

November 14, 2017

Ambassador Robert E. Lighthizer  
United States Trade Representative  
Office of the United States Trade Representative  
600 17<sup>th</sup> Street, NW  
Washington, DC 20508

RE: Support for NAFTA's Trucking Provisions

Dear Ambassador Lighthizer:

On behalf of the undersigned organizations representing manufacturers, farmers and agribusinesses, wholesalers, retailers, importers, exporters, distributors, and transportation and logistics providers that utilize truck transportation to haul our products across the U.S. and Mexican border, we strongly urge you **not to eliminate** NAFTA's trucking provisions in an updated agreement. We depend on the trucking industry, both American and Mexican, to safely and efficiently haul our products in both countries. Eliminating NAFTA trucking, including any investment protections, would have a long-term negative impact on our businesses.

We depend on efficient border crossings to remain competitive. Increasing trade in both directions is putting more and more pressure on our southern border land ports. Permitting Mexican carriers to haul freight beyond the border zones will help alleviate some of the congestion at the border, creating more efficiency through the system. By having these trucks drive further into border states, it will alleviate truck traffic out of the commercial border zones.

Mexican carriers and drivers are not permitted to haul domestic U.S. freight, so they are not competing with U.S. carriers and drivers. In fact, they often work in tandem with their U.S. motor carrier partners. Currently, it is a small, but important way of making sure our industries and North America remain competitive in the world market.

The Mexican trucking program is not an open-door policy that permits any and all Mexican trucking companies to haul freight beyond the border zones. Mexican carriers undergo a case-by-case review process before the U.S. Department of Transportation grants them authority to operate. These carriers must adhere to all U.S. laws and regulations. And, most importantly, Mexican carriers operating beyond the commercial border zones have an excellent safety record.

We urge you to keep NAFTA's trucking provisions in a NAFTA 2.0.

Sincerely,

Agricultural & Food Transporters Conference  
Agricultural Retailers Association  
Agriculture Transportation Coalition  
Air & Expedited Motor Carriers Association  
(AEMCA)  
Airforwarders Association  
Almond Alliance of California  
Amcot

American Apparel & Footwear Association (AAFA)  
American Association of Exporters and Importers  
American Cotton Shippers Association  
American Farm Bureau Federation  
American Feed Industry Association  
American Frozen Food Institute  
American Home Furnishings Alliance (AHFA)  
American Import Shippers Association

American Potato Trade Alliance (APTA)  
 American Pyrotechnics Association  
 Association of Food Industries  
 Auto Care Association  
 Auto Haulers Association of America (AHAA)  
 California Business Properties Association  
 California Farm Bureau Federation  
 California Fresh Fruit Association  
 California Retailers Association  
 CAWA – Representing the Automotive Parts Industry  
 Consumer Technology Association  
 Corn Refiners Association  
 Distilled Spirits Council of the United States  
 Express Association of America (EAA)  
 Fashion Accessories Shippers Association (FASA)  
 Footwear Distributors & Retailers of America (FDRA)  
 Frozen Potato Products Institute  
 Gemini Shippers Association  
 Glass Packaging Institute (GPI)  
 Global Cold Chain Alliance  
 Green Coffee Association  
 Halloween Industries Association  
 Harbor Trucking Association  
 Hardwood Federation  
 Home Furnishings Association  
 Institute of Scrap Recycling Industries, Inc.  
 Intermodal Motor Carriers Conference (IMCC)  
 International Wood Products Association  
 Juice Products Association  
 Juvenile Product Manufacturers Association  
 Meat Import Council of America  
 Michigan Agri-Business Association  
 Michigan Bean Shippers  
 Missouri Retailers Association  
 Motor & Equipment Manufacturers Association  
 National Association of Beverage Importers  
 National Association of Egg Farmers  
 National Cattlemen’s Beef Association  
 National Confectioners Association  
 National Cotton Council  
 National Council of Chain Restaurants  
 National Council of Farmer Cooperatives  
 National Customs Brokers and Forwarders Association of America (NCBFAA)  
 National Electrical Manufacturers Association (NEMA)  
 National Foreign Trade Council  
 National Grain and Feed Association  
 National Industrial Transportation League  
 National Onion Association  
 National Potato Council  
 National Pork Producers Council  
 National Restaurant Association  
 National Retail Federation  
 National Shippers Strategic Transportation Council (NASSTRAC)  
 National Turkey Federation  
 New York/New Jersey Foreign Freight Forwarders & Brokers  
 North American Export Grain Association  
 North American Meat Institute  
 North American Shippers Association, Inc.  
 North American Strategy for Competitiveness  
 Oregon Dairy Farmers Association  
 Pet Food Institute  
 Produce Marketing Association  
 Retail Industry Leaders Association  
 SNAC International  
 Snowsports Industries America  
 The Expedite Alliance of North America (TEANA)  
 The Fertilizer Institute  
 The Toy Association  
 Texas International Produce Association  
 Texas Retailers Association  
 Transportation Intermediaries Association  
 Transportation Loss Prevention & Security Council  
 Travel Goods Association (TGA)  
 U.S. Apple Association  
 U.S. Chamber of Commerce  
 U.S. Fashion Industry Association  
 U.S. Hide, Skin and Leather Association  
 United Fresh Produce Association  
 United States Council for International Business  
 USA Poultry & Egg Export Council  
 Vinyl Institute  
 Washington Farm Bureau  
 Washington Retail Association  
 Washington State Potato Commission  
 Western Growers  
 Wine & Spirits Wholesalers of America