

## SENT ON BEHALF OF TONY DE THOMASIS, PRESIDENT AND CEO

\*Please share with Committee members

Senators,

I have very recently been made aware of proceedings of the Senate Committee on Energy, the Environment and Natural Resources regarding Bill C-248.

As the President and CEO of Morterm Limited and Essex Terminal Railway, a major cargo terminal at Port Windsor and shortline railway in Windsor-Essex, I have serious concerns and questions about the impact of Bill C-248 on the rail corridor that operates within the park boundaries defined by Bill C-248.

Hundreds of jobs in the agricultural, steel, aluminum, finished vehicle handling, project cargo, and manufacturing sector depend on that rail corridor. The Essex Terminal Railway ('ETR') provides daily service connecting mainline railways, Canadian National Railway, Canadian Pacific Kansas City Railway and CSX in the United States to local business dependent on rail transportation. Rail is the main contributor to the flow of goods in and out of Canada, and our rail line connects not only with the main lines within Canada, but also the United States, providing connectivity to global markets– the key to competitiveness. ETR and Morterm Limited (a multimodal terminal) handle just under 20,000 railcars per year (all our customers).

ETR is the **only** rail line in this region which provides access to global markets for our three main customers, and Bill C-248 would have a significant negative impact on their business, as rail is an important part of their ability to provide imports/exports. These negative impacts would in turn form a ripple effect, also negatively impacting Windsor-Essex, the St. Lawrence Seaway, the Great Lakes System, and all of Canada as rail is still a significant mode of transportation.

I would appreciate the opportunity to provide my testimony and my concerns to the Committee.

Warmest Regards,

Tony De Thomasis  
President and CEO  
Essex Terminal Railway  
Morterm Limited