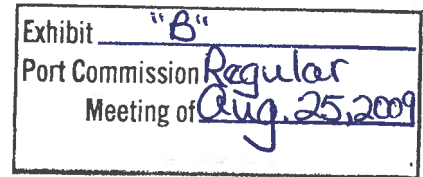


August 24, 2009

Bill Bryant
President
Port of Seattle Board of Harbor Commissioners
2711 Alaskan Way
Seattle, WA 98126



Dear Commission President Bryant:

On behalf of the undersigned national trade associations representing importers, exporters, and the logistics industries and service providers that support them, we are writing you in support of the Clean Truck Plan included in the Northwest Ports Clean Air Strategy. We believe this program will improve harbor truck related emissions while sustaining and promoting the competitive position of marine terminals in the region. Other ports around the country are supporting ancillary policies attached to similar clean truck programs that are designed to dramatically restructure the harbor drayage market without any real benefit to clean air. We support the Port of Seattle program in its current form and urge the Commission not to endorse policies designed to restructure the drayage market under the guise of clean air initiatives.

By way of background, the members of the undersigned trade associations move a significant amount of international cargo through Pacific Northwest ports as well as blue water ports around the country. This cargo supports the many port, transportation, logistics, and warehousing jobs in the region. Much of this cargo transits marine terminals by way of harbor trucks. We have a direct interest to ensure that this truck-borne freight moves efficiently, safely, and in an environmentally responsible manner.

To that end, we support the elements of the Clean Truck Plan that are designed to reduce harbor truck emissions. These elements, including a rolling ban on the age of the truck, will have an enormous benefit to overall reduction of truck emissions. A similar program that has been in place in marine terminals in Southern California has already converted over 30% of the trucking fleet to 2007 U.S. EPA emissions compliant equipment since the program was implemented. That number is expected to reach 50% by the end of the year and will greatly contribute to air quality improvements. We would like to emphasize again widespread support for this rolling ban based truck replacement concept on the part of cargo owners moving freight through Pacific Northwest gateways. 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 are particularly concerned with efforts to amend existing federal law to give port authorities and other localities an exemption from federal preemption over rates, routes and service codified in the Federal Aviation Administration Authorization Act (F4A). Already, the ports of Los Angeles, Oakland and the Port Authority of New York-New Jersey (PANYNJ) support this change in federal law to grant them the ability to regulate port trucking. In our opinion, this attempt by other ports to rewrite longstanding

federal trucking laws is designed not to address emissions reductions, safety or security as they claim, but to fundamentally restructure the harbor drayage industry to drive out of business the many hard working independent truckers moving international freight.

Current federal laws already allow port authorities to move forward with clean truck programs such as those included in the Northwest Ports Clean Air Strategy. As already noted, the ports of Los Angeles and Long Beach already maintain the legal authority under federal law to ban and replace aging dirty trucks. Other federal laws regarding port security and motor carrier safety are in place to address these issues.

The effort to amend the F4A will do nothing to achieve clean air goals while fundamentally and unfairly restructuring the drayage market and increasing costs and supply chain disruptions for the Port of Seattle's many customers. We urge you to oppose efforts to amend the F4A.

We stand ready to work with you to implement a Clean Truck Program that truly supports clean air goals and urge the Port not to endorse a change in federal law that will ultimately harm the many truckers that serve Pacific Northwest marine terminals, the customers of those terminals and the competitive position that your port enjoys today.

Sincerely,

Agriculture Transportation Coalition
American Apparel and Footwear Association
American Import Shippers Association
American Trucking Association
Coalition of New England Companies for Trade
Consumer Electronics Association
Fashion Accessories Shippers Association
Footwear Distributors and Retailers of America
Harbor Truckers Sustainable Future LA/LB
International Warehouse Logistics Association
NASSTRAC, Inc.
National Association of Waterfront Employers
National Home Furnishings Association
National Industrial Transportation League
National Pork Producers Council
National Retail Federation
The Health & Personal Care Logistics Conference, Inc.
The Waterfront Coalition
Pacific Coast Council of Customs Brokers & Freight Forwarders Assns Inc.
Pacific Northwest Asia Shippers Association
Retail Industry Leaders Association
Travel Goods Association
U.S. Association of Importers of Textiles and Apparel
United States Council for International Business

