivalent of $15,000, B&G would come out ahead. Editor

**PAN AM – PORTLAND: NEW APPROACH TO IMT**

25 February.  **THE STAKEHOLDERS HAVE AGREED ON A COMPLETE REVAMPING OF GETTING RAIL TO THE INTERNATIONAL MARINE TERMINAL.** As John Henshaw, executive director of the Maine Port Authority which controls the IMT (though owned by the City of Portland) said: “This terminal expansion project represents the first time in 50 years that the port of Portland can fully realize its potential as a cargo port....The rail is no longer coming to the IMT; the IMT is going to the rail.”

The state has provided no definite date except later in 2014, or price. MDOT will present the project at a public hearing on 12 March, 6PM Portland City Hall.

IMT expansion

The IMT will add 12 acres to its existing 14, principally by acquiring them from Phineas Sprague's nascent boatyard. The new acreage, west of the Casco Bay Bridge, would become a wheeled container yard with direct rail access. [See map of earlier layout in 13#03B.]

The reconfigured boatyard

Sprague, who initiated his move from the East end to the West end waterfront by purchasing Pan Am acreage, will replace the acreage consumed by the IMT with additional purchases from Pan Am.

The rail layout and ownership

When complete, the state will have purchased the rail corridor from Cassidy Point (Sprague Energy's Merrill Terminal, a significant rail customer) to the IMT.

Pan Am will retain the freight operation on the corridor; it will continue to supply gas to Unitil, and to

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²Applying the 100 carloads/mile/year rule of thumb to keep a line viable, and the 24 miles, SLR would need 2400 carloads * $500 = $1,200,000
serve the IMT directly.

**How the deal was constructed**

Since the announcement that rail would extend to the IMT in spring 2013, negotiations proceeded on how to move the rail through Sprague's boatyard [see 14#01B]. The state and Sprague came to loggerheads over the price, and agreed that Portland would by eminent domain take the necessary land to expand, and the eminent domain process would set the price. {Tom Bell in Portland *Press Herald* 27.Feb.14}

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**Massachusetts**

**MASSDOT: five-year plan for freight rail**

19 February, Boston. *An overview of the freight rail projects in MassDOT's five-year capital improvement plan* (CIP) was given by Jody Ray, the department's deputy rail administrator. Of the 32 projects in the table of Rail and Transit Division [see below], some 16 line items concern freight rail.

Secretary Davey noted in his 12 February remarks to the MassDOT Board of Governors before it passed the 2014-2018 Capital Improvement Plan that day, that he had testified in favor of the transportation bond bill now at the General Assembly.

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Adams branch
The line has $3.3 million for 2014, $1 million for 2016, and $1 million for 2018, the last year. Total: $5.3 million.

Ray said the department is currently negotiating with Pan Am for purchase of the line [see 13#02B]. Not only will the railroad continue to serve the two existing companies Specialty Minerals and Holland Chemical, but two fuel oil customers there could use rail.

“Pan Am has been a great partner,” said Ray. “They can work with getting access to the branch Monday through Friday noon” leaving Berkshire Scenic to operate Friday afternoon through Sunday.

He foresees this deal and the Knowledge Corridor agreement [see below] finished at the same time.

CPF-385 reconfiguration
Ray said this concerned the intersection of the ConnRiver line, where the Knowledge Corridor's *Vermont* will run, and Pan Am Southern's Patriot Corridor. While the existing Knowledge Corridor will permit the *Vermont* to operate, the two rail lines have “a limited ability to connect.”

The $5 million ($2.5 million in 2016 and again in 2017) will pay for this.

Fall River line (Berkley to Fall River RI state line)
Ray said bridge construction has forced traffic along Route 79 onto a detour which crosses the rail line five times. Funding here will rebuild the Wharf Yard, off which flour is transloaded for Gold Medal [see 12#10A] on the Fall River Pier. In addition, hazmat cars for Borden Remington use the line. [See IRAP article.]

The CIP supplies $1.5 million in 2014 and $500,000 in 2015.

