

UNITED STATES BANKRUPTCY COURT  
DISTRICT OF MAINE

In re:

MONTREAL MAINE & ATLANTIC  
RAILWAY, LTD.,

Debtor.

Bk. No. 13-10670  
Chapter 11

**DECLARATION OF SHELL TRADING (US) COMPANY IN SUPPORT OF  
CONFIRMATION OF TRUSTEE'S REVISED FIRST AMENDED  
PLAN OF LIQUIDATION DATED JULY 15, 2015**

I, Zena Habal, pursuant to 28 U.S.C. § 1746, state as follows:

**Introduction**

1. This Declaration is submitted in support of confirmation of the *Trustee's Revised First Amended Plan of Liquidation Dated July 15, 2015* [Docket No. 1495] (the "Plan").<sup>1</sup>

2. I am Legal Counsel - Litigation with Shell Oil Company, signing on behalf of Shell Trading (US) Company ("STUSCO"). STUSCO is registered at 1000 Main, 12th Floor, Houston, TX 77002. I am authorized to make this declaration on STUSCO's behalf.

3. All facts set forth herein are based on my personal knowledge without waiving any attorney-client privilege, on information supplied to me by others within the STUSCO organization, upon my review of relevant documents, or on my opinion based upon my experience and knowledge of STUSCO's operations. If I were called to testify, I could and would testify competently to the facts set forth herein.

**Relevant Background**

4. On July 6, 2013, an unmanned eastbound train operated by Montréal Maine & Atlantic Railway Ltd., the above-captioned debtor ("MMA" or the "Debtor") and/or MMA

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<sup>1</sup> Capitalized terms not otherwise defined herein shall have the meanings ascribed to such terms in the Plan and/or the Revised First Amended Disclosure Statement for the Trustee's Plan of Liquidations Dated July 15, 2015 [D.E. 1497] (the "Disclosure Statement").

Canada, comprised of five (5) locomotives and seventy-two (72) railcars carrying crude oil, derailed in Lac- Mégantic, Quebec, Canada (the “Derailement”). STUSCO is presently a defendant in at least three lawsuits in federal and state courts connected with the Derailement.

5. STUSCO is included in the definition of “Released Parties” under the Plan and accordingly, will be the beneficiary of the Releases and Injunctions contained in the Plan if confirmed.

### **The Plan Releases and Injunctions**

#### **A. MMA and STUSCO Share an Identity of Interest with Respect to the Claims Covered by the Releases and Injunctions**

6. As I previously stated, STUSCO is presently a defendant in at least three lawsuits in federal and state courts connected with the Derailement.

7. STUSCO may have claims against MMA for, *inter alia*, contribution. Absent confirmation of the Plan and the effectiveness of the Releases and Injunctions contained therein in favor of STUSCO and its affiliates, STUSCO intends to pursue its claims against the MMA estate.

8. In addition, STUSCO may have claims against various other contributing parties for, *inter alia*, contribution and indemnity for any liability arising from the Derailement. In turn, such contributing parties have or may have claims against the MMA estate for, *inter alia*, contribution and indemnity for any liability arising from the Derailement. Thus, any claim asserted by STUSCO against another contributing party would serve to increase the size of such contributing parties’ claims against the MMA estate.

#### **B. STUSCO Has Contributed Substantial Assets to the MMA and MMA Canada Estates**

9. STUSCO engaged in substantial settlement negotiations with Robert J. Keach, trustee for the Debtor’s Chapter 11 Case (the “Trustee”). After several weeks of good faith,

arm's-length negotiation, STUSCO agreed to contribute to the settlement fund formulated by the Trustee for satisfaction of Claims against the Debtor, subject to the terms and conditions of the Plan Support and Settlement Agreement (the "Settlement Agreement"), which terms and conditions include the requirement that the Releases and Injunctions become effective.

10. The Settlement Agreement with the trustee will enable the multiple parties to largely avoid the expense and delay of protracted litigation relating to alleged liability for the Derailment. That being said, STUSCO believes it has strong legal and factual defenses to all claims relating to the Derailment.

11. It is thus by no means certain that MMA's Derailment creditors would be able to realize through litigation the significant value that will be contributed by and on behalf of STUSCO to the MMA estate pursuant to the Settlement Agreement, and certainly would not be able to realize any recovery whatsoever from STUSCO without incurring the delay, expense and risks of litigation. Under these circumstances and by any measure, the total settlement contribution to the MMA estate by and on behalf of STUSCO is "substantial."

**C. The Releases and Injunction are Essential to the Success of the Plan**

12. The Releases and Injunctions apply to STUSCO. The Settlement Agreement requires STUSCO to receive global releases and injunctions protecting them from any and all claims by anyone that was related in any way to MMA or the Derailment. The global releases and injunctions required under the STUSCO Settlement Agreement are to be achieved through confirmation of a plan in MMA's bankruptcy case.

13. STUSCO negotiated and entered into a settlement on the condition that any settlement was a final settlement of all MMA and Derailment-related liability—not only that of STUSCO, but also any potential liability of related parties, STUSCO's direct and indirect

affiliates and their present and former officers, directors, agents, and employees. STUSCO thus agreed to make its significant contribution to the MMA estate.

14. STUSCO expects that as a result of the settlement, it will be protected from (a) further third party claims brought by the Derailment victims and (b) any and all contribution, indemnity and other claims relating in any way to the Derailment. A settlement that did not include STUSCO's corporate affiliates, officers, directors, agents and employees would leave STUSCO related entities and individuals at risk for future suits, because there is a subset of possible claims as to which the statute of limitations has not run. This could obviously make STUSCO vulnerable to future claims, and STUSCO settled under such circumstances. Thus, the third party releases and injunction were critical to achieving the proposed settlement, which will not be effective if the Plan is not confirmed with the Releases and Injunctions.

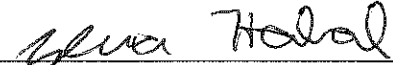
15. In light of STUSCO's strong defenses to liability, it is by no means certain that MMA's Derailment creditors would be able to recover any amounts whatsoever from STUSCO if the Plan were not confirmed and the Releases and Injunctions contained therein were not made effective.

16. Finally, I, on behalf of STUSCO, fully support confirmation of the Plan.

*[signature page follows]*

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge, information and belief.

Dated: September 21, 2015

  
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**ZENA HABAL**  
Legal Counsel - Litigation  
Shell Oil Company, signing on behalf of Shell  
Trading (US) Company