Washington State Potato Commission
West State Alliance
Western Home Furnishings Association
World Shipping Council

**PACIFIC COAST COUNCIL OF CUSTOMS BROKERS & FREIGHT FORWARDERS
ASSN., INC.**

- ◆ *Customs Brokers & International Freight Forwarders Assn. of Washington State*
 - ◆ *Columbia River Customs Brokers and Forwarders Assn.*
 - ◆ *Custom Brokers & Forwarders Assn. of Northern California*
 - ◆ *Los Angeles Customs & Freight Brokers Assn*
 - ◆ *San Diego District Customs Brokers Assn.*

August 21, 2009

Dear Port of Seattle Commissioners,

We are an association of small businesses on the Pacific Coast, serving all major port areas; our livelihoods and those of our employees are dependant on the flow of commerce through the Pacific Coast ports, including the Port of Seattle. It is in our interest that all the Ports remain viable and competitive. Therefore, we applaud your efforts to implement a Clean Truck program without new fees. In the same vein, we are hopeful that you will reject proposals to restrict who can own and drive those clean trucks. Despite all the other stated objectives, such proposals would dramatically increase the cost of shipping through the Port of Seattle. We cannot standby and watch, because the maritime business you impact is our business too.

The 5 member associations of the Pacific Coast Council of Customs Brokers and Freight Forwarders, including the Customs Brokers & International Freight Forwarders Association of Washington State facilitate most imports and exports through the west coast. We know that these importers and exporters are continuously seeking the most efficient, cost effective port through which to route their cargo. We also know very well that they have the choice of many ports here on the West Coast, as well as elsewhere. We are working to keep the business here, and are alarmed at any proposals which would do precisely the opposite.

Our own companies are based here on the West Coast and in Puget Sound, as are our families and employees. If the Pacific Coast ports remain competitive, our businesses can prosper. As you consider port and freight policies, we invite you to call upon our expertise because we have a mutual interest in the success of the Port of Seattle.

Thus far, since the Port's Clean Truck program has focused exclusively on reducing emissions of trucks serving the Ports, it has our whole-hearted support. The so-called FAAAA amendment goes far beyond 'clean trucks.' It is being advocated by those who seek to prohibit individuals from owning the trucks they drive onto the port terminals. Such limitations on truck drivers/owners will significantly increase cost of drayage to and from any port that adopts such a program, without making the air any cleaner. We ask the Port of Seattle to reject any such proposal.

We are also concerned about the impact on small business. The proposal before you would allow ports to limit the number of trucking firms that we, the customs broker or freight forwarder will be able to deal with. If such a plan were to be adopted, it will particularly injure smaller shippers that do not have enough volume to command reasonable pricing. It has been our experience that many of the large trucking companies now focus their efforts and best pricing on their larger customers. When there are two containers with the same urgency, we see that the larger customer gets his container first. Small and medium importers and exporters rely on the smaller trucking firms to hustle for them and to help move their cargo timely. Many of our customers are small companies that would find themselves lost among all the customers of those few large trucking companies. Small business will be stuck for delays and demurrage when their containers are bypassed because a large customer demanded that their freight moves first. These additional costs will force small shippers in particular to find other ports where truck drayage remains competitive, in service and price.

Again, we applaud the Port of Seattle's approach to environmental responsibility and commercial viability. We are thus hopeful that you will reject any efforts to change current law designed to restrict truck ownership and drivers; *this is not the time to render a west coast port non-competitive.*

Sincerely,

Anne-Marie Bush
President, Customs Brokers & Int'l Freight Forwarders Assn. of Washington State

Jayson Gispan
President, Customs Brokers & Forwarders Assn. of Northern California.

Terri Bartle
President, Columbia River Customs Brokers and Forwarders Assn.

Dan Meylor
President, Los Angeles Customs Brokers & Freight Forwarders Assn.

Gerardo Chavez
President, San Diego District Customs Brokers Assn.

Jack Hubbard
President, Pacific Coast Council of Customs Brokers & Freight Forwarders Assn. Inc.

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
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Commission
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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.

