

I will try to address, very briefly, your six questions.

1. Yes, the facility will be built on what is now farm land. So was Mercedes, Honda, and every other industrial development project. Fortunately we have ample farm land in this country that we can still have progress and economic development to provide jobs for our citizens. Wherever such a facility is located, it will be on farm land of some type.
2. Your number 2 is inaccurate and misleading. I believe the nearest corner of the parking pad is some 450' from the school. You may have a reference from a preliminary site location which had the school closer. The corner that is closest to the school is the least used and least active of the entire developed site. The major point of activity is the entrance gate for the trucks and that is almost a mile from the school. The school site was selected at the very edge of the property where the adjacent land was undeveloped and is only 1,100 feet or so from a main line railroad track. When the berms and fencing are completed, the school and children will be even more protected than they are now from the main line track.
3. (Your number 4) It is true that there will be about 400 trucks each way on McAshan road after the facility is complete. In terms of traffic count, 800 vehicles per day is very low. I do not know what the present traffic count is but traffic studies will be made and I am sure the State DOT, Jefferson County, the City of Bessemer and NS will come together to make necessary improvements. McAshan is already an industrial road with truck traffic. And is only 1.4 miles from the interstate. That is one factor which makes this location attractive. The character of the road will not change. This might provide an opportunity for some improvements to be made which might already need to be made.
4. (Your number 5) The amount of emissions from this facility from all sources will not be significant. They are so low that it is clear that all EPA standards will be easily met, even as applied to children and people with illnesses or frailties. I hope you not take my word for this but come to the meeting tomorrow to get a thorough briefing.
5. (Your Number 6) It is clear that there is presently significant industrial activity between McAshan Drive and the site of the facility. The Jeff Met Park adjoins the intermodal facility and is separated only by the railroad tracks. There is another private industrial park closer to I-59/20. Due to the importance to the national transportation system, railroads are exempted from local planning and zoning. The Federal Surface Transportation Board regulates railroads, in addition to state and federal environmental regulations and permitting.
6. (Your number 7) Actually, there is noise at this location. Noise monitoring has taken place and the "ambient" noise is actually greater than the noise that will be generated by the facility. I again hope you will come talk to the experts about this if it is a concern.

It is true that our experience has been that property values in general have not decreased near an intermodal facility. We have observed short term examples where sales might be slow either from the economy or from negative news during development. In every case I know of, property values are much more reflective of economic times.

It is my understanding that there will be a closed "emergency" exit planned which might come out on Eastern Valley Road. There is not likely anything that would happen

on the facility that could cause that to be used but, for example, if there were a derailment on the main line that blocked access to McAshan road, then there would be an alternative access. I do not believe the location of that access has been determined but it would not be routinely used and very little noticed.

Emergency procedures for school and community: Due to the fact that toxic inhalant chemicals are not allowed on intermodal facilities, there is very little chance of there having to be an evacuation as a result of anything that happens on the facility. There really is no difference in risk that there could be a main line derailment that would cause a release on a regular train. That chance is also remote and I would be surprised if the school or community has a plan for that even though the main line is only a little more than 1,000 feet from a busy main line track. The school and community chose to locate there because it is really a low risk.

The reason for confidentiality is mainly for competitive reasons and to avoid land speculation. We did make it public as soon as the site was selected and the land acquired. We are seeking community input and have already made significant revisions based upon some of the input. (For example, the nearest corner of the parking area has been moved to the point it is now some 450 feet from the school). (Also berms and sound walls).

I had hoped to be more brief. I have sincerely tried to address every issue you raised. We have been very direct and open and provided truthful and accurate information to the best of our ability. I hope you will attend the meeting tomorrow to obtain more detailed and in depth information. I look forward to meeting you then. I will be glad to discuss in more detail or to steer you to persons much more knowledgeable and expert.

John Baker

AVP - Government Relations, Southern Region

770 Washington Avenue, Suite 192

Montgomery, AL 36104

Cell: 334-202-2125

Work: 334-262-7602

e-mail: john.baker@nscorp.com