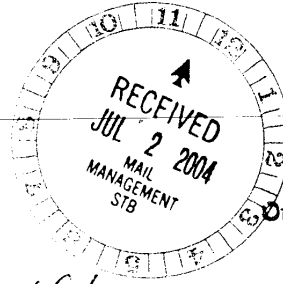


THE  
NATIONAL  
INDUSTRIAL  
TRANSPORTATION  
LEAGUE

June 25, 2004

The Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423



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Re: Finance Docket No. 34421, *HolRail LLC—Petition for Exemption from 49 U.S.C. § 10901 to Construct and Operate a Rail Line in Orangeburg and Dorchester Counties, South Carolina*; Finance Docket No. 34421 (Sub-No. 1), *HolRail LLC—Petition for Crossing Authority Under 49 U.S.C. § 10901(d)*.

Dear Secretary Williams,

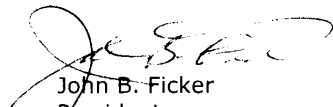
I am writing to you on behalf of the National Industrial Transportation League ("League") to express the League's view on the petitions filed in the above-referenced dockets by HolRail LLC, a wholly-owned subsidiary of Holcim (US) Inc., a cement manufacturer. HolRail has requested authority to construct and operate approximately 2 miles of rail line that would connect Holcim's Holly Hill, SC plant to a second rail carrier, Norfolk Southern. The League is familiar with the nature of the HolRail petitions, and wishes to go on the record expressing its full support.

The League is one of the nation's oldest and largest national associations representing companies engaged in the transportation of goods in domestic and international commerce. The League was founded in 1907 and has approximately 600 member companies. Members include some of the largest users of and participants in the nation's transportation system, as well as many smaller companies engaged in the shipment and receipt of goods.

A number of the League's members have experienced situations such as those facing Holcim in Holly Hill, South Carolina, where its cement plant is captive to single railroad, and is subject to the railroad's pricing and service without the benefit of a competitive market. The fact that Holcim is taking the drastic step of creating a limited liability corporation as a subsidiary for the sole purpose of constructing, at considerable expense, a two-mile stretch of rail line is a good indicator of the negative business impact of captive rail service. If new rail construction is the only way for captive shippers to obtain competitive relief, the Board should facilitate that relief to the greatest extent possible.

Therefore, we urge the Board to grant the HolRail petitions. Thank you for your consideration of our position.

Sincerely yours,



John B. Ficker  
President  
The National Industrial Transportation League

cc: Parties of record