FLOOR STATEMENT OF THE HON. LES AUCOIN

<u>MONDAY, SEPTEMBER 13, 1982</u>

MR. SPEAKER. I KNOW THAT THERE IS SOME FEAR THAT THE
LEGISLATION BEFORE US WILL GENERATE INCREASES IN TRANSPORTATION
COSTS, AND THAT THOSE INCREASES WILL FALL EVENTUALLY ON THE
ULTIMATE CONSUMER. I CAN FIND NOTHING IN THIS LEGISLATION WHICH
WOULD SUPPORT THAT CONTENTION OR GIVE RISE TO THAT FEAR.
EVERYTHING IN THIS BILL, FROM THE REQUIREMENT THAT CONFERENCE
MEMBERSHIP NOT BE RESTRICTED TO THE REQUIREMENTS FOR INDEPENDENT
ACTION AND NONDISCRIMINATORY PRACTICES EFFECTIVELY POLICED BY A
FEDERAL REGULATORY BODY DEMONSTRATES THAT WE HAVE TAKEN AN
ARCHAIC, SIXTY SIX-YEAR OLD, PIECE OF LEGISLATION WHICH PRODUCED
HIGH TRANSPORTATION COSTS AND MODERNIZED IT SO THAT THESE
SHIPPING COMPANIES CAN FULLY UTILIZE TECHNICAL AND COMMERCIAL
INNOVATION SO AS TO REDUCE THE COSTS OF TRANSPORTATION.

H.R. 4374 WILL, I AM CONFIDENT, PRODUCE THESE KINDS OF
EFFICIENCIES AND REVERSE THE CURRENT SITUATION WHERE THE COSTS OF
TRANSPORTING GOODS FROM THE UNITED STATES ARE FREQUENTLY AS MUCH
AS THREE HUNDRED PERCENT HIGHER THAN THE FREIGHT PAID BY OUR
COMPETITORS WHEN WE DEAL WITH SIMILAR THIRD MARKETS. THE
OVERWHELMING ENDORSEMENT OF THIS BILL BY PRACTICALLY EVERY
IMPORTER AND EXPORTER WHO USES OCEAN TRANSPORTATION SERVICES IS
LOUD TESTIMONY THAT H.R. 4374 WILL GENERATE RELIABLE SERVICES AT

REASONABLE RATES. THE BUSINESSMEN WHO MAKE UP THE EXPORT/IMPORT
INDUSTRY KNOW THAT THE DIFFERENCES BETWEEN MAKING A SALE AND NOT
IS THE COST OF THE TRANSPORTATION COMPONENT OF THE LANDING COST
OF A PRODUCT OR COMMODITY. ONLY IF LEGISLATION IS PERCEIVED AS
ENSURING COMPETITIVE RATES FOR REASONABLE SERVICE WILL THIS GROUP
OF BUSINESSMEN ENDORSE A BILL SUCH AS THIS. THE CONSUMER CANNOT
POSSIBLY BE VICTIMIZED BY THIS BILL.

I AM MOST ENCOURAGED THAT THE COMMITTEES ON MERCHANT MARINE
AND JUDICIARY HAVE ACHIEVED THE KIND OF COMPROMISE WHICH IS
REFLECTED IN THE BILL BEFORE US. I INTEND TO VOTE FOR THIS BILL,
AND I URGE MY COLLEAGUES TO JOIN ME IN ACTIVE SUPPORT OF H.R.
4374.