Framingham Secondary (CSXT ownership)
The CIP has two line items:
Framingham Secondary (10 crossings) $5 million

Ray explained that MassDOT is negotiating with CSXT for purchase of the Secondary. That will help the effort to serve Foxboro along with actual commuter rail service. While the T has served special events at Foxboro, it has done so at 10 miles per hour. As Ray said, “You don't want to invest money in someone else's line.”

IRAP
See other article.

Knowledge Corridor
The $17 million represents the price to purchase the Pan Am Southern line from Springfield to East Northfield. Ray said that negotiations on the deed conveying the property are complete; the deed is not yet executed. MassDOT will send a new draft of the operating agreement, governing PAS use of the line, to PAS on 27 February.

The completion of the deal “will probably happen on the same schedule as the Adams transaction.” [See above.]

Maintenance Depot Knowledge Corridor
The $950,000 in 2014 will purchase property and a building from a private owner in South Deerfield to store track materials for the Knowledge Corridor operation. MassDOT prefers its own site, rather than use part of the large Pan Am operation in East Deerfield. The facility was originally built to service buses, then propane delivery trucks and septic pumping trucks. It lies on the ConnRiver line; a siding into the site will be added.

[Aerial photography reveals several parcels with rail spurs, including one current customer, Harris Rebar. The Town of Deerfield Assessor's Office reported that in early February MassDOT did buy the

THE THORNDIKE CURVE, 1957
The New York Central Employee Timetable of April 1957 lists the following speeds for the local between Palmer, where the NYC operated what is now the CSXT main line, and Winchendon.

<table>
<thead>
<tr>
<th>Location and Curve</th>
<th>Speed (mph)</th>
</tr>
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<tbody>
<tr>
<td>Palmer and Winchendon</td>
<td>25</td>
</tr>
<tr>
<td>Palmer, curve, M.P. 0.17 and M.P. 0.20</td>
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</tr>
<tr>
<td>Palmer, E. Main St</td>
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</tr>
<tr>
<td>Thorndike curve, M.P. 4.1 and M.P. 4.4</td>
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<tr>
<td>Whipples, curve, M.P. 5.8 and M.P. 5.9</td>
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<tr>
<td>Ware, curve, M.P. 11.7 and M.P. 12.2</td>
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<tr>
<td>Gilbertville, curve, M.P. 15.7 and M.P. 16.1</td>
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<tr>
<td>Creamery, Fish Brook Crossing, M.P. 18.0</td>
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<tr>
<td>Williamsville, curve, M.P. 34.8 and M.P. 36.1</td>
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<tr>
<td>Baldwinville, curve, M.P. 42.2 and M.P. 42.5</td>
<td>20</td>
</tr>
<tr>
<td>Waterville and Winchendon, curves, M.P. 47.7 and M.P. 49.2</td>
<td>20</td>
</tr>
</tbody>
</table>
MassCentral
This has two separate line items:
'Mass Central $2 million
'Mass Central line (Palmer-Barre) $2.5 million in 2014, $3 million in 2015, and $1.5 million in 2016.
Ray said the state has not invested funds into MCER's state-owned lines “since the mid-1980s.” The funds will pay for ties, and utilize some relay rail from the Knowledge Corridor project.
MCER has “had a half dozen derailments on the Thorndike curve,” a three-quarter mile stretch [see box]. These funds will do this work, among other improvements.

New Bedford line (Taunton-New Bedford)
$2 million in 2014, and $750,000 in 2017.
This continues the work started in 2013 [see 13#12A].

Providence & Worcester passenger rights
The railroad has two line items
'P&W' $1 million in 2014.
Ray would say only that MassDOT and PW are “finding a way to acquire passenger rights on PW property.”

