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April 18, 2008

Harold J. Creel, Jr., Commissioner  
Federal Maritime Commission  
800 North Capitol St. NW  
Washington, DC 20573

A. Paul Anderson, Commissioner  
Federal Maritime Commission  
800 North Capitol St. NW  
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Rebecca F. Dye, Commissioner  
Federal Maritime Commission  
800 North Capitol St. NW  
Washington, DC 20573

Joseph E. Brennan, Commissioner  
Federal Maritime Commission  
800 North Capitol St. NW  
Washington, DC 20573

Dear Commissioners:

I write to express my support for the Clean Trucks Program, a groundbreaking initiative approved by the Port of Los Angeles on March 20.

In 2007, the Port of Los Angeles was responsible for over 22 percent of all containerized cargo brought into the country by ship. Over the past decade, as imports have skyrocketed, the Port of Los Angeles has struggled to increase its capacity due to legal challenges based on environmental and public health concerns. Port officials have worked to address air pollution problems in order to move forward with long-delayed infrastructure projects to improve capacity, and the Clean Trucks Program is a critical part of the solution.

This innovative program places the financial responsibility for operating and maintaining a cleaner fleet of trucks on the trucking companies that negotiate haul rates, instead of on the truck drivers, who currently earn meager incomes as independent contractors. As a result, the program will reduce air pollution, improving public health locally—where workers and residents suffer from disproportionately higher rates of asthma and cancer—as well as regionally. The program will also increase the productivity of port trucking, reduce congestion, and strengthen port security and safety, while creating good middle-class jobs.

Since port trucking costs are a relatively small component of overall transportation costs, the increased operational costs required by this program will not be unreasonable or burdensome and will be far outweighed by the overwhelming public benefits.

The FMC has traditionally limited its consideration of a port plan to the question of whether it would decrease the supply of transportation services or unreasonably increase the costs to shippers. As our country grapples with new environmental, public health, and homeland security challenges, it is important for the FMC to consider the broader effects on public health and safety of port operations.

Thank you for giving the Clean Trucks Program your full and fair consideration as it progresses towards implementation. Please keep me informed of your actions regarding this program.

Sincerely,



NANCY PELOSI  
Speaker of the House

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