

AgTC Agriculture Transportation Coalition

1120 G Street, N.W. Suite 1020 Washington, D.C. 20005
Tel: 202-783-3333 Fax: 202-783-4422 www.AgTrans.org Info@AgTrans.org

AgTC Board of Advisors

Terri Bartle
TLR - Total Logistics
Resource, Inc.
Ernie Beauregard
Reefco Logistics
Perry Bourne
Tyson Fresh Meat
Sheila Bracken
Allenberg Cotton
Liz Chandler
ECOM USA Inc.
Robert Coleman
Allports Forwarding Inc.
Mike Hampel
Smithfield Foods Inc
Matt Harris
Washington State Potato
Commission
Richard Kinney
Florida Citrus Packers
John Kreick
Pandol Brothers Inc
Don Lake
Dunavant Cotton
Emily Lauzon
Davisco Foods
Donna Lemm
Mallory Group
Lori McGinty
DLF International Seeds
Duncan McGrath
Cargill Inc.
Rey Ortiz
E.I. Dupont De Nemours
Mark Powers
Northwest Horticultural
Council
Sabine Przysucha
Caldak International
Patti Reeder
G3 Enterprises/ E & J Gallo
Winery
Tammy Rossi
Blue Diamond Growers
John Slinkard
Sun-Maid Growers of
California
Tom Suber
U.S. Dairy Export Council
Hayden Swofford
Pacific Northwest Asia
Shippers Association
John Szczepanski
National Hay Association
Howard Tauge
J.R. Simplot Co.

April 14, 2009

Bill Bryant, President
Port of Seattle Commission
Seattle, Washington, 98111

Dear Commissioner Bryant and the Port Commission,

On behalf of agriculture exporters and importers, we herein briefly summarize our support for the Port of Seattle's approach to efforts to reduce emissions and improve air quality. The trade media has cited the Agriculture Transportation Coalition as "the voice of agriculture exporters in U.S. transportation policy." The AgTC submits these comments because this program, as all the so-called "Clean Truck" programs being considered and instituted at US ports, will have a direct impact on US agriculture and forest products' competitiveness in the global marketplace. We appreciate the Port's invitation to comment.

It is vital for policymakers, including port executives and commissioners, to understand that today nothing sourced in the United States in ag or forest products, cannot be competitively sourced elsewhere in the world. The mission of the AgTC is to assure that US growers, packers, producers, processors and related industries are able to compete globally through dependable, efficient and appropriately priced domestic and international transportation, including the process of moving cargo through our ports. We ask that the Port of Seattle Commission continue to be at all times cognizant of this impact. Increased transportation cost and inefficiencies translate directly into reduced foreign sales of our ag and forest products, which is reflected in export volumes, which are desirable neither for our members, nor the Port.

It appears from the outlines of the proposed clean truck program to be considered by the Port of Seattle commission on Tuesday, April 14, 2009, that the Port is approaching the task in a reasonable manner, sensitive to the needs of the shippers, including the members of the AgTC. This is particularly true in comparison to the clean truck programs being implemented (or attempted) at other West Coast ports – fortunately the Ninth Circuit Court of Appeals has enjoined the implementation of the most egregious components of the Port of Los Angeles and Long Beach clean truck programs.

The Port of Seattle's proposed program, as explained to us thus far, appears to meet the criteria that the AgTC has set for clean truck programs – they must effectively reduce emissions without imposing fees, costs and other burdens on agriculture and forest products exporters that would threaten their competitiveness. Briefly summarized, the strong points of the Port of Seattle plan are:

1. This plan has no new container or other fees to be assessed on the shipper.
2. This plan does not favor company-owned/employee driver drayage over owner-operator drayage
3. The Port , through the marine terminal operators, will determine qualifying drayage operators based solely on whether the age of the truck complies with the established age restrictions
4. The Port is assisting with the retrofitting, scrapping and other initiatives to assist truckers meet the emissions standards and truck age retirement schedule

It is obvious that the specific measures the Port takes to implement the plan will determine the success of the clean truck program, and its impact on agriculture shippers, including the members of the AgTC. At this point, it appears to us that the Port is on the right track.

We appreciate the ongoing outreach from the Port to the AgTC, and the staff's efforts to help the agriculture shippers understand the proposed plan, and to solicit our input. We look forward to continuing this constructive working relationship.

Sincerely,

Peter Friedmann
Executive Director
Agriculture Transportation Coalition