

Tay Yoshitani
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Via E-mail

Bill Bryant
President
Port of Seattle Harbor Commission
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Dear Executive Director Yoshitani and President Bryant:

On behalf of the undersigned national and state trade associations representing importers, exporters, and the logistics industries and service providers that support them, we would like to thank you for your leadership to reduce air emissions in and around the Port of Seattle through your Clean Trucks Program. We believe this program will improve harbor truck related emissions while sustaining and promoting the competitive position of marine terminals in the region without burdening the trucking industry with onerous requirements and needless costs.

Many of the groups listed below supported the clean truck program adopted by ports in the Pacific Northwest, including the Port of Seattle. This was communicated through an August 24, 2009 coalition letter. We are glad to see that both the American Lung Association and the Puget Sound Clean Air Agency have also expressed their support for the program. We are confident that the program will result in rapid air quality improvements without saddling motor carriers, drivers and other customers of the Port with added expenses and onerous requirements that could jeopardize the Port's growth and ability to provide economic opportunities for the region. It comes as no surprise that the Port's clean truck plan is considered the model approach for other maritime gateways around the country.

It is unfortunate that members of the environmental community have recently taken issue with your clean truck program. Instead of applauding the Port of Seattle's leadership in finding innovative solutions to dramatically reduce emissions, these groups are unhappy that your approach does not include extraneous policies designed to unfairly restructure the harbor trucking industry, including an employer mandate. The mandated employment status of harbor truckers has no relation to the reduction in tailpipe emissions, the goal of the clean truck program. We believe the Port of Seattle has taken the right approach by focusing on the truck itself and not on who drives the truck.

We hope that the environmental community will recognize and support the enormous investment in green technologies made by industry stakeholders in the region. In fact, the Port's clean truck program is a testament to the fact that small business can achieve enormous success in becoming an environmental leader. Claims denigrating these significant investments are offensive and contradictory to the goals of achieving clean air in the region.

We thank you for your leadership on this important issue and for remaining true to the original goal of the program while opposing efforts to change long standing federal laws. We stand ready to work with you on the implementation of the Clean Truck Program.

Sincerely,

Agriculture Transportation Coalition
American Import Shippers Association
Clean Truck Coalition, LLC
Coalition of New England Companies for Trade
Customs Brokers & International Freight Forwarders Assn. of Washington State
Fashion Accessories Shippers Association
Footwear Distributors and Retailers Association
Harbor Truckers Sustainable Future LA/LB
International Warehouse Logistics Association
NASSTRAC, Inc.
National Association of Waterfront Employers
National Industrial Transportation League
National Retail Federation
Pacific Coast Council of Customs Brokers & Freight Forwarders Assns. Inc
Pacific Merchant Shipping Association
Pacific Northwest Asia Shippers' Association
Retail Industry Leaders Association
The Health & Personal Care Logistics Conference, Inc
Transportation Intermediaries Association
Travel Goods Association
U.S. Association of Importers of Textiles and Apparel
United States Council for International Business
West State Alliance, Oakland
World Shipping Council