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OFFICE OF THE SECRETARY

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EXCERPTS OF REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE BEFORE THE SEAWAY PORT AUTHORITY OF DULUTH AND THE MINNESOTA VETERANS OF FOREIGN WARS, DULUTH ARENA, DULUTH, MINNESOTA, THURSDAY, JUNE 26, 1969, AT 6:30 P.M.

Let me say at the outset that I am delighted that Dave Oberlin, the most capable Director of the Seaway Port Authority of Duluth, has accepted President Nixon's offer to become St. Lawrence Seaway Administrator.

I don't think we could have found a more experienced or better qualified man for this job. Dave is Port Director here in Duluth and before that he was with the Toledo-Lucas County Port Authority in Ohio.

As well as being happy to be here in the city where Dave Oberlin has done so much good work, I am delighted and honored to be with you for this double celebration -- the Tenth Anniversary of the Seaway and the Fiftieth Anniversary of the Veterans of Foreign Wars.

The best way to appreciate the St. Lawrence Seaway is look at it in terms of our whole transportation system. And this system is large. The facts of our daily operations in the Department of Transportation dramatize this. Our transportation mission -- in addition to administering

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the Seaway -- consists of:

-- providing air traffic control for 14,000 airline flights a day, while we adopt and enforce regulations to insure the safety of 150 million airline passengers;

-- performing some 45,000 search and rescue operations;

-- help build nearly 15,000 more miles of interstate highways, to add to the 27,000 already completed;

-- set standards of safety to be followed in the manufacture of about 10-million automotive vehicles each year; and standards of safety affecting 100-million vehicles on the road today.

-- work with and assist the Nation's cities with their urban mass transportation problems.

Some of our other responsibilities include operating the Alaska Railroad, managing two of the Nation's major airports (Washington National and Dulles) and providing high speed rail transportation demonstrations in the Northeast Corridor.

But transportation does not stand still. It is growing at a phenomenal rate.

Over the past five years, our airline industry has been increasing its capacity by an average of 66 million seat miles per day.

Our general aviation fleet -- in the same period -- has been increasing its flying hours by 4,000 per day.

The automobiles on our highways increase by 10,000 a day.

But let's look ahead a few years.

By 1975 our population will shoot up from 205 to 230 million. More than 75 percent of our people will dwell in cities and about half of them will be living in three highly concentrated urban zones -- one along the Atlantic, one in California, and another in the Chicago-Detroit-Cleveland region. Even today 75 percent of the Nation's productive capacity is concentrated on two percent of our land area.

Just take the traffic problem alone. Over the next eight years the volume of cars on the streets will increase by 40 percent. The number of passengers on planes will rise more than 300 percent. Trucking, railroads, pipelines, barges -- all tell the same story. In fact, it is estimated that within twenty years we'll have to double our transport capacity.

We are not going to achieve this expansion by simply building more of everything. We are going to have to develop new techniques -- new vehicles. We are going to require better usage and more efficiencies from our existing system. We are going to have to build into our whole transportation system the efficiencies that you have developed in the ore docks here in the Twin Ports, I can think of no better intermodal

system of transportation than the special ore cars, the docks and the ore carriers which move in and out of the Duluth and Superior. This is true efficiency at its best.

We must, then, look at the Seaway in terms of a constantly growing demand for every kind of a transportation facility. For our part, we in the Department of Transportation intend to exploit the Seaway and encourage its full usage.

In the complex world we live in, transportation fulfills many roles. One of these new uses is of particular interest to you people here tonight.

We in Washington have been increasingly disturbed by the growing menace of the erosion of our environment that seems to be more and more becoming a by-product of our heavy dependence on technology. We are -- like you -- concerned over the increasing pollution of the Great Lakes. I have, consequently, ordered that our Coast Guard ice breaker, the MACKINAW, be made available in off seasons to assist in a coordinated research program to seek answers to Great Lakes environmental problems. The MACKINAW has space for laboratories. Its generator can supply power for instrumentation and the ship's equipment can support a wide variety of projects. The MACKINAW also has competent personnel to conduct this kind of research. We are, in addition, planning modifications that will better fit her for this new job.

We, too, want to see the Great Lakes again restored to their function as a great resource of water supply, recreation, transportation and the other uses so valuable and essential to the continued prosperity and health of the Middle West and the rest of the Nation.

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