August 18, 2009

Port of Seattle Commission
PO Box 68727
Seattle, WA 98168

Dear Port of Seattle Commission,

The Agriculture Transportation Coalition has been named by the *Journal of Commerce* as the "voice of agriculture exporters in U.S. transportation policy." As such, we continuously strive for a transportation environment which keeps U.S. agriculture competitive in the global marketplace. With this objective in mind, the AgTC has been impressed by the Port of Seattle's approach to maintaining and improving the environment, your "Clean Truck" program in particular. We understand that you will be considering the Port's clean air strategy next Tuesday.

Your port recognizes the fragile and highly competitive nature of global commerce and agriculture, and we applaud your outreach to the ag exporters. Agriculture exports, so important to the country and Washington State, simply cannot sustain additional costs which the foreign purchasers will not accept and which U.S. growers, packers, producers cannot absorb. Thus, we appreciate that the Port has implemented its Clean Truck program without fees.

In the same vein, we hope that the Port will recognize that manipulation of trucking regulations in order to mandate the type of individual allowed to drive a drayage truck on and off Port premises, as has been attempted by the Port of Los Angeles, has nothing to do with protecting the environment. However, such manipulation would lead to a dramatic increase in the cost of drayage trucking. It is estimated that the cost of drayage, in terms of higher charges and reduced scheduling flexibility, would triple. If, for example, a dray into a terminal currently costs \$150, the type of trucking regulation manipulation envisioned by the Port of Los Angeles would increase that cost to, in aggregate, about \$450. For all practical purposes, this would be a new \$300 per container fee.

Our West Coast ports are looking to a future in which the expanded Panama Canal will facilitate more direct service to Gulf and East Coast ports (many of which are in right-to-work states); Prince Rupert offers an alternative for Midwest shippers. Thus, adopting or endorsing any measure (such as the so-called FAAAA amendment) that would dramatically increase the cost of shipping through West Coast ports would constitute the proverbial "shooting oneself in the foot."

Again, the AgTC has found the Port of Seattle's approach to environmental initiatives to be responsible and sensitive to the needs of U.S. agriculture, both exporters and importers. We encourage you to maintain this approach and avoid adopting or endorsing any efforts to manipulate the identity of the truck drivers.

Sincerely,



Peter Friedmann
Executive Director
Agriculture Transportation Coalition

Agriculture Transportation Coalition: U.S. Food, Farm & Fiber Shippers



August 24, 2009

Hon. Bill Bryant
President
Port of Seattle Commission
2711 Alaskan Way
Seattle, WA 98126

Dear Commission President Bryant:

I am writing on behalf of the members of Pacific Merchant Shipping Association (PMSA) -- a regional trade association representing ocean carriers and marine terminal operators -- to express my strong support for the NW Ports Clean Air Strategy. It is a strategy formed within the existing regulatory framework, based on sound data, strong partnerships, and one that is achieving results in a measurable way. Our membership will continue to work with the Port of Seattle to achieve the emissions reductions we all want.

PMSA members represent the broad spectrum of companies that conduct business at the Port of Seattle ranging from container ship operators, cruise ships, tug and barge companies, fuel providers and marine terminal operators. We have been early supporters, both financially, and through staff involvement, in the formation of the Maritime Air Forum and the subsequent Marine Air Emissions Inventory. The Inventory is the baseline from which we can measure progress and is based on data gathered from ocean going vessels, harbor vessels, marine terminals, trucks and trains. It was also the first inventory of its kind to include greenhouse gas emissions.

We support the recent moves by the Port to implement the ABC Program -- At-Berth Clean Fuels. So far 37 ships from six container lines and one cruise line are participating in this voluntary program. Those ships have made 91 calls at the Port of Seattle since January and represent about 35 percent of the vessels that make frequent calls at the Port. Sulfur dioxide emissions from those vessels have declined by more than 20 tons. This success adds to the clean air improvements at your marine terminals through cleaner fuel use, retrofits and upgrades to cargo handling equipment. There is still much to do, but your collaborative partnership with industry, non-governmental organizations and government regulators has allowed us all to move forward -- even in these tough economic times.

We also worked together to push approval by Congress of IMO Annex VI which has resulted in new international standards that will benefit us all. As part of this effort, an Emissions Control Area (ECA) has been introduced for North America and there is every indication that it will be adopted. This ECA will provide additional clean air standards. These initiatives are important because they will provide

the broadest clean air benefits while providing a level playing field while avoiding an unworkable patchwork of regulations that would create confusion and threaten trade.

