



# REGIONAL PLAN ASSOCIATION, INC.

*... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.*

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## NEWS RELEASE

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New York, May 16 -- C. McKim Norton, Executive Vice President of the Regional Plan Association, said today upon release of "Freight and the Metropolis," the sixth volume of the New York Metropolitan Region Study, conducted for RPA by Harvard University's Graduate School of Public Administration, that "For the Region's future planning this book makes three major points: (1) The Port of New York will continue to be a principal gateway for the nation's foreign commerce during the next 25 years. (2) The Port's specialized freight forwarding, handling, and financing services are an important ingredient of its rise and continuance as the leading American port. (3) The emergence of the truck as the principal means of freight distribution is stimulating the rise of manufacturing in the suburbs along major trafficways.

"The report on 'Freight and the Metropolis' buttresses a primary thesis of the Regional Plan's Harvard Study," Norton said. "Through 1985 the New York Region will continue as the nation's number one metropolis. It will grow rapidly in absolute terms even though some other major metropolitan areas may grow at an even faster rate. The report measures the threat of the St. Lawrence Seaway by estimating that over the next 25 years it will capture about 2 percent of the New York Region's share of the nation's ocean-borne general cargoes. This is partly because it does not appear

that the Great Lakes' ports will develop comparable freight handling, financing and other facilities. Another contributing factor is that bulk cargoes, notably iron ore and grain, most likely to be shipped via the Seaway, are not important here.

"The New York Port is great not only because of its magnificent natural setting, its physical facilities and labor supply, but also because of its highly specialized freight forwarding, handling and financing services unmatched elsewhere in the nation. Every effort should be made to improve these services and to provide an effective regional environment for their operation. This is why such developments as the World Trade Center, proposed by the Downtown-Lower Manhattan Association and under detailed study by the Port of New York Authority, are so essential.

"The report by Dr. Benjamin Chinitz underscores the need of special handling of an increasing number of the Region's products by air freight. This, in turn, emphasizes the need for developing the regional major airport system so it will be capable of handling a growing volume of cargo jet aircraft.

"The 'Freight' analysis stresses the increasing use of trucks to carry Region-made goods. Two-thirds of freight shipped from the Region's manufacturing plants rides a truck. This figure includes practically all the freight produced and shipped to points within the Region plus about one-half of the freight exported from the Region by land. Thus, the truck has superseded other means of transport for freight which does not get beyond the borders of the Tri-State Metropolitan Region and handles as much freight to cities outside the Region as does rail. This explains the irresistible

trend which can be seen throughout the Region to locate manufacturing plants along new trafficways. Furthermore, it makes clear why the Region's older, central areas--if they expect to increase their manufacturing employment--must push through a system of internal expressways in conjunction with plans for new industrial areas.

"For example, the Harvard Report projects gains for Staten Island as the result of the Narrows Bridge and connecting expressways. It predicts even greater industrial growth in New Jersey's Monmouth, Middlesex, Somerset and Morris counties as new circumferential expressways are built.

"Finally, Dr. Chinitz points out the importance of 'piggy-back' (hauling truck trailers on railroad flatcars) and 'fishy-back' (carrying truck trailers in ships) to the Region's over-all economy. These systems combine the special advantages of rail, ship, and truck. They tend to reduce freight carrying costs for long haul shipments and, consequently, to offset the New York Region's natural disadvantage in being located far from the country's geographic center."

Mr. Norton concluded by saying, "It is clear from this report that technological improvements in transportation and the locations of major freight handling facilities are creating new industrial and commercial patterns which should be fitted carefully into the Region. Airports, truck terminals, marine facilities, as well as the Region's highway and railroad network must meet tomorrow's transportation needs if the Region is to continue to prosper--much in the fashion that RPA's 1929 Plan of New York and Its Environs provided for today's requirements."