



February 3, 2020

Via [pressoffice@cityhall.nyc.gov](mailto:pressoffice@cityhall.nyc.gov) & U.S. Mail

Hon. Mayor Bill de Blasio, City of New York  
City Hall  
New York, NY 10007

**Re: Executive Order No. 51 and your statements in Crain's New York Business**

Dear Mayor de Blasio:

By way of background, the Small Business in Transportation Coalition (SBTC) is a 501(c)(6) Washington, DC based network of over 15,000 transportation professionals, associations, and industry suppliers that is on the front lines when it comes to issues that affect transportation professionals operating small businesses. We seek to promote and protect the interests of small businesses in the transportation industry. SBTC encourages ethical business practices and support teamwork, cooperation, transparency, and partnerships among truckers, carriers, brokers, and shippers who seek to do business with the utmost integrity. Our website is [www.truckers.com](http://www.truckers.com).

We are writing to advise you that we take issue with what we contend is your Jan. 31st business-unfriendly statements toward truckers and motor carriers as reported by Crain's New York (<https://www.crainsnewyork.com/politics/de-blasio-announces-crackdown-bqe-truck-traffic>), and your egregious political use of trucks as a scapegoat to deflect from government's failure to properly maintain infrastructure within the city.

Specifically, we want you to know that we take issue with your statement in Crain's:

*"So much of what we depend on is by truck," he said. "We're going to be dependent on trucks for so much of what we need for a long, long time. And we don't want them on our city streets."*

This statement has sent the message to the trucking industry that the Mayor of New York does not welcome trucks and the American citizens who drive trucks in your city. We want you to know that as truckers across America digested this statement this past weekend on social media, they immediately began to call for a work stoppage due to this insult and began making pledges to no longer accept loads going to New York City.

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If this were to happen, this could be catastrophic to your city's residents. It is generally believed that serious hardships would result if truckers were to stop working. In fact, the problem for your city would start merely if such an organized boycott were ever announced; that is, much like news of a blizzard, there would be a mass panic and rush buying from consumers. Then the city would experience complete and utter devastation:

Within a matter of several hours, gas stations would be out of fuel. School buses could not run and schools, colleges and Universities would shut down. Hospitals would run out of medical supplies. Law enforcement and emergency vehicles would be left on the side of the road. Fires would rage and ambulances would never arrive.

According to recent census estimates, almost 1.4 million households in New York City own at least one car. These vehicles would become useless. There would be no taxi service. Your subways would then become overcrowded and crime would soar.

Store shelves would grow empty. As time went on, there would be no groceries, clothing, lumber or supplies of any kind. Factories would shut down. Restaurants would close. If such a boycott were to continue long-term, eventually every business in the city of New York would close and New York City un-employment would skyrocket.

Federal, State and local government agencies would become paralyzed. With no jet fuel deliveries, airplanes at LGA and JFK would be stranded on the ground. Ships would be stuck in the harbor.

Even if the city did not experience a total boycott, if only a small minority of truckers maintained willing to haul goods to New York City, the cost of such transportation would rise significantly as a matter of supply and demand and such costs would ultimately be passed on to New York City's consumers, many of whom already struggle to pay high rents, mortgages and real estate taxes.

While the SBTC does not condone illegal operation of overweight trucks and counsels its members to operate lawfully, we also believe that \$7,000 fines for overweight violations are an excessive mechanism to deal with truckers' violations, many of whom, are small business owners. As you know, regulatory authorities in New York issue overweight permits to authorize over-weight scenarios. Yet your executive order and your statement to Crain's appear to be silent on that fact. Instead, you characterize trucks as the source of your failing roads and seek to convince New York City residents that truckers who supply them should be villainized as the source of their problems.

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We call upon you to reveal to the media and public that truckers and motor carriers already pay their fair share of taxes used for infrastructure maintenance and repair and then-some. Those operating in interstate transportation already pay International Registration Plan (IRP) fees, International Fuel Tax Agreement (IFTA) fees, and Unified Carrier Registration (UCR) to fund motor carrier safety enforcement. New York participates in all three of these programs. In addition, New York State imposes a Highway Use Tax (HUT). And, your own city imposes a Commercial Motor Vehicle Tax (CMVT). To suggest that 15,000 trucks out of 150,000 that use the Brooklyn-Queens Expressway (BQE) daily are the cause of your infrastructure problem on the BQE is misguided and blatantly unfair to the trucking industry, which pays dearly to use the highways of America, including Interstate 278.

Because of your city's gross traffic congestion and the excessive regulatory climate in New York, most American truckers are already hesitant to haul loads to New York. Given your new crackdown that starts today under your Executive Order No. 51, we would ask for you to please advise what we should tell our members who are asking us why they should consider doing business in the city of New York. While the SBTC is not calling for a boycott, we would like to know what you would like us to tell our members, supporters and others in the industry who believe there should be one due to your perceived attack on truckers. While we don't need a key from the city, we do need the city to show respect for the hard work these men and women do each day to keep the supply chain moving for your residents.

Thank you for your attention to this matter.

Sincerely,

/s/ JAMES LAMB  
SBTC Executive Director