We greatly appreciate your efforts on these initiatives and will continue to work with you on program implementation. It is vital that you avoid the mistakes we are seeing in California where political science has trumped real science. Up to now, you have successfully balanced your role in achieving measurable emissions reductions while maintaining a competitive port and providing good service to your customers. We applaud your efforts.

If you have any questions regarding these comments please feel free to contact me at (415) 352-0710 or our Seattle office.

Sincerely,

A handwritten signature in black ink, appearing to read "John McLaurin". The signature is written in a cursive style with a large initial "J" and "M".

John McLaurin
President



August 21, 2009

Mr. Bill Bryant
President
Port of Seattle Board of Harbor Commissioners
2711 Alaskan Way
Seattle, WA 98126

RE: Port of Seattle Commission Meeting – Support for Clean Truck Plan

Dear Commission President Bryant:

On behalf of the National Retail Federation, I would like to express our strong support for the Clean Truck Plan which is included in the Northwest Ports Clean Air Strategy. We understand that the Harbor Commission will receive an update on the strategy during the August 25th Commission Meeting. The Port of Seattle has taken the right approach working with its stakeholders to develop a plan that will improve harbor truck related emissions without imposing significant supply chain costs on the Port's customers. We strongly support the program in its current form and urge the Commission not to change direction or endorse policies designed to restructure the harbor drayage market in the name of clean air.

By way of background, NRF is the world's largest retail trade association, with membership that comprises all retail formats and channels of distribution including department, specialty, discount, catalog, Internet, independent stores, chain restaurants, drug stores and grocery stores as well as the industry's key trading partners of retail goods and services. NRF represents an industry with more than 1.6 million U.S. retail companies, more than 24 million employees - about one in five American workers - and 2008 sales of \$4.6 trillion. As the industry umbrella group, NRF also represents more than 100 state, national and international retail associations.

The Clean Truck Plan included in the Northwest Ports Clean Air Strategy takes the right approach by not including fees and focusing on removing the older trucks which service the port through the rolling ban based on the age of the truck. The Clean Truck Plan should continue to focus on replacing the trucks themselves and not the individual who drives the truck. A similar program that has been implemented in marine terminals in Southern California has already replaced over 30% of the trucking fleet in favor of equipment that meets or exceeds 2007 U.S. EPA emissions requirements. Industry experts expect 50% of the fleet to be converted by the end of the year. The success of this program will greatly contribute to air quality improvements.

Liberty Place
325 7th Street NW, Suite 1100
Washington, DC 20004
800.NRF.HOW2 (800.673.4692)
202.783.7971 fax 202.737.2849
www.nrf.com

We strongly oppose current efforts by other ports to amend existing federal law to give port authorities and other localities an exemption from longstanding federal truck rules codified in the Federal Aviation Administration Authorization Act (F4A). Current federal laws already allow port authorities to move forward with clean truck programs such as those included in the Northwest Ports Clean Air Strategy. As noted, we have already seen success with the Clean Truck Plan implemented by the Ports of Los Angeles and Long Beach without any changes to federal law or controversial driver related provisions.

We urge the Port not to make any changes to its Clean Truck Plan or to support the efforts to amend the F4A. We stand ready to work with you to implement the Clean Truck Program. If you have any questions, please contact Jonathan Gold (goldj@nrf.com), NRF's Vice President, Supply Chain and Customs Policy.

Sincerely,

A handwritten signature in black ink that reads "Tracy Mullin". The signature is written in a cursive, flowing style.

Tracy Mullin
President and CEO



WASHINGTON TRUCKING ASSOCIATIONS

EXECUTIVE VICE PRESIDENT
Larry Pursley

OFFICERS:

PRESIDENT
Albert Ulrich

FIRST VICE PRESIDENT
Stan Vander Pol

SECOND VICE PRESIDENT
Donna Hyatt

THIRD VICE PRESIDENT
Fred Caponigro

TREASURER
Craig Iskra

August 19, 2009

Port of Seattle Commission
PO Box 1209
Seattle, WA. 98111

Dear Port of Seattle Commission,

The Intermodal Conference of the Washington Trucking Associations, comprise the majority of stake holders in land transportation of container cargo moving through the Port of Seattle. Our families and those of our business partners live here and in nearby communities. As such, we are vitally interested in responsible stewardship of our environment, in particular the air we all breathe.

