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REMARKS BY SECRETARY OF TRANSPORTATION,
ALAN S. BOYD, AT THE INTRADEPARTMENTAL
SAFETY SEMINAR, GSA AUDITORIUM, FIRST FLOOR,
7TH & D STREETS, S.W., 9:00 A.M., DECEMBER 16,
1968

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FROM THE DAY WE BEGAN OPERATION, SAFETY --- DEFINED AS PREVENTION OF DEATHS, INJURIES, AND PROPERTY DAMAGE RESULTING FROM TRANSPORTATION ACCIDENTS --- HAS BEEN ONE OF THE MOST IMPORTANT ACTIVITIES OF THIS DEPARTMENT. THE PRESIDENT ASSIGNED THIS IMPORTANCE TO SAFETY IN HIS MESSAGE URGING THE CREATION OF THE DEPARTMENT WHEN HE SAID, "NO FUNCTION OF THE NEW DEPARTMENT -- NO RESPONSIBILITY OF ITS SECRETARY -- WILL BE MORE IMPORTANT THAN SAFETY."

A LARGE NUMBER OF OUR PROGRAMS ARE EITHER WHOLLY OR PARTIALLY DESIGNED TO IMPROVE TRANSPORTATION SAFETY. FAA SAFETY REGULATORY PROGRAMS AFFECT VIRTUALLY EVERY ASPECT OF AVIATION -- PILOTS, FLIGHT CREW MEMBERS, AND CRITICAL GROUND PERSONNEL; AIRCRAFT; AIRMEN; AND AIR TRAFFIC CONTROL. THE COAST GUARD CLOSELY REGULATES THE NATION'S MERCHANT MARINE AND DOES ITS UTMOST TO INSURE RECREATIONAL BOATING SAFETY. IN THE IMPORTANT FIELD OF HIGHWAY SAFETY, THE FEDERAL HIGHWAY ADMINISTRATION IS TRYING TO REDUCE THE NATION'S SERIOUS HIGHWAY ACCIDENT TOLL THROUGH ENGINEERING IMPROVEMENTS OF THE PUBLIC ROADS, SAFETY PERFORMANCE STANDARDS FOR VEHICLES, GRANT-IN-AID ASSISTANCE FOR STATE AND COMMUNITY SAFETY PROGRAMS, AND REGULATION OF THE INTERSTATE MOTOR CARRIER INDUSTRY. AND THE FEDERAL RAILROAD

ADMINISTRATION REGULATES THE RAILROAD INDUSTRY FOR SAFETY PURPOSES.

HOWEVER, IN SPITE OF ALL OUR SAFETY PROGRAMS AND THE HIGH PRIORITY WE HAVE ASSIGNED THEM WE CAN AND MUST DO MORE TO IMPROVE OUR TRANSPORTATION SAFETY RECORD AND MAKE OUR NATIONAL TRANSPORTATION SYSTEM AS SAFE AS POSSIBLE. MORE THAN 50,000 PEOPLE DIE EACH YEAR IN TRANSPORTATION ACCIDENTS -- 90% OF THEM ON THE NATION'S HIGHWAYS -- AND TRANSPORTATION ACCIDENTS CAUSE MILLIONS OF INJURIES (OVER 3,500,000 ON THE HIGHWAYS ALONE IN 1967) AND MILLIONS OF DOLLARS IN PROPERTY DAMAGE. ON THE NATION'S RAILROADS, TRAIN ACCIDENTS CONTINUE TO RISE; IN 1967, THEY WERE 22% HIGHER THAN IN 1965. GENERAL AVIATION DEATHS CONTINUE TO RISE, AND OVER A THOUSAND DEATHS A YEAR OCCUR IN RECREATIONAL BOATING. IN ADDITION, THERE ARE MANY NEAR ACCIDENTS IN TRANSPORTATION THAT COME CLOSE TO BOOSTING THE ACCIDENT TOLL EVEN HIGHER. SOME OF THESE ARE NEAR MID-AIR COLLISIONS. A COMPREHENSIVE STUDY PROGRAM IS UNDERWAY IN FAA TO DETERMINE THE MAGNITUDE OF THIS PROBLEM, AND A REPORT WILL BE ISSUED EARLY IN 1969.

I EXPECT THIS FIRST INTRA-DEPARTMENTAL SAFETY SEMINAR TO PLAN A MAJOR ROLE IN LAYING THE BASIS FOR IMPROVING OUR SAFETY PROGRAMS TO DEAL MORE EFFECTIVELY WITH SAFETY

PROBLEMS. OF COURSE, THE MODES OF TRANSPORTATION DIFFER WIDELY IN THEIR TECHNICAL ASPECTS. YET THEY DO HAVE CERTAIN THINGS IN COMMON. THEY EACH HAVE A ROUTE OF TRAVEL WHETHER IT IS AN ELECTRONIC PATH IN THE SKY, A WATERWAY, A HIGHWAY, OR A RAILWAY. THEY EACH USE VEHICLES OF SOME KIND, AND THESE VEHICLES HAVE OPERATORS AND OCCUPANTS. THESE ASPECTS OF EACH MODE OF TRANSPORTATION CAN BE REGULATED AND OTHERWISE AFFECTED TO IMPROVE SAFETY, AND EACH OF THE FOUR ADMINISTRATIONS HAVE TRIED VARIOUS MEANS OF MAKING THEM SAFER. BUT THERE HAS BEEN LITTLE INTERCHANGE BETWEEN THE ADMINISTRATIONS ON THE RESULTS THAT HAVE BEEN OBTAINED FROM THE VARIOUS APPROACHES AND LITTLE OPPORTUNITY FOR PEOPLE WORKING IN PARALLEL AREAS IN THE ADMINISTRATIONS TO PROFIT FROM EACH OTHER'S EXPERIENCES AND LITTLE ATTEMPT TO ACT TOGETHER AS A DEPARTMENT IN THE IMPORTANT FIELD OF SAFETY. THE REASON FOR OUR FIRST INTRA-DEPARTMENTAL SAFETY SEMINAR IS TO PROVIDE A FORUM FOR THESE TWO PURPOSES.

WITH YOUR ASSISTANCE I BELIEVE THE SEMINAR CAN BE THE MOST SIGNIFICANT ACHIEVEMENT SO FAR IN OUR ATTEMPT TO SHAPE THE FUTURE COURSE OF THE DEPARTMENT IN THE FIELD OF SAFETY.