Pan Am Worcester yard
'Pan Am' $1 million in 2014.
MBTA is seeking layover room in Worcester for its new passenger service. Pan Am owns a yard south of Barbers on Garden Street which might work; it former served as a Boston & Maine engine facility, Ray said. A spur runs out of it, under I-290, to a fuel company not currently served by rail. [As the photo illustrates, the funders of I-290 spend a lot of dollars to raise I-290 over that spur. Let us hope the dollars pay off. Editor]
The T and Pan Am are discussing the deal. Ray pointed out that with four railroads (MBTA, PW whose track runs past enroute to Gardner, Pan Am which owns the property, and CSXT which uses the track to reach the Barbers interchange point with Pan Am), it was not simple.

Wachusetts Extension
See IRAP article. {ANR&P interview}
MASSDOT: IRAP FUND*

19 February, Boston. THE CAPITAL INVESTMENT PROGRAM CALLS FOR $3 MILLION PER YEAR FOR THE NEXT FIVE YEARS FOR IRAP, the Industrial Rail Access Program. Its first year was funded by the 2012 Transportation Bond Bill, and the 2013 announcements occurred on 30 April [see 13#05A].

Status of 2013 IRAP awards: Omnova
Jody Ray, MassDOT deputy rail administrator, said this day that MassDOT had issued notices to proceed for most of the 2013 awards. NECR was signing the appropriate paperwork this day.

Wachusett spur for Omnova, funding. The 2013 IRAP grant funded the spur itself, total cost $559,859. The CIP [see other article] includes $200,000 in 2014 for, Jody Ray reported, a switch off the new station track. {ANR&P interview 19.Feb.14}

Work on the Wachusett extension itself, which extends the MBTA service to the new Wachusett station and creates a new MBTA layover facility [see smaller-scale map], began in 2013. {MassDOT website}

Industrial spur. Tom Cleveland, operations site manager for Omnova, explained that the company has pursued the rail spur since 2009. It will not only give Pan Am rail service to the company, but also reduce truck traffic by 700 moves a year inbound and outbound, helping both the environment and town traffic.

He anticipates chemical rail traffic moving both inbound and outbound, and estimated between 200 and 250 carloads a year.

Asked whether Pan Am or a rail contractor will build the spur, Cleveland said his company is deciding that now, in discussions with Pan Am. {ANR&P discussion 26.Feb.14}

The 2014 IRAP awards
In an unpublicized process, MassDOT issued a Request for Applications on 5 November 2013, with a response deadline of 20 December.³ The text stated that Mr. Ray is the individual ‘responsible for evaluating and recommending eligible projects.’ Support of local officials is a key criterion.

Ray said that the department is currently vetting the applications, which will go to Secretary Davey for ultimate approval. They would expend $2.8 million of the total $3 million available. “All but

³ A search of the web by myself and a colleague revealed no mention of the 2014 process, and ample coverage of the 2013 awards. Editor
one appear to comply” with the requirements. The one:

Borden Remington. The application from this Fall River company [see map] was incomplete. MassDOT requested more information, but did not receive a response. {ANR&P interview}

**GU: PROPANE TERMINAL**

28 February, DC. **GU FILED MORE INFORMATION ON ITS FINANCES** to illustrate to the Board that it could build and operate the proposed propane terminal, and therefore invoke federal pre-emption.

The filing, requested when the Board opened a proceeding on the propane terminal [see 14#01B], noted 'the longer the project has been delayed, the more favorable the financial picture for G&U has become.'

**Carload increase**

'G&U handled only 608 carloads in 2011, and in 2012 the volume increased to 1180 carloads. In 2013, G&U actually handled an even greater volume of carloads – 1662. This upward trend in business has continued into 2014, and G&U anticipates that it will handle approximately 2500 carloads of traffic in 2014, even without any propane transloading business.' {page 8}

**Cash flow and Jon Delli other cash**

'At any given time, the total amount of free cash on hand in all of the companies owned by Mr. Delli Priscoli [the owner of GU] is in the range of $2-3 million. Mr. Delli Priscoli is the owner of a number of real estate companies, including, for example, Mountaintop Corporation and Foothills Corporation. These 2 companies own fully-tenanted commercial buildings totaling approximately 175,000 square feet with a total value of approximately $15 million. These companies have substantial equity and cash flow to enable them to provide funding, either on a short-term or long-term basis, to G&U for purposes of completing the construction and commencing the operation of the propane transloading yard.' {page 9}

