



# U.S. Senate Committee on Appropriations

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For immediate release: Thursday, March 8, 2007

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**U.S. Senate Appropriations Transportation,  
Housing and Urban Development, and Related Agencies Subcommittee  
Testimony of John Ficker  
President and CEO, National Industrial Transportation League**

WASHINGTON, D.C. . The U.S. Senate Appropriations Transportation, Housing and Urban Development, and Related Agencies Subcommittee on Wednesday held a hearing to examine the proposed Fiscal 2008 budget for the department. As part of that hearing, the subcommittee heard testimony from John Ficker, President and CEO of the National Industrial Transportation League. Mr. Ficker's prepared statement is below.

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The National Industrial Transportation League is pleased to have been invited to present testimony on cross-border trucking with Mexico. The League, which is celebrating its 100th anniversary this year, is the nation's oldest and largest association of companies interested in transportation. Its 600-plus members range from some of the largest companies in the nation to much smaller enterprises. Our members are primarily companies that move their products through our country's transportation network and are engaged in the movement of goods both domestically and internationally. League members ship their products via all modes of transportation including air, ocean, domestic waterways rail and highway. Many League members have active movements between the United States and Mexico. Additionally, League members also are concerned with the issue of dealing with growing volumes of freight to be moved and having adequate capacity to move those goods to meet the needs of our economy.

My name is John B. Ficker and I currently serve as President and CEO of The National Industrial Transportation League. I have served in this capacity since September, 2003. In total, I have over 36 years experience in the freight transportation industry having worked for both carriers and shippers. Prior to my current position, I was employed by Weyerhaeuser Company in Federal Way, Washington. I appreciate the opportunity to share our views on the subject Mexican trucking companies being allowed limited operations in the United States.

I would like to make several important points:

- The United States has very significant trade with Mexico . estimates range up to \$2 billion dollars per day. The safe and efficient movement of this commerce is essential to the growing economies of both countries.
- The United States is a party to the North American Free Trade Agreement and we should honor the commitments made in that agreement including transportation.
- It is projected that US Freight volumes will experience of up to 100% growth over the next two decades. Much of this growth will be in imported goods both from off shore and from Mexico. Meeting this need will require significant growth in the current transportation industry. Effectively utilizing the transportation assets of both countries will be a component in meeting these growth projections.
- The current system of trans-loading trucks at the border is both inefficient and uneconomical for all parties. This proposed pilot will be an important step to the improvement in these important supply chains by eliminating this outdated process.
- According to the Department of Transportation and its Inspector General, the Department has met all the mandated Congressional requirements to allow safe Mexican trucking companies access to US markets. These requirements are as stringent as those applied to US-based trucking companies.
- I have had the opportunity to meet with and negotiate with several Mexican trucking companies in a previous position and I can attest that the companies I met with were as safe and professional as American trucking companies.

We believe the proposed pilot is in the best interest of insuring a safe and efficient transportation system to meet the projected growth in freight movement and it should go forward.

Thank-you for permitting us to testify before you today and we appreciate the opportunity to share our views on this important subject.

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