



December 9, 2009

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary LaHood,

I write today to express my support for the application of the National Gateway for Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funds

APL is the fifth-largest container shipping company in the world and though we call more than 80 different countries, the United States is one of our most important markets. We operate our own terminals in Los Angeles, Oakland, Seattle, and Dutch Harbor, Alaska, and we call at ports up and down the East Coast as well. The ability to efficiently and quickly move goods from an overseas source, over ports, and through a land network to its ultimate destination in the United States is critical not only to us, but to our customers, and ultimately to the American consumer.

As you and our Group President and C.E.O. Ron Widdows discussed at the International Transportation Forum in Leipzig, Germany earlier this year, the threats of deteriorating and insufficient infrastructure to the economy of the United States are significant. In particular, the impact of not maintaining existing infrastructure that supports goods movement, as well as failing to create new freight infrastructure, gambles with the economic vitality of the nation and its ability to compete internationally.

The National Gateway will improve capacity and rail service in key lanes along which our freight moves to and from ports in the Mid-Atlantic. In the past several years, we have seen a significant increase in cargo volumes transiting Atlantic Coast ports and we expect this trend to continue in the coming years. As such, the ability of networks that link East Coast ports to key destinations in the mid-west to handle significantly higher volumes of cargo is critical. The National Gateway will make an important contribution to assuring cargo does not become stranded at the ports.

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As you are aware, the development of the intermodal facilities serves as a catalyst for potentially many freight and logistics related services which in turn help to create jobs. It is not unreasonable to expect growth in warehousing, distribution and light manufacturing sectors as a benefit to investing in areas served by the National Gateway initiative. Combining these functions with a strong transportation network has been shown to reduce transportation costs, create efficiencies in the supply chain, generate substantial numbers of new jobs and provide secondary economic benefits to the communities that host these sites.

I encourage you to support the National Gateway's TIGER Discretionary Grant application as well as in the upcoming reauthorization of the Surface Transportation bill. This Program exploits the strengths inherent in each freight transportation mode—both long-haul rail and short-haul truck movements—and leverages those strengths to improve the entire U.S. transportation system. The National Gateway and its associated terminals will deliver the proper flexibility to our surface transportation programs so that the right solutions to our future transportation needs can be implemented in the South and Northeast.

With kind regards,

A handwritten signature in black ink, appearing to read "N. Seeds", written over a light blue horizontal line.

Nathaniel Seeds  
Vice President, Network Operations