

U. S. Department of Transportation

news:



Office of Public and Consumer Affairs
Washington, D.C. 20590

REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION BROCK ADAMS,
CONTAINER PIER DEDICATION, SEATTLE, WASHINGTON MARCH 27, 1979

As you may have guessed, I enjoy coming back to Seattle. I enjoy it even more when a visit includes the opportunity to dedicate a new transportation facility.

So I am delighted to be here today, in this distinguished company and among old friends, to dedicate this new addition to the Port of Seattle -- the Terminal 37 Complex. I am proud of this port, as I am sure you are, and excited by its rapid growth and development in recent years.

Seattle is now the number one container port on the West Coast, ahead of Oakland, second only to New York in the United States, and sixth busiest in the world.

This huge new terminal not only adds to the Port's container capacity, but provides the modern equipment and facilities to handle RO-RO operations and to accommodate the growing Pacific freight traffic.

A lot of traffic, I am confident, will move between the United States and China. In competing for that traffic Seattle has several distinct advantages:

1. This port is 15 hours closer to Shanghai than Oakland or San Francisco and 30 hours closer than Long Beach or Los Angeles.
2. This \$50 million terminal and a total of almost \$100 million in new port facilities and equipment mean that Seattle is well prepared to handle bulk cargo efficiently; and

3. The excellent railroad and truck distribution lines from Seattle assure shippers good access to America's midwestern markets.

Seattle also has a long history of trade with China, dating back to the early 1800's, and a number of companies in the Seattle area are doing business with China today -- including our good friends at Boeing.

The first U.S. cargo for China in many years, aboard a Lykes steamship, has already docked in Shanghai, and the first Chinese ship is expected here soon.

So what you have done in developing this terminal, and what we do now in dedicating it -- with its south section already in use -- are very important to the future of this port and to the economy of this city and the Pacific Northwest.

I congratulate everyone involved in this project, and wish you much success in the future.

#####