We applaud the Port of Seattle for their pro-active approach to reducing air pollution in our area as it has been set forth in the Puget Sound Clean Air Act which was ratified in April 2009. We too thank the Port of Seattle for the collaborative effort in which the plan was developed. This plan accomplishes significant reductions in air pollution without the negative economic impact and potential losses of revenue which other Ports have tempted by their levying of per-container fees. While other Ports, in particular LA and Long Beach, have even further jeopardized the economic stability of trade by attempting to impose requirements on the type of business model drayage trucking firms are allowed to operate; the Port of Seattle has seen through the smoke and mirrors, clearly understanding that whether a driver is an employee of a company or the company owner itself, is irrelevant to reducing air pollution. They have resisted the temptation to enter into matters that are clearly out of the realm of a Port Commission.

The ports of LA, Oakland, and NY-NJ have announced their support for the concept of allowing port authorities limited regulatory authority over harbor drayage firms in their jurisdictions, such as requiring that only drivers that are employees of a harbor trucking firm would be allowed entrance to a port terminal. The Port of LA had such a mandate in its "clean truck" program, but it was stricken by the courts as a violation of the Federal Aviation Administration Authorization Act (FAAAA), which upholds federal government preemption authority over state and local entities in matters involving interstate commerce. The Teamsters Union is also supporting an amendment to the FAAAA which would allow Ports to require only employee drivers. If enacted, this would abolish the rights of individuals to own their own trucking businesses and triple the cost of drayage per container to shippers. Ports that would open up the possibility of such an unnecessary escalation of costs would be committing economic suicide.

We encourage the Port of Seattle Commission to continue in its common sense, result-oriented, collaborative approach to increasing the quality of the air we all breathe in the Pacific Northwest, while remaining an attractive venue for international trade.

Sincerely,

Kent Christopher
President, Intermodal Conference
Washington Trucking Associations



August 20, 2009

Bill Bryant
President
Port of Seattle Board of Harbor Commissioners
PO Box 68727
Seattle, WA 98168

Dear Commission President Bryant:

On behalf of the Waterfront Coalition, I would like to express our support for the Clean Truck Plan included in the Northwest Ports Clean Air Strategy. It is our view that this program will improve harbor truck related emissions without imposing additional supply chain costs on the Port's many customers. Other ports around the country are supporting certain policies attached to similar clean truck programs that are designed to dramatically restructure the harbor drayage market without any benefit to clean air. We support the Port of Seattle's program in its current form and urge the Commission not to endorse policies designed to restructure the drayage market in the name of clean air.

By way of background, the Waterfront Coalition represents manufacturers, product suppliers, retailers and agricultural producers as well as transportation providers moving international commerce through marine terminals and along the nation's surface transportation system. Our members move a significant amount of cargo through the Port of Seattle and our members' supply chains rely on the region's harbor drayage industry. We have a direct interest in insuring that the port trucking industry operates safely, efficiently and in an environmentally responsible manner.

We support the Clean Truck Plan included in the Northwest Ports Clean Air Strategy designed to reduce harbor truck emissions. The rolling ban on the age of the truck will significantly contribute to harbor truck emissions reductions. A similar program that has been implemented in marine terminals in Southern California has already replaced over 30% of the trucking fleet in favor of equipment that meets or exceeds 2007 U.S. EPA emissions requirements. Industry experts expect 50% of the fleet to be converted by the end of the year. The success of this program will greatly contribute to air quality improvements.

We oppose efforts to amend existing federal law to give port authorities and other localities an exemption from longstanding federal truck rules codified in the Federal Aviation Administration Act (F4A). Already, the ports of Los Angeles, Oakland and the Port Authority of New York-New Jersey (PANYNJ) support this rule change so as to

unnecessarily regulate certain aspects of port trucking. This attempt to rewrite longstanding federal trucking laws is ultimately designed to fundamentally restructure the drayage industry so as to drive out of business the many hard working independent truckers moving international freight in favor of employee drivers.

