

November 14, 2017

Ambassador Robert E. Lighthizer
United States Trade Representative
Office of the United States Trade Representative
600 17th 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)	National Electrical Manufacturers Association (NEMA)
American Pyrotechnics Association	National Foreign Trade Council
Association of Food Industries	National Grain and Feed Association
Auto Care Association	National Industrial Transportation League
Auto Haulers Association of America (AHAA)	National Onion Association
California Business Properties Association	National Potato Council
California Farm Bureau Federation	National Pork Producers Council
California Fresh Fruit Association	National Restaurant Association
California Retailers Association	National Retail Federation
CAWA – Representing the Automotive Parts Industry	National Shippers Strategic Transportation Council (NASSTRAC)
Consumer Technology Association	National Turkey Federation
Corn Refiners Association	New York/New Jersey Foreign Freight Forwarders & Brokers
Distilled Spirits Council of the United States	North American Export Grain Association
Express Association of America (EAA)	North American Meat Institute
Fashion Accessories Shippers Association (FASA)	North American Shippers Association, Inc.
Footwear Distributors & Retailers of America (FDRA)	North American Strategy for Competitiveness
Frozen Potato Products Institute	Oregon Dairy Farmers Association
Gemini Shippers Association	Pet Food Institute
Glass Packaging Institute (GPI)	Produce Marketing Association
Global Cold Chain Alliance	Retail Industry Leaders Association
Green Coffee Association	SNAC International
Halloween Industries Association	Snowsports Industries America
Harbor Trucking Association	The Expedite Alliance of North America (TEANA)
Hardwood Federation	The Fertilizer Institute
Home Furnishings Association	The Toy Association
Institute of Scrap Recycling Industries, Inc.	Texas International Produce Association
Intermodal Motor Carriers Conference (IMCC)	Texas Retailers Association
International Wood Products Association	Transportation Intermediaries Association
Juice Products Association	Transportation Loss Prevention & Security Council
Juvenile Product Manufacturers Association	Travel Goods Association (TGA)
Meat Import Council of America	U.S. Apple Association
Michigan Agri-Business Association	U.S. Chamber of Commerce
Michigan Bean Shippers	U.S. Fashion Industry Association
Missouri Retailers Association	U.S. Hide, Skin and Leather Association
Motor & Equipment Manufacturers Association	United Fresh Produce Association
National Association of Beverage Importers	United States Council for International Business
National Association of Egg Farmers	USA Poultry & Egg Export Council
National Cattlemen's Beef Association	Vinyl Institute
National Confectioners Association	Washington Farm Bureau
National Cotton Council	Washington Retail Association
National Council of Chain Restaurants	Washington State Potato Commission
National Council of Farmer Cooperatives	Western Growers
National Customs Brokers and Forwarders Association of America (NCBFAA)	Wine & Spirits Wholesalers of America