



LOUISIANA CHEMICAL ASSOCIATION

DAN S. BORNÉ
PRESIDENT

March 24, 2005

The Honorable Mary Landrieu
United States Senator
702 Hart Senate Building
Washington, D.C. 20510

VIA FACSIMILE

202-224-9735

Dear Senator Landrieu:

We, the Board of Directors and management of the Louisiana Chemical Association, are writing to request that you be an original co-sponsor of legislation to correct a problem that is adversely affecting the competitiveness of Louisiana chemical facilities. Today, many Louisiana chemical plants are subject to unrestrained railroad monopoly power either at the plant in Louisiana, at the facilities of our customers or at points in between. The resulting outrageously high transportation rates and poor service is putting Louisiana chemical facilities and our employees at a competitive disadvantage in a fiercely competitive global chemical market.

In the House of Representatives, Congressman Richard Baker, along with Congressman Jim Oberstar, the Ranking Democrat on the House Transportation and Infrastructure Committee, intend to introduce on April 20th the Railroad Competition Improvement and Reauthorization Act. Also on April 20th, Senators Conrad Burns, David Vitter, John D. Rockefeller and Byron Dorgan intend to introduce the Railroad Competition Act of 2005. Please co-sponsor this critically important legislation.

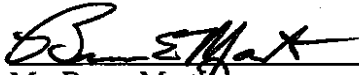
Even though the railroad industry was deregulated in 1980, the railroads continue to enjoy an exemption from important parts of the antitrust laws of the nation. The protections Congress put in place in 1980 to protect "captive" rail customers from unrestrained monopoly power simply aren't working. Since 1980, the nation's major railroads have consolidated from over 40 to 5; the agency that was charged with implementing railroad deregulation, the Surface Transportation Board, has allowed the railroads to avoid competition by blocking rail customer access to competing railroads; and the rate protection process at the STB is broken.

The legislation to be introduced in both the House and Senate on April 20th will allow rail customers to have access to competing railroads and will improve the rate protection process at the STB. The legislation does not re-regulate the railroads, but rather strengthens the national rail transportation system through increased exposure to competition.

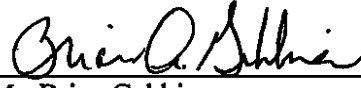
We hope that you will join Congressman Baker and Senator Vitter in co-sponsoring this important captive rail legislation, which has been endorsed by Governor Blanco. We cannot maintain and grow a robust Louisiana chemical industry employing thousands of Louisiana citizens without access to efficient and reasonably priced rail transportation.

Very truly yours,

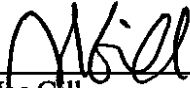
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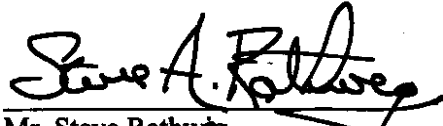
Mr. Bruce Martin
Plant Manager, Vulcan Chemicals
LCA Chairman



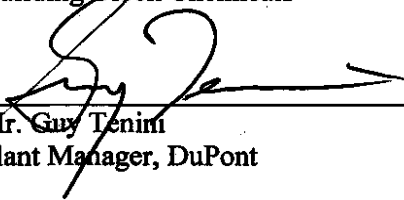
Mr. Brian Gebbia
Plant Manager, Air Products
& Chemicals



Mr. Jas Gill
President, Cytec
Building Block Chemicals



Mr. Steve Rathweg
Plant Manager, Shell Chemical Co.



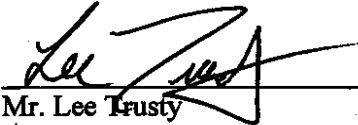
Mr. Guy Tenini
Plant Manager, DuPont



Mr. Keith Bruner
Plant Manager, Bio Lab



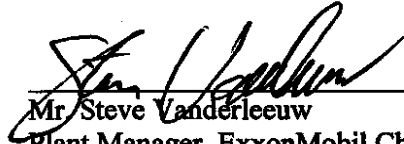
Mr. Richard Holliday
Plant Manager, PPG



Mr. Lee Trusty
Plant Manager, The DOW Chemical Co.
Louisiana Operations



Mr. Charles Freeburgh
Plant Manager, Georgia Gulf



Mr. Steve Vanderleeuw
Plant Manager, ExxonMobil Chemical



Mr. Bert Weller
Plant Manager, Chevron Oronite



Mr. Alden Andre
Vice-President, Formosa Plastics



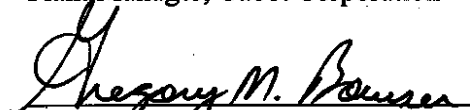
Mr. Roy Breaud
Plant Manager, Monsanto



Mr. Ed Ford
Plant Manager, Cabot Corporation



Mr. Daniel S. Borne
President, Louisiana Chemical Assoc.



Mr. Gregory M. Bowser
Vice-President, Louisiana Chemical
Industry Alliance
Director, Governmental Affairs