Current federal laws already allow port authorities to move forward with clean truck programs such as those included in the Northwest Ports Clean Air Strategy. Already the ports of Los Angeles and Long Beach already maintain the legal authority under federal law to ban and replace aging dirty trucks. Other federal laws regarding port security and motor carrier safety are in place to address these issues.

The effort to amend existing federal trucking laws will do nothing to achieve clean air goals while fundamentally and unfairly restructuring the drayage market and increasing costs and supply chain headaches for the Port of Seattle's many customers. Support for the amendment could send the wrong message to many cargo owners looking for alternative North American gateways.

We stand ready to work with you to implement a Clean Truck Program that truly supports clean air goals and urge not to endorse a change in federal law that will ultimately harm the many truckers that serve Pacific Northwest marine terminals and the competitive position that your port enjoy today.

Sincerely,

Robin Lanier
Executive Director



1131 SW Klickitat Way
Seattle Washington
98134
800/422-3505 tel
206/623-0179 fax
www.ssamarine.com

August 25, 2009

Port of Seattle Commission
2711 Alaska Way
Seattle, Wa. 98121

Dear Commissioners,

You and your staff have been unique amongst Ports in dealing with Air Quality Issues on a number of fronts.

First, rather than prescribe solutions to a problem that was not fully understood, you led the industry by developing a fully researched and extensive Air Quality Analysis. This analysis was conducted with full transparency and through collaboration with a broad array of stakeholders. Recognizing that air emissions from all sources affect the entire air shed, and using science and sampling to understand and develop the best solution makes the Port of Seattle and its partners stand out as leaders in the industry.

Second, you used this scientific basis coupled with an understanding of the basic operating practices of the maritime industry and the proven success of using practical solutions to achieve results to drive your strategy. These principles formed the basis of your Northwest Ports Clean Air Strategy. Many elements of this strategy have been successfully implemented and you are on track to achieve the goals that you have set. Clearly, practical solutions that can be integrated into existing industry practices are producing the positive environmental results that you had hoped for.

Third, throughout the entire process, you have used a collaborative solution based approach, and have focused on providing solutions that can be implemented without significant disruption to the affected businesses. This has consistently been done with keeping an eye on the competitive effects these solutions would have on the increasingly competitive business environment in which we live.

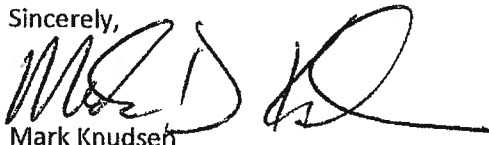
Finally, you have set measurable goals that allow you to track progress and measure improvement. On all these fronts, you have demonstrated a model approach, using practical, pragmatic, science based solutions to a problem that affects us all.

One element of this program that we have recently been direct participants in is the Drayage Truck Program. It has been designed and executed based on the principles outlined above. Port Staff through outreach to all sectors of the industry and environment have created a set of policies and specific lease requirements that together balance industry needs with meeting the goals of the Port's adopted Northwest Ports Clean Air Strategy. This was achieved by getting all sectors of the industry to voluntarily agree to abide by standards that meet the goals outlined in your long term Clean Air Strategy. What is even more remarkable is that this was done without implementing fees that would negatively affect the competitiveness of the Port of Seattle. In fact, the accomplishment of designing and implementing a program that is supported by industry, meets your goals, and cleans up the environment will serve as yet another reason for customers to build confidence in Port of Seattle as a long term cargo gateway.

We will be signing the final lease documents shortly, after a thorough and comprehensive review by all parties. SSA Marine's commitment to adopt these amendments is matched by our competitor's commitment to do the same. Your staff deserves credit for not only pulling together a program that will yield significant environmental benefits, but for bringing together competing parties to develop a solution that all affected parties can support.

We urge you to continue with this same strategy as we tackle other major environmental initiatives. Practical, science based solutions that can be phased in and supported by the affected industries will achieve the overall desired results faster and better and with less disruption to the Port operations. This approach will help continue to build the reputation that the Port of Seattle is an efficient and predictable Port in which to conduct business.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Knudsen', written over a horizontal line.

Mark Knudsen

VP, Business Development
SSA Marine



"K" LINE AMERICA, INC.

