October 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 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,

1. Agricultural & Food Transporters Conference
2. American Apparel & Footwear Association (AAFA)
3. American Association of Exporters and Importers
4. American Cotton Shippers Association
5. Auto Care Association
6. California Business Properties Association
7. California Farm Bureau Federation
8. CAWA – Representing the Automotive Parts Industry
9. Glass Packaging Institute (GPI)
10. Green Coffee Association
11. Harbor Trucking Association
12. Halloween Industries Association
13. Juvenile Product Manufacturers Association
14. Missouri Retailers Association
15. National Council of Chain Restaurants
16. National Potato Council
17. National Retail Federation
18. Oregon Dairy Farmers Association
19. Texas Retailers Association
20. Transportation Intermediaries Association
21. U.S. Chamber of Commerce
22. Washington Farm Bureau
23. Washington Retail Association
24. Washington State Potato Commission