**Propane demand**

'The demand for propane in New England remains strong. Recently, propane prices in New England have been relatively high as a result of transportation and distribution issues. The domestic production of propane is, however, adequate to supply the demands of the market. These factors support the conclusion that G&U will be able to realize the projected annual volume of 1500 to 2000 carloads of propane at the facility even without any guaranteed minimum contracts with propane suppliers or purchasers. Consequently, the current cash flow of G&U from its growing, non-propane business base, augmented by new revenues from the propane business, will be more than adequate to provide the basis for conventional, third-party account receivable financing.' {page 10}

The new terminal will be a 'step in adding to the capacity of the rail system for transportation of propane and furthering the public interest in being able to have access to adequate supplies of propane at reasonable prices.' {page 13} {STB website, filings page, Finance Docket #35752}

**PAN AM: A WISH FOR A RESPONSE**

7 March, Westford. **THE TOWN MANAGER ASKED STATE AND FEDERAL REPRESENTATIVES TO INTERVENE IN ITS BROKEN RELATIONSHIP WITH PAN AM RAILWAYS** and 'protect our residents and public water supply.' In a letter to U.S. Senators Elizabeth Warren and Ed Markey, U.S. Representative Niki Tsongas, State Senator Eileen Donoghue and State Representative James Arciero, Town Manager Jodi Ross recalled the 19 February derailment of five Pan Am cars, two of which carried liquid petroleum gas [see 14#02A Regional].

'Numerous attempts have been made by our town officials over the past several years to address with Pan Am our public health, public-safety and environmental concerns regarding this ongoing issue, and there has been no improvement,' Ross wrote.
The selectmen, our emergency management team and I feel the inaction of Pan Am following this train derailment is irresponsible and unacceptable, particularly in view of the potential for a hazardous materials release or another catastrophic event. We are extremely concerned that Pan Am officials evidently feel they can conduct their business quite independently, with few apparent controls, accountability or consequences for their inactions.

What can be done to help us receive better communication from Pan Am, and force them to take appropriate safety precautions to protect our residents and our aquifer? Please let me know how you may assist us as we seek to protect our residents and public water supply from any future occurrences.'

Pan Am responses
Pan Am Vice President Cynthia Scarano did not return a call seeking comment on the letter. She earlier told The Sun she would have called the town had it been an urgent matter. Scarano stressed that no one was in any danger after the derailment.

Answering complaints shortly after the derailment that Pan Am often parks its trains near houses and the Stony Brook aquifer with engines idling, Scarano confirmed that there is a "holding track" near that area, but she stressed that Pan Am closely follows all safety regulations laid out by the Federal Railroad Administration.

Ross thinks otherwise. She sent Westford police knocking on residents' doors to warn of a possible evacuation if materials leaked. She also set up shelter areas. The state Department of Environmental Services and the Environmental Protection Agency were also called to the scene to provide oversight.

State Senator Eileen Donoghue (D, Lowell) said on 7 March the recent situation in Westford with dangerous substances is a "grave concern." She said her office has been working on scheduling a meeting with Pan Am to get a "discussion and dialogue going. I'd be very happy to get together with them and get the conversation going. The lack of notification to local authorities was very concerning, and we need to sit down with them to discuss this serious situation." {Rick Sobey in Lowell Sun 8.Mar.14}

PVRR: EMBARGO*
24 February, Holyoke. PVRR HAD TO EMBARGO ITS INTERCHANGE WITH PAN AM due to a bridge failure. Mike Rennicke, PVRR general manager, wrote this day: 'We did completely re-deck the bridge [see photo in 10#11B]. The problem is structural. The steel deck bracket failed and allow the bridge to shift off center. We are waiting for better weather before we make repairs.