17011 Beach Boulevard, Suite 1100
Huntington Beach, CA 92647-7402
TEL: (714) 861-5000 FAX: (714) 861-5001

August 22, 2009

President Bill Bryant
Port Commission
Port of Seattle
2711 Alaskan Way
Seattle, WA 98121

President Bryant and Commissioners:

We are aware that the Port Commission will be reviewing the Northwest Ports Clean Air Strategy (NWPCAS) at your forthcoming meeting on August 25, 2009 and is interested in feedback as to how your program is impacting your customers and the impact it has on our perception of the Port of Seattle.

During a recent meeting of the Clean Cargo Working Group, the Port of Seattle gave a presentation on the development and components of your environmental programs. At that forum, I was pleased to be able to openly compliment the Port of Seattle on the collaborative process used in developing your environmental programs. The Port of Seattle (and your neighbor and environmental partner the Port of Tacoma) has done a good job of reducing the environmental impact of containerized cargo movements while minimizing the economic impact that your policies and regulations impose on your steamship line customers and the shippers who move cargo through the Pacific Northwest.

The connection between ill considered and costly environmental initiatives and a negative impression by the ocean carrier of the promoter of those policies should be a concern for all port authorities. Against general trends, the Port of Seattle has seen a growth in "K" Line cargo volumes (for the period through the end of July 2009, "K" Line moved 9,546 loaded TEUs which is a 68% improvement over the same period in 2008) and we would urge the Port of Seattle to maintain the well considered and customer friendly components of your existing environmental programs.

Sincerely

Peter D. Bennett
Vice President
Pacific Coast Operations

CC: Tay Yoshitani
Tim Farrell
N. Ishida
T. Kessery
C.P. von Kanneurff
S. Gannon
S. Fullerton

Port of Seattle
Port of Tacoma
"K" Line America – Richmond
"K" Line America – Chicago
"K" Line America – Richmond
"K" Line America – Chicago
"K" Line America - Seattle



Pacific Terminals, Ltd

3480 West Marginal Way SW • Seattle, Washington 98106 • Ph: (206) 923-2155 • Fax: (206) 923-2165

August 21, 2009

Pacific Terminals operates Terminal 7-A, handling substantial export tonnage shipped out of Port of Seattle Terminals. Our commitment to a green alternative by offering barge services, the greenest form of transportation, is unmatched.

Pacific Terminals existence depends on the Port of Seattle's competitiveness compared to other Ports, especially Tacoma and Vancouver B.C.

We support Seattle's Clean-Truck Plan, it is a model for other Ports. It does not have a hidden labor agenda.

We ask only that the Port of Seattle work in concert with other Ports so that this does not become an economic liability for Seattle.

Sincerely,

Patrick Cohn
General Manager

Styrk, Linda

From: Kent Christopher [kchristopher@westernports.com]
Sent: Thursday, August 20, 2009 10:10 AM
To: Bryant, Commissioner Bill
Subject: POS Clean Air program
Attachments: image002.jpg

Commissioner Bryant,

I am sending you this note, on behalf of Western Ports Transportation, Inc., in support of the port's Clean Air Program. The Port has certainly been the catalyst over the last two years to move this program along and not let it get tied into social engineering issues. Your staff has done an excellent job in bring the shipping companies, trucking companies, terminal operators, and clean air agencies to the table to work on this important issue. Because of this broad range of groups working together, we were able to develop a program that was not only good for the environment, but a program that will keep Seattle competitive with Canadian and other US Ports that are trying to take our business away!

We are working with our owner/operators to make sure that, as a company, we will be ready to comply with the mandated standards on January 1, 2011. In June 2007, 44% of our owner/operator's trucks were older than 1994. I am pleased to report that today 85% of the trucks that our owner/operators are driving are 1994 or newer. As a company, we will be 100% compliant on January 1, 2011!

We look forward to working with you and the entire Port of Seattle Commission to reach each of the goals set forth in the program. A strong and competitive Port of Seattle will continue to be an economic and environmental model for the region and the world.

Sincerely,
Kent Christopher

Kent Christopher
President
Western Ports Transportation, Inc.



SEATTLE FREIGHT SERVICE, INC.

