portation from this property may serve a very useful function for the United States or one of its Departments or Agencies as a deep water transportation point or considerably enhance its value should the site ever be declared surplus and placed upon the market for sale.

In order to reach the area of the proposed modification, vessels will normally use the Mississippi River-Gulf Outlet in entering and returning from the Port of New Orleans, and thus materially increase the use of that waterway.

The modification of the existing waterway submitted to this Committee for consideration, if authorized and funded, will satisfy an immediate and pressing need for the industries located or which will locate in the area in question. For example, Air Products and Chemicals is now prepared to use deep water transportation for shipments from its Michoud Plant. International Auto Sales and Service is prepared to construct a wharf and other facilities on its property and commence the importation of automobiles which may ultimately serve as the focal point of the importation of these automobiles in the Gulf Coast area. Mr. Willard Robertson of International Auto Sales and Service will appear before you and provide additional details as to the extent of this operation.

The area lying behind the Michoud Canal owned by New Orleans East has been set aside for industrial development and as these industries move in they will require deep water transportation in addition to the rail and highway transportation now available. Mr. Cook of New Orleans East, who will also appear before you, will provide additional details concerning their plans for development.

In summary and conclusion I direct the Committee's attention to the fact that we are considering a modification and improvement to existing waterways. This is not a new project, but rather an extension of and better use for existing waterways in this area, in particular, the Mississippi River-Gulf Outlet.

Private industry and individuals recognize the immediate need for this modification, as evidenced by their sustained efforts over a long period of time seeking its approval, culminated by their appearance here and their furnishing without cost to the United States and the public sponsor valuable property rights in the area of the modification, including releases from damages to their properties.

The relatively modest cost of this modification, the benefits which will accrue to the public resulting from lower transportation costs of industry located in the area, the employment by industry of additional skilled, semi-skilled and unskilled labor are all material and relevant to your consideration of this modification.

The District Engineer investigated and evaluated the above mentioned public benefits in his favorable report of December 18, 1967, concerning this modification. As heretofore stated, this report has been approved by the Division Engineer, the Board of Engineers for Rivers and Harbors and the Chief of Engineers. The progress which has been made thus far is an encouraging example of a United States Department, State Agency and political subdivision, and pirvate enterprise recognizing a need, then working in close cooperation and harmony to satisfy such need.

We now find ourselves at the point where approval by this Committee of this modification is the next step in the road from conception to fulfillment.

We trust that you will assist us in obtaining this necessary modification by your support and approval.

CHAMBER OF COMMERCE OF THE UNITED STATES,
Washington, D.C., June 11, 1968.

Hon. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads, Committee on Public Works, House of Representatives, Washington, D.C.

DEAR MR. KLUCZYNSKI: The Chamber of Commerce of the United States urges the House Subcommittee on Roads to delete Section 14 from H.R. 17134, a bill to authorize appropriations for the fiscal years 1970–1974 for the construction of certain highways, and for other purposes.

Section 14 of this bill would permit money from the Highway Trust Fund, derived from user charges on a "pay-as-you-build" basis, to be diverted to finance publicly-owned fringe parking facilities.

While the chamber believes that adequate urban parking facilities should be considered within the context of overall urban transportation planning, we oppose the Section and urge its deletion, for three reasons: