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Logistics

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February 15, 2005

The Honorable Vernon Williams
Secretary
Surface Transportation Board
1925 K Street NW
Washington DC 20423-0001

REFERENCE: DOCKET 34662

Dear Honorable Vernon Williams:

My name is Diane Elhakim and I am the Logistics Manager for Degussa Corporation, whose headquarters are in Parsippany NJ.

Degussa Corporation is a manufacturer and shipper of chemicals, feed additives, carbon blacks, and other commodities. We use all modes of transportation, one of the main modes being rail. On the chemical side, Degussa ships over 3,000 carloads annually within the NAFTA region. The majority of these chemicals are hazardous and some of the shipments move in the corridor specified in Docket 34662, namely, from Alabama to Pennsylvania and other Northeast states.

Degussa Corporation has a concern with shipments being restricted in this corridor because if our carloads happen to be on a given train with select forbidden commodities, and these forbidden commodities must be rerouted, will our carloads have to be rerouted as well? Of if the train had to be stopped and the forbidden commodities pulled out, how long of a delay can we expect in our shipments? With rail transit times inconsistent as they are, how much more can the shipping public tolerate in delays and missed deliveries?

An order of this kind, if allowed to be placed in effect, can have a ripple effect in other areas of the country. Can anyone say that another major metropolitan area, such as Atlanta or St. Louis, will not follow suit to maintain what they perceive to be a safety precaution?

We strongly urge the STB to consider not only the ramifications of this order, but of all the possible future orders that will no doubt put a strain on an already capacity-constrained and mired system. In view of this, we support CSX Transportation in its request to deny the requested ordinance and preserve the flow of interstate commerce and the dealings of the shipping public.

Yours truly,



Diane Elhakim
Logistics Manager
Degussa Corporation



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