August 24, 2009
Port of Seattle Commission
POB 68727
Seattle, WA. 98168

Dear Port of Seattle Commission,

Seattle Freight Service, Inc. is a major stake holder involved in land transportation of international container cargo moving through the Port of Seattle. Our families, and those of our independent business partners, live here and in nearby communities. As such, we have an vested interest in the responsible stewardship of our environment, particularly the quality of the air we breathe.

We commend the Port of Seattle for their collaborative and pro-active approach to reducing air pollution in our area as it has been set forth in the Puget Sound Clean Air Act which was ratified in April 2009. This plan represents significant strides in the improvement of air quality without the negative economic impact and potential losses of revenue which other Ports have tempted by the levying of per-container fees. While other Ports, in particular, LA and Long Beach have even further jeopardized the economic stability of trade by attempting to impose requirements on the type of business model drayage trucking firms are allowed to operate, the Port of Seattle has demonstrated discernment, clearly understanding that whether a driver is an employee of a company or the company owner itself, is irrelevant to the improvement of air quality. They have resisted the temptation to enter into matters that are clearly outside the responsibility of a Port Commission.

In order to preserve free enterprise, which is what has provided these great United States with a standard of living unparalleled anywhere in the world, the trucking industry, which is already tightly regulated, must not be further hand-cuffed with restrictions on their operating model. The ports of LA, Oakland and NY-NJ have announced their support for the concept of allowing port authorities limited regulatory authority over harbor drayage firms in their jurisdictions, such as requiring that only drivers that are employees of a harbor trucking firm would be allowed entrance to a port terminal. Port of LA had such a mandate in its "clean truck" program, but it was stricken by the courts as a violation of the FAAAA. (Federal Aviation Administration Authorization Act, which upholds federal government preemption authority over state and local entities in matters involving interstate commerce.) The Teamsters Union is supporting an amendment to the FAAAA which would allow Ports to require only employee drivers. This type of regulation would abolish the rights of individuals to own their own trucking businesses and triple the cost of drayage per container to shippers. Ports that would open up the possibility of such an unnecessary escalation of costs would be committing economic suicide.

SEATTLE FREIGHT SERVICE, INC.

We encourage the Port of Seattle Commission to continue in its common sense, result-oriented approach to increasing the quality of the air we all breathe in the Pacific Northwest, while remaining an attractive venue for international trade.

We also fully support the on-going efforts of the Port Commission, and encourage it to continue to support the Puget Sound Clean Air Agency's program for buy-back, or some form of compensation and assistance to the independent small businesses that partner with us, in order to upgrade their commercial vehicles to comply with the Northwest Ports Clean Air Act (NPPAA).

While a handful of our business partners have purchased 1994 or newer equipment, to comply with the first phase of NWCAA, many are patiently anticipating the implementation of a scrap/buy-back/purchase option that was presented at an informational trucker meeting, sponsored by the Port, last June.

In summary, we appreciate the dedication and hard work of the Commission to gather facts, sift through hype, and have the foresight to agree on and implement a common sense, quality approach to significantly improve air quality here in the Pacific Northwest, while fostering economic stability and growth for us and our families for years to come.

Sincerely,



Kevin A. Coon, CDS
Safety Director
Seattle Freight Service, Inc.



MANUFACTURING INDUSTRIAL COUNCIL

August 24, 2009

Gael Tarleton, Commissioner
Port of Seattle
711 Alaskan Way
Seattle, WA U.S.A. 98121

Re: Northwest Ports Clean Air Strategy

Dear Commissioner Tarleton,

As participants of the Truck Parking Work Group, we have watched with interest as the Port has begun to put various strategies into action for the Northwest Ports Clean Air Strategy.

We appreciate that the Port has chosen to use an incentive based rather than a fee or regulatory approach. The amount of voluntary conversion to low-sulfur fuels should be a good indication that businesses too are willing to do their part to improve the environment.

We have been impressed with the range of strategies that the Port is employing in order to impact our local air quality. This in particular allows the drayage businesses of varying size, from single truck operators to large fleet operators, to find the option that works best for them.

The high utilization of the Terminal 25 parking facility may be an early indication that it is a valuable service for truckers. We look forward to finding out more about whether it has been useful in addressing the concerns of the local residents.

The report that you will receive today represents substantial effort and good progress on the Port's goals. We encourage you to stay the course.

Sincerely,

John Odland, Chair
Manufacturing Industrial Council

