

And now we come to the part with a very clear example of how a Mixed Commission of the Executive Power and the Legislative Power must lay the foundations to form good Transport Laws: The example is in the USA 1976.

For those who are interested in this example, I copy here the text of the book of 2000, "Containers, Ships and Ports, parts of a transport system". CHAPTER XX.2 INTERMODAL TRANSPORT IN THE UNITED STATES AND EUROPE DEVELOPMENT OF "DOMESTIC" CONTAINERS.

In the USA, constantly studies are made on the economy of transport, where the Private Operators and the Association of State Highway and Transportation Officials (AASHTO) participate.

By order of the President, the Congress of the United States created, in 1976 the National Transportation Policy Study Commission, formed by 6 Senators, 6 Deputies and 7 technicians appointed by the president.

This commission delivered its final study in 1979: National Transportation Policies through the year 2000, which recommended:  
Plan multimodal systems, rather than intra-modal approaches

Reduce the government's economic regulations

Equal treatment by the Government for the different modes of transport

Increase competition and improve efficiency, letting market forces act,

Economic analysis of the entire policy

Perfect government organizations (stream-lining)

Better coordinate the actions of the Government

Maximize use of the private sector

The results of these studies already occurred in 1980: To "deregulate" (and make transport more efficient) two important laws were enacted in the American Congress: the Motor Carriers Act and the Staggers Rail Act.

These laws fostered competition and innovations in landside transportation and the Staggers Act reduced the (excessive) regulations of the ICC Interstate Commerce Commission.

..... In 1982, the Surface Transportation Assistance Act was passed

... .. In 1985, a study was made to allow longer combination vehicles LCV's (tractor and one or more long semi-trailers) on the highways of the Western States, where the benefits of allowing larger dimensions and weights were verified.

... In 1991 the Intermodal Surface Transportation Efficiency Act was enacted, which aimed to boost intermodal transport.

.. By 1995 law, the Interstate Commerce Commission was eliminated and the Surface Transportation Board was created in its place.

In 1998, the Transportation Equity Act was enacted, which emphasizes intermodal connections and encourages intermodal transport.

To take advantage of this more economical system also for "internal" transports, the "domestic container" was developed in the United States. The preferred measure of the domestic container started with 48 'L x 8'6 "wide x 9'6" high. (Now it's 53 feet). It can be said that, in the United States, it is constantly sought to lower costs and increase efficiency in internal transport, for the benefit of users. On the one hand, the competition between railways and road transport companies (both private) is very intense, which forces all of them to be efficient if they want to survive. On the other hand, they have realized that there are many fields to act together, to satisfy the demands of customers and preserve the environment, and there are many examples of contracts between large companies in both sectors. Both the transporters by road and the railroads offer, today, equipment that responds to the demands of the Trade, as we saw, all of great dimensions that, with the long distances and considerable volumes involved, are the most economical.

And to the few readers who still want to read more, I suggest putting the words "La Nación, intermodal transport" in Google. There an article opens on January 5, 2016, with advice for new officials of the Ministry of Transport.

And in [www.antonioz.com.ar](http://www.antonioz.com.ar) you can find all the text of the mentioned book and the below graphic.



(\*) CV Curriculum vitae.

Born in the Netherlands in 1931. Former deck officer of the Dutch merchant marine. In 1956 he settled in Argentina, where he entered in Dodero's Maritime Agency (at that time, the name "Dodero" was still well known for its Argentine flag fleet, both river and overseas. (See note 1 below)

1961 to 1971 Head of the Ports Section, of that Maritime Agency.

1971 to 1978 Operations Manager of the North American navigation company Moore McCormack Lines, area of the River Plate. (Argentina, Uruguay and Paraguay). This navigation company was a pioneer in containerization on the East Coast of South America. Constant study trips to the US and contacts with Mormack in Brazil for the implementation.

1978 to 1991 Operations Manager of Murchison S.A. Stevedoring company of Moore McCormack and pioneer in the landside implementation of containerization throughout Argentina, from Jujuy to Ushuaia.

In 1989, when Murchison and Roman created a J.V., he was in charge of the development of the first specialized sector to operate with containers in "Basin D of the Port of Buenos Aires. (This area is now the concession of Terminal 5, BACTSSA).

1991 to 1994 General Manager of Murchison Terminais de Carga in Brazil

From 1994 to December 2005 Director of Murchison S.A.

In 1996, he was responsible for the start-up of Murchison Group's Terminal Zarate, the first fully private port built under the Ports Act and the first specialized terminal to operate vehicles in South America.

In 2001 this terminal began to operate with containers.

From 1996 to 2005: Advisor Terminal Zarate.

Until June 2011 he was member of the Committee of the International MultiModal Transport Association IMMTA of Geneva Switzerland. Participated in November 2001 in Geneva of a meeting of multimodal transport experts of UNCTAD, invited by the Secretary General.

He was a speaker in national and international seminars on port and intermodal transport issues.

Author of the book Containers, Ships and Ports, Parts of a Transport System. (2000)

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