



**PHONE (718) 875-0777**  
**FAX (718) 643-7201**

**70 HAMILTON AVENUE**  
**BROOKLYN, NY 11231**

The Honorable James L. Oberstar, Chairman  
Transportation & Infrastructure Committee  
United States House of Representatives  
2365 Rayburn House Office Building  
Washington, D.C. 20515

June 1<sup>st</sup>, 2010

**Subject: Support Clean Ports Act of 2010**

Dear Chairman Oberstar:

We write to express our support for the [Clean Ports Act of 2010] authored by Congressman Jerold Nadler because our freight transportation system will improve if ports are granted authority to enact and enforce programs that improve environmental, safety and efficiency conditions caused by the port trucking industry. Ports are the gateways that enable leading transportation companies such as ours to move goods in and out of this country. Since most of the goods traveling to and from our docks are hauled by a truck, we need an effective and efficient port trucking industry.

American Stevedoring Incorporated (ASI), is a multi-service port operator and transportation service provider. With over \$7 billion in annual cargo volume, ASI offers port development services, direct stevedoring and lashing for container, bulk and neo-bulk products, state of the art warehouse operations, and related truck, chassis and container support services. Across our projects, we have approximately 600 employees in the New York / New Jersey region.

While many in the business community may disagree on the solution, most agree that the port trucking industry is a weak link in our country's freight transportation system. Compared to other freight industries such as ocean carriers, marine terminal operators, long haul trucking, and railroad operators, port trucking is woefully undercapitalized, operates old equipment, and does not deploy modern technologies or innovative strategies to match loads. In addition, it is no secret that port drivers are poorly compensated and have their rates imposed on them by much more powerful economic entities.

In order for ports to remain competitive and serve the needs of freight transportation companies, they must be able to deploy programs that will meet the long-term needs of freight transportation businesses. Without the tools to effectively address the long term impacts of diesel pollution from trucks, individual ports will become uncompetitive due to the threat of environmental litigation that could stall or halt infrastructure and terminal expansion projects. In fact, environmental litigation blocked both the Los Angeles and Long Beach Ports from undertaking any infrastructure expansion projects for six years. We want to help the Port Authority of New York & New Jersey avoid such problems from occurring at the port of Brooklyn where we operate.

Finally, we value our employee workforce and are proud of the investments we have made in the equipment we use to haul cargo and find no problem with port trucking companies being required to move to an asset-based system.

We hope you will give careful consideration to Clean Ports Act of 2010. It is an important piece of legislation.

Yours Sincerely,

A handwritten signature in dark ink, appearing to read "Frank S. Catucci". The signature is written in a cursive style with a large initial "F" and "C".

Frank S. Catucci  
C.E.O.  
American Stevedoring

CC: The Honorable Jerold Nadler