



120 Eagle Rock Ave.
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June 16, 2008

On June 13, General Chemical (Soda Ash) Partners (“General Chemical”) was advised by the Union Pacific Railroad (“Union Pacific”) that the Union Pacific was declaring *force majeure* effective June 13, 2008 for all General Chemical soda ash railcar shipments traveling through the heavily flooded states of Iowa, Illinois, and Missouri.

In addition, the Union Pacific has initiated a railcar shipment embargo program, effective June 13, 2008, for all railcar shipments traveling through the areas affected by the severe weather. A provision of the embargo program is that all shipments must be permitted by the Union Pacific prior to the movement of any railcar onto the Union Pacific system. This new system will impact both full soda ash shipments leaving our Green River plant as well as the return of empty railcars for reloading. Therefore, significant shipment delays may occur during and/or after the period of time the Union Pacific embargo program is in place.

In the past 48 hours, other United States and Canadian railroads have declared similar freight embargos and *force majeure* declarations.

As a result of this situation, General Chemical must, also, declare *force majeure*, per its contractual terms, for all soda ash railcar shipments, which are impacted, directly and indirectly, by the embargo and *force majeure* declarations of the various railroads, including but not limited to the Union Pacific, Burlington Northern, CSX, Norfolk Southern, Canadian Pacific, and Canadian National.

In addition to the declaration of *force majeure*, General Chemical will also be implementing a sales order allocation program for all of its North American soda ash rail-to-truck terminal locations. This program will be based on January through May, 2008 terminal soda ash shipments, by customer. The terms and conditions of the program will be contingent upon prevailing terminal inventory and projected inbound railcar delivery schedules at the time of order placement.

Thank you very much for your patience and understanding during this very difficult period. Changes to this program may be necessary based on prevailing conditions. Given the severity of the flooding in the Midwest, no timetable has been established by any of the Class 1 railroads for the return to normal railroad service levels.

