



AmericanHort

WORKING FOR HORTICULTURE

ABOUT US

AmericanHort unites the horticultural industry and represents professionals from all facets of the industry.

From growers to retailers, breeders to installers, suppliers to innovators, students to researchers, and everyone in between, people and businesses across the horticulture industry call AmericanHort their inspiration, voice, community, business partner, leader, and advocate.

With farm gate crop value of roughly \$17 billion, total industry economic output of \$348 billion, and directly supporting 2.32 million full- and part-time jobs, the horticulture industry is a key player in the American economy

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Supply Chain: Tariffs, Trade & Transportation

TARIFFS WHAT WE SEEK

The horticulture industry relies on a wide range of agricultural inputs that are not readily produced in the U.S., making access to imported materials critical for continued growth and competitiveness. AmericanHort is focused on preserving this access by advocating for fair and predictable trade policies that minimize cost burdens on growers and ensure supply chain reliability. Reducing or eliminating tariffs on essential inputs helps protect businesses, many of them small and family-owned, from rising production costs and supply disruptions.

In addition to tariff relief, AmericanHort supports a transparent and functional exclusion process at the U.S. Trade Representative's office, particularly when no viable domestic alternatives exist. The organization also advocates for trade policies that reflect the structure of the horticulture industry and promote clear communication between Customs and Border Protection (CBP), USDA APHIS, and importers to avoid unnecessary delays or penalties at ports of entry to facilitate safe and efficient plant trade.

TRANSPORTATION & SUPPLY CHAIN POLICY WHAT WE SEEK

Reliable transportation is essential for delivering perishable horticultural products, inputs, and equipment. The horticultural industry relies on various modes of transportation, including trucking, rail, waterways, and ports, to transport goods.

Congress should support a state opt-in pilot program to modernize federal Gross Vehicle Weight (GVW) limits, allowing 91,000 pounds on six axles to improve efficiency and reduce congestion. Addressing the truck driver shortage through better recruitment, retention, and streamlined licensing is also critical. Additionally, increased investment in first- and last-mile infrastructure will help growers access major transport routes and reduce costly delays.

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