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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION
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ROOM 660, 1776 PENNSYLVANIA AVENUE, NW., WASHINGTON, D. C.,
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As experienced travelers, you no doubt are familiar with the axiom that when in Rome, you do as the Romans do. This ancient advice may be good anthropology, but here in the United States it could mean rather bad transportation.

I hope that you gentlemen have brought with you from abroad some special skills and tactics for getting around in our traffic. If so, please don't keep them to yourselves. We must find ways to make the technology of transportation meet a broad range of human and social needs.

This is true everywhere. I sense a rising tide of concern all over the world to make technology compatible with man's higher aspirations. When I visited three countries in Europe a couple of weeks ago, I found great concern about safety, the quality and the very destiny of society machines upon the design, the quality and the very destiny of society.

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I can tell you I came away with many good ideas to apply here in the States. We may even be able to coordinate our transport research to prevent needless overlap of effort.

Both here and in Europe there is growing awareness that we need radical new definitions of the overall goals of transportation systems in the modern world.

The problem of new goals and definitions reminds me of the story about the Englishman and his wife who had been shipwrecked on a desert island. They were given to arguing about the meaning of words and the wife asked him to explain the difference between transportation and being transported.

Just then the husband saw a liner passing by on the horizon and said, "well, that ship is transporting one thousand people to happiness and if I could dump you here and join them I would be transported."

I should say in our own defense that we have tried a lot of remedies to relieve the impasse in ground movement. One expert suggested that the ultimate recourse might be to shoe leather -- or the bicycle. But I suspect that we shall go on trying desperately to perfect our machines.

Those of you who have been in this country even for a short while know how bad things are. It's tough getting to work, it's hard to be sure your plane will take off on time, and if you try our trains you will think you have been whisked back in a time machine to the twenties.

President Nixon has determined that these problems will be solved, that we must set an example to the world of long-range, systematic transportation planning and vigorous short-term action to lift the specter of crisis from our public ways.

The Department of Transportation has been assigned the job of making a reality of these plans. Let me tell you something about the nature and scope of our responsibilities. With the sole exception of the Alaska Railroad this Department is not engaged in running transportation lines on land, sea or air. This is the principal way in which we differ from the typical European Ministry of Transportation. Nor are we a regulatory agency like the Interstate Commerce Commission, the Civil Aeronautics Board or the Maritime Commission -- in other words we do not set rates and determine routes or pass upon mergers of companies.

Our function stands somewhere in between. Broadly, our mission is to harmonize the transportation programs of the Federal Government; to improve the coordination of private transportation services; to seek support among transportation companies and labor unions for national transport objectives; to push technological advances; and to plan for a completely integrated, balanced and technically updated transportation system -- not a network with all its hazards, delays, and loose ends -- but a true system based upon the best systems analysis.

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By law, all this must be accomplished in such a way as to preserve natural beauty, parks, wildlife refuges and historic sites.

As you can imagine, that is one heck of a big assignment. To understand it, keep in mind the key concepts of planning, coordination and service. In a pluralistic, continental society like ours it is impossible to imagine government being able to manage the entire transport economy by itself. We need the aid and initiative of many different interest groups and many different publics. Our job is to assist, not to command.

Our task, nevertheless, is vast and various. For example, we now

--- provide air traffic control for 14,000 airline flights per day.

--- we devise and enforce regulations to ensure the safety of 150 million airline passengers every year.

--- we are supervising the construction of 14,000 miles of Interstate highways to supplement the 28,000 miles already completed.

--- we set safety standards for the 10 million cars, buses and trucks manufactured in this country each year.

--- we are helping the congested cities plan and implement better systems of mass transit.

--- on the water, our Coast Guard performs about 45,000 search and rescue missions annually to help the boating public.

Some of our other jobs include running the St. Lawrence Seaway, managing Dulles and Washington National Airports, and sponsoring high speed rail demonstrations along the Northeast Corridor.

I am certain that we will undertake many additional responsibilities in coming months and years. We are seeking a larger role in helping the cities to finance new transportation systems for commuters, for ghetto dwellers, and for access to airports. We are committed to study tracked air cushion vehicles, V/STOL aircraft, tube flight, and the widely touted gravitrain.

We may build a supersonic transport. We wish to greatly expand and modernize our air traffic control system.

We intend to expand our safety efforts in all the transport modes. We must get automotive pollution under control, we must provide a vastly more effective insurance system for motorists, we must begin to exploit the tremendous potential of transportation investments to rebuild and direct the growth of entire urban and regional communities.

The list is almost endless. But the patience of the American people is not endless and we know it. We must begin now if we are to create an effective system during the next decades of increased population and urban congestion, decades when the demand for transportation services will rise

congestion, decades when the demand for transportation services will rise by many hundreds of percent.

If you could see the forecasts that come across my desk you would be astonished at the magnitude of the projected growth in world transportation. Here in the United States air passenger travel will expand three hundred percent in ten years. Auto traffic volume will grow forty percent in eight years. Freight haulage will rise fifty percent on the highways alone.

And world trade will double in ten years. In this realm, as in so many others, we are due for revolutionary changes -- containerization, simplified freight paperwork and passports, giant new planes to take people all over the world at low cost, automated cargo ships, reduced tariffs, and many others.

As costs come down, the volume of trade and tourism will inevitably rise far beyond present levels. The consequences for our standard of living, for the exchange of ideas, and for better understanding among peoples are beyond calculation. Hopefully, a new world of peace, progress and justice will flow from man's technical ingenuity.

I am proud to say that is the foremost objective of the Nixon Administration.

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