'As we did for many years, all traffic is moving over the CSX interchange.' {e-mail to ANR&P}

MASSACHUSETTS PORTS: NO $, NO PRIORITY*
19 February, Boston. THE MASSACHUSETTS PORTS COMPACT PROCESS WILL PRODUCE NEITHER A FUNDING SOURCE NOR A TASK ALLOCATION, according to speakers at the 'Waterfront Development in Massachusetts Ports – Changing Landscapes' presentation, organized by the Ocean and Coastal Resources Program of the Environmental Business Council [see ad].

Funding source
Each of the speakers noted her or his need for funding specific port projects. Jeffrey Stieb, executive director of the New Bedford Harbor Development Commission, repeated his note about funding of November 2013 [see 13#12A]. He also reported that the Capital Improvement Plan approved by MassDOT's directors on 12 February contained no funding for maritime projects.

Deborah Hadden, port director of the Massachusetts Port Authority, underscored the seaport's dependence on airport income, and the fact that Massport as a whole supports itself with fees and other income.

4My thanks to the law firm of Brown & Rudnick for hosting the meeting, and to AMEC (a focused supplier of consultancy, engineering and project management services to its customers in the world's oil and gas, mining, clean energy, environment and infrastructure markets) for sponsoring the event.
Version 8 of the draft recommendations for the 'Ports of MA Strategic Plan'
The five ports of the Massachusetts Ports Compact [see 13#12A], along with MassDOT, are writing the Strategic Plan
which, according to Stieb, is due in March. The latest draft as found on the MassDOT website shows how governance
would work, but fails to prescribe any funding source. Excerpts:

Statewide Policy & Governance Structure. A permanent, cabinet-level, maritime-specific council to focus on statewide
policy, with the following features: (1) Chaired by Secretary of MassDOT, with Secretaries of Energy & Environmental Affairs
and Housing & Economic Development as members; (2) Massport and local port representation; (3) consolidates Ports
Compact, Seaport Advisory Council, and Ferry Compact; (4) a mission statement aligned with permanent, statewide ports
policy issues.

   Responsible party: MassDOT, with EOEEA and EOHD

Notes. This reflects an over-arching finding of the Ports Strategic Plan: statewide port policy lacks a Cabinet-level home.
The Ports Compact represents the five "Compact Ports" , while the Seaport Advisory Council represents all cities and towns
with potential Seaport Bond projects. The proposed Maritime Council would combine the two, along with the Ferry Compact
to address ferry services statewide. A detailed recommendation as to membership will be included in the final report; in
addition to the three Secretariats, Massport, and the five Compact Port municipalities, membership would likely include
other coastal municipalities on a rotating basis and the chairs of the Joint Committee on Transportation.

Jurisdictional Transition. Focus on addressing need for steady funding sources and consistent port management,
including: (1) ownership of state piers transferred to MassDOT, with individual operating agreements determined on a port
by port basis (MassDevelopment contract for Gloucester would stay; could be replicated in Fall River and New Bedford or
contract could be with City and/or HDC); (2) Seaport Bond and other maritime funding moves into MassDOT overall bond
cap/authorization.

   Responsibility party: MassDOT with DCR

Notes. This reflects the view, articulated by New Bedford and Fall River, that current state pier management is inconsistent
and difficult for communities and Commonwealth. The roles of the New Bedford Harbor Development Commission and the
City of Fall River with respect to State Pier management and other points of intersection with state ownership would be
reviewed.

Niche of each port
Asked whether the Ports Compact process led to any allocation of roles among the five ports in the Compact,
Hadden said: “I thought it would be a discussion for the ports compact process, but it has not become that.”

Stieb noted that the ports have already sorted themselves out: “There's not that much competition.”
Gloucester is centered on ground fish. New Bedford handles scallops, and plans on a role supporting marine
wind farms. Boston does containers and petroleum. [The other two ports, Fall River and Salem, were not
represented at the meeting. Editor]

Sara Garcia, harbor director for the City of Gloucester and the third speaker at the meeting, believed that
the Ports Compact would ponder “how does the Commonwealth look at where to invest?” as the Seaport
Advisory Council fades into MassDOT.

