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EASTMAN MOVES ALL LOCOMOTIVES TO BIODIESEL

5 Locomotives will use over 200,000 gallons of B20 per Year

Kingsport, TN - In what is a first in Tennessee and likely in the southeastern U.S., Eastman Chemical Company is moving all of its onsite locomotives to B20. This is not a pilot program, nor a testing phase. The company plans to operate the locomotives on a biodiesel blend from here on out.

Through the leadership of Eastman's Staff Engineer Darren Curtis in the transportation department, this transition is so far a smooth one. "We moved the rail system to B10 in early July and expect to be on B20 by the end of August. We don't anticipate any unexpected problems based on three things: our previous experience with biodiesel blends, our experience thus far with B10 in the locomotives, and Genesee & Wyoming's testing of biodiesel," said Curtis.

Rail Link, a subsidiary of Genesee & Wyoming Inc. (GWI), owns the locomotives and performs in-plant switching at Eastman's Kingsport facility. However, Eastman provides the fueling for the locomotives. Curtis notes, "Every company out there with diesels has to make its own decision about choosing to use biodiesel. For us, looking at the smaller and the bigger picture, it was worth it. But that was made easier for us with regard to the locomotives because GWI had already done extensive testing on their locomotives with biodiesel and determined that B20 was an acceptable blend to use. As a result,



One of Rail Link's locomotives on B10 and moving to B20 at Eastman.

GWI proposed making the switch. They were more than pleased when we informed them that we would be starting with a B10 blend and eventually moving to B20. GWI and Rail Link are very proactive when it comes to doing what's right for the environment and the American economy."

Five locomotives are used to move a substantial amount of product and material around the plant in Kingsport, thus the rail system is a critical part of Eastman's operations. At any one point in time, there are approximately 1,000 rail cars on site at Eastman's Kingsport facility. Given the fact that this is a 24/7 railroad operation, there are an average of 12,000 rail cars moved within the plant each month.

It is estimated that consistent use of B20 (20% biodiesel, 80% petroleum diesel) will amount to approximately 225,000 gallons of B20 consumed each year. Added to the other equipment that uses biodiesel at Eastman's facility, this will likely put the Kingsport facility's annual consumption of B20 over the 600,000 gallon mark. (The remainder of the diesel equipment at Eastman, roughly 350 total pieces [200 heavy-duty vehicles and another 150 pieces of equipment] have been running anywhere between B10 and B30 since March 2005.) This move completes the transition of moving all of Eastman's diesel equipment to a biodiesel blend.

Jonathan Overly of the East Tennessee Clean Fuels Coalition notes, "I'm not surprised at all that Eastman is

doing this. This company has been a champion for biodiesel for several years, and has helped other fleets in our community learn about this fuel. Eastman has been a catalyst for this alternative fuel's acceptance and use in our area."

Overly continues, "Too many fleets look at dollars alone when evaluating the use of this fuel or other alternative fuels. While Eastman reaps several benefits onsite, the company also helps out in a larger way. It can't be understated: the importance in this day and age that Americans and American companies take stock in what is important to all of us and find the things they can do that are, in the bigger picture, small change."

Biodiesel is a cleaner-burning, renewable, American-made fuel that can be used in any diesel vehicle or equipment and is made from vegetable oils or animal fats. It is not vegetable oil mixed with diesel. Its expanded use by public and private vehicle fleets and individuals is improving air quality in East Tennessee and reducing our nation's dependence on petroleum, including that sourced from foreign countries.