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U. S. DEPARTMENT OF TRANSPORTATION
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REMARKS BY THE HONORABLE ALAN S. BOYD, SECRETARY
OF TRANSPORTATION, PREPARED FOR DELIVERY BEFORE
THE NATIONAL COMMITTEE ON INTERNATIONAL TRADE
DOCUMENTATION AT THE MAYFLOWER HOTEL, WASHINGTON,
D.C., JUNE 27, 1967, 1:00 P. M.

Gentlemen:

I am pleased to be here today. It is a very special occasion --
meeting with this galaxy of transportation professionals.

When your distinguished Chairman, Mr. Charlie Beard, invited
me, he described this affair as the luncheon and launching of the National
Committee on International Trade Documentation.

Your job, as I understand it, is to follow through on President
Johnson's statement of last March when he said, and I quote:

"We have mounted a sizable Government-Industry
program to expand exports, yet we allow a mountain of
red tape paper work to negate our efforts."

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It is my understanding that your Committee is about to scale the mountain -- scale it down; tear up some of the tons of paper involved in international trade transactions. Obviously, this will require skilled climbers and I wish you strong wind and solid footing.

I am not an expert on paper work, but I am expert enough to know that excessive documentation can prevent any transportation system from being progressive and efficient. And the Federal Government, and especially the Department of Transportation, is encouraged by industry's determination to reduce the mass of documents involved in inter-continental transportation.

When it takes a sheet of paper 12 feet long and 11 inches wide to describe the processing steps involved in documenting international shipments, it is easy to see why some transactions produce so little profit.

Too many shippers, large and small, stay out of import and export trade simply because of the complexities and cost of documentation. These costs sometimes reduce profits to the point where producers can't afford foreign trade.

This problem prompted the President to call for simplifying government trade and transportation documentation requirements.

The Department of Transportation is responsible for coordinating interagency policies concerning transportation. In addition, it has responsibility to work in concert with industry groups and organizations such as this committee. We are ready to work with you to eliminate procedures that hamper the entering and clearing of passengers and cargo on vessels or aircraft. And we are aware of the urgency of your job.

The jumbo jets, SST, containerships, vertical lift equipment, high speed rail are only months and, at worst, a few years away. But what will be gained by the speed of Mach ^{2.7} ~~2~~ in the air, 30 knots on the sea, 150 miles per hour on the land, if we continue to waste long hours processing documents?

The Department of Transportation is prepared to start a comprehensive program to resolve those international problems which could inhibit the economical and efficient movement of people and goods in worldwide transportation. This facilitation program will encompass a major effort designed to eliminate unnecessary documentation, processing, procedures, inspection, and clearance. It will work in conjunction with industry to design simple procedures and documents which will satisfy shippers and travelers as well as carriers and governments.

I have assigned to Assistant Secretary for International Affairs and Special Programs -- Don Agger -- responsibility for coordinating those efforts that are generally referred to as facilitation.

In the assessment of our first year's program in the Department, I give facilitation one of the highest of the priorities.

As we search for better methods of international coordination, we should recognize the need for improvement in our own national transportation procedures. Such domestic flaws limit the effectiveness of our experts in gathering support for our positions in the international forum.

If we cannot do the job administratively, we will ask for new legislation. But in any move we make, we will be guided by the basic fact that we are here to encourage and promote private enterprise, not take it over.

The United States transportation system is predominantly a product of private investment. In no other nation of the world does private capital form such a basis for the transportation system.

International transportation negotiations are sometimes complicated by the fact that the Department of Transportation is not a regulatory agency -- and within the framework of our government process, this is right and proper. The ICC, FMC, and CAB continue to exercise full responsibility in the area of economic regulation. This separation of authority in no way inhibits cooperation among these agencies and the Department of Transportation.

Transportation leaders of America's industry have been portrayed in the past as generally conservative and cautious. Some have been unsure about their relationships with government. This is understandable. The risks often have been great and, except for the regulatory agencies, the industry-government relationships have been diffused. I believe that we are now in a position to better appreciate each others' problems, functions and responsibilities through more comprehensive channels of communications between government and industry.

Each segment of the transportation industry has concentrated on its own peculiar problems. Since the American transportation industry consists of diverse elements, there has been relatively little concern with how they fit into the total picture. This kind of system analysis is basic to sound transportation policy. And I believe this is one of the most valuable contributions the Department can make.

A significant portion of transportation costs are incurred on the shipping docks and at rail, truck, ocean and air terminals. Paperwork processing at these points often reduces the movement of traffic from its high speed enroute rate to almost zero speed while papers are being shuffled. We intend to give priority to the study of interfaces to realize the full potential of mechanization and automation at these points. And one of the most important of these exchange points occurs in cities

where large numbers of vehicles make local pickups and deliveries. We will not concentrate the total efforts on solving long-haul problems with the arteries of daily existence in the urban communities.

We see today a new interest in transportation by banks, universities, communications firms, packagers, insurance companies and many others.

This country has a wealth of transportation talent and technology. Our next step is bringing it to bear on those barriers that are blocking progress. The group here today is symptomatic of the positive approach of industry in its search for better methods of identifying, documenting, reporting and accounting for cargo being transported.

A look at the record and at the forecasts of our transportation posture in the future dramatically alerts us to the magnitude of our task.

Today, some 90 million motor vehicles travel over 3 million miles of paved streets and highways. By 1975, we must accommodate 120 million vehicles.

The domestic airlines alone flew 57 billion passenger miles last year. By 1975, they will reach 130 billion.

The railroads reported almost 740 billion ton miles in 1966 -- over some 211 thousand miles of railroad lines. Projections for the 1975 time period reflect an increase to over a trillion ton miles.

Our nation's trucks are moving over 400 billion ton miles of intercity freight. 1975 projections indicate almost 600 billion.

We could paint a portrait of progress and growth in all modes. Together they account for transportation's share of some 20% of the gross national product.

These symbols -- these signs of our times, these barometers of the future, collectively demonstrate the scope of the responsibility of the Department of Transportation and the transportation industry in fostering a healthy system responsive to our economy, our defense, our society and our national welfare.

It is our task in the Department to urge recognition of the technological progress being made in transportation equipment and to emphasize the need for acceleration and progress in support of our transportation system.

We must study our systems in depth, plan boldly, coordinate with patience, cooperate with understanding, convert possibilities to probabilities and then execute with vigor.