Coordination and the future of the Seaport Advisory Council
Stieb talked about how the Commonwealth would handle ports management. While the Seaport Advisory
Council was created with that goal, the management looks as though “it's going to MassDOT.”

He noted that when Lieutenant Governor Tim Murray, ex-officio chair, left in 2013 [under a cloud; he
now serves as CEO of the Worcester Regional Chamber of Commerce], MassDOT Secretary Davey became
chair.

The last round of grants, totalling $18 million, was devoted to relatively small projects at 10 different
seaside communities. “When Seaports starts getting asks from every seaport, it dilutes a marine transportation
strategy.”

Stieb hoped that the administration decided soon on “who looks at maritime business across the state.”
The administration should “roll that decision out, and make it final. I hope it finds a home in DOT.” And, that should happen before the election, so that the next administration cannot quickly change the decision. {ANR&P coverage}
Next step on 10 March
The Town of Newington must grant Sea-3 permission to proceed with the expansion of the terminal. The Town has the plan under its Site Review process and will hold the next meeting 10 March. {Jeff McMenemy in seacoastonline.com 3.Mar.14}

Sea-3 letter to FRA
On 27 February, Sea-3 General Counsel Fred Lowenfels responded to a request to the FRA to inspect the relevant tracks: 'We strongly support the request of Senators Shaheen and Ayotte and Congresswoman Shea-Porter to the FRA to conduct an inspection of the Newington and Portsmouth Industrial Tracks and also welcome the FRA's attendance and participation in a public hearing to discuss track safety at the upcoming hearing regarding Sea-3's permitting application to be held on March 10, 2014 at Newington Town Hall.' {text posted on City of Portsmouth website}

VERMONT

VRS: NO MOVE OUT OF RUTLAND
6 March, Rutland. THE NEW DRAFT OF THE RUTLAND CITY MASTER PLAN ELIMINATES LANGUAGE ABOUT THE RAIL YARD RELOCATION. The Charter and Ordinance Committee, a subset of the Board of Aldermen, met with the city Planning Commission as the commission handed over the draft of the updated plan. State law requires an updated master plan every five years. Planning Commission Chairman Jack Facey said his group spent the last year working on the update with the Rutland Redevelopment Authority.

“The relocated railyard has fallen by the wayside,” Facey said. “There was a lot of language that referenced that five years ago. We’ve eliminated it.” Facey said the plan has language allowing for improvements to the current railyard behind Price Chopper. {Gordon Dritschilo in Rutland Herald 7.Mar.14}

More in a future issue.

MARITIMES

HALIFAX: G6 NEW ROTATION*

'I believe it’s a rebranding of the existing PAX service calling our terminal now,' wrote Ceres Vice-President Calvin Whidden. 'The additional lines on the vessels may bring more volume if the vessels allocate space for Halifax.'

The G6 began calling Ceres in June 2013 [see 13#03B] {e-mail to Peters 25.Feb. 14}

RAIL FREIGHT FACILITIES

Described in this issue.
B&G Foods (SLR, Maine) May subsidize rail.
Eimskip (Pan Am, Maine) MDOT plans rail access.
Global Partners (CP, New York) Local resistance to crude.
Great Northern (CMQR, Maine) Needs new legislation to restart.
GU Propane (GU, Massachusetts) Has enough funds to build terminal.
Irving Oil (Pan Am, Maine; CN, New Brunswick) Crude oil moves.
NL Industries (SNC, New York) Possible aggregate move.
Old Town Fuel & Fiber (Pan Am, New York) Cellulosic ethanol could boost rail traffic.
Omnova (Pan Am, Massachusetts) IRAP to build spur.
Sappi Westbrook (Pan Am, Maine) Some rail traffic.
Sea-3 (Pan Am, New Hampshire) Towns concerned.
Thermogen (CMQR, Maine) Switching torrified processes.
Weitsman (CP & CSXT, New York) Port of Albany scrap yard.

Atlantic Northeast Rails & Ports, née Maine
RailWatch (1994-1997) and later Atlantic RailWatch (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. ‘No railroad is an island, entire onto itself.’

FORMAL E-ISSUE