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EXCERPTS OF REMARKS PREPARED FOR DELIVERY BY U.S. SECRETARY OF TRANSPORTATION JOHN A. VOLPE BEFORE JOINT MEETING OF NEW YORK CHAPTER, NDTA, AND THE PROPELLER CLUB, PORT OF NEW YORK, GRAND BALLROOM, COMMODORE HOTEL, NEW YORK CITY, THURSDAY, FEBRUARY 11, 1971, 12:20 P.M.

For far too long we've been thinking only of the vehicles of transportation, and not really the services of transportation. We have thought too long in terms of moving truckloads or carloads, or shiploads, from terminal to terminal and not enough about moving goods from producer to consumer, or moving people from doorstep to destination. In other words, we haven't thought enough in intermodal terms, we haven't thought enough about the interfaces of total transportation.

In recognizing this deficit, our Department has first recognized a requirement to assess total needs. As you are probably aware, we are now well underway with a transportation needs study -- scheduled for completion in 1972 with a thorough updating every two years thereafter.

This total needs study is far broader than the traditional "highway needs studies" of past years. It will pinpoint transportation demand in detail for periods of 10 and 20 years ahead. It will not be simply a classical projection, by mode, of how heavy traffic will be in year "X". It will not be pegged exclusively to the modes as we know them. Our aim is to accommodate the doubling of freight and passenger loads in the next two decades -- regardless of where the modal chips may fall. We want to know the general needs so we will be able to recommend specific responses. At the same time we are paying close attention to the environmental impact of transportation demand in the realms of safety, pollution, noise, land use, and conservation of human and natural resources. No true transportation system will fail to take close account of these once-hidden, but now obvious, social costs of mobility.

Re-location housing is a case in point. While this is of greater interest to those of you in the trucking and other highway related businesses, those of you in ocean shipping should be aware of our thinking, also if we are all going to think of transportation in total terms. We have made it a firm policy, for instance, that no one will be thrown out on the street just so we can build more streets. Replacement housing is a factor in transportation development.

And just as vital as this protection of human resources, is our determination to protect natural resources. And here's where those of you in the shipping business are very deeply involved.

Last Fall -- in Brussels -- I addressed the NATO Committee on the Challenges of Modern Society on the subject of pollution of the oceans. Our government's proposal to the NATO nations was that all intentional spilling of oil and other pollutants at sea come to a complete halt by mid-decade. A resolution to this effect was offered by our delegation, and subsequently received unanimous support from the committee at large. Why are we doing this? Why are we getting involved in areas such as this? I think the times hold the answer.

Traditionally the Coast Guard -- a part of our Department -- has always been concerned with the protection of life and property at sea. Today -- in these times -- we must broaden our view to include protection of the total environment.

I know that you gentlemen share this concern about the environment, and I believe we all agree that a cooperative effort is required to provide the protection needed. None of us is content to sit and await the inevitable tragedy or catastrophe that would force us to action. None of us is so calloused to the loss of human life or so oblivious to the destruction of our natural assets that we can be comfortable in the present circumstances.

For instance, we all know the dangers that can multiply when increased traffic in hazardous cargoes creates congested waterways and busy ports. Through the Coast Guard Marine Safety Program and with industry cooperation much has already been done. There are carefully planned design standards to help assure the integrity of a vessel and to protect the ability of a vessel to contain its cargo in the event of a casualty. There also are manning standards to help assure that only qualified personnel operate the vessels. Recently there have been new regulations to assure that even shore personnel are qualified to safely transfer cargoes from ship to shore or from shore to vessels or barges.

But much is still to be done. All of our experience -- supported by casualty statistics -- points to the need for better communications between vessels and more protection for the safety of our ports and waterways. President Nixon recognized these needs and included the Ports and Waterways Safety Act and the Bridge-to-Bridge Radiotelephone Act in priority legislation he recently submitted to Congress.

Just last month in San Francisco we saw an example of the kind of tragedy that must be avoided. Fortunately there were no injuries nor loss of life when the ARIZONA STANDARD and the OREGON STANDARD collided near the Golden Gate Bridge. But the massive spill of some 840,000 gallons of oil into San Francisco Bay is certainly an environmental tragedy.

We recognized that no legislation can provide a magic solution for all the problems we face. But we feel strongly that the pending legislation will be a big stride forward for maritime safety, and I urge your support.

We can ignore the problems and hope that they will go away. We can procrastinate or quibble over details. Or we can all work together to build a safer, cleaner and more effective marine transportation system.

Your gathering here today is an example of the close cooperation that has always been typical of the maritime industry. Your combined know-how and your traditional teamwork are needed now as never before. So let us resolve today that together we will demonstrate that government and industry can team up to provide practical solutions for the benefit of all America.

Let me move on, now, to another area that deserves your full attention and concern.

You all know, of course, that we sit today under a sword of Damocles in domestic transportation -- we sit under another threat of a nationwide rail shutdown effective March 1. The unions have made their position absolutely clear in an announcement the day before yesterday.

Let me put it very simply. We can't do without rail transportation. A nationwide shutdown would have such effects as -- no chemicals for our municipal sewage treatment facilities. No fossil fuels for our electric generating plants. A sharp curtailment in construction materials, steel, cement and lumber. Just as surely as anything, this Nation would grind to a halt.

Our studies show that the other modes would be hard put to meet even 15% of the demand should rail traffic come to a standstill.

And who's to say that crippling, debilitating labor problems can't cause just as much of a "crunch" in trucking, in shipping and barging, in pipelines -- throughout the modes?

Just last week, President Nixon re-submitted transportation labor legislation designed to cope with such problems. Its official title is the "Emergency Public Interest Protection Act". The proposed legislation again calls for establishment of a procedure by which both sides in a labor dispute would submit their best final offer to a neutral, three-member panel. The panel would then select, without alteration, what it deemed the most reasonable offer. This would become the final, binding settlement of the dispute.

This measure, I trust, will have your full support. And I mean your full support. I don't think the transportation industry can survive very long without this vital legislation.

Gentlemen, I have advanced three points here today: First, a re-dedication to intermodality, a greater concern with interfaces between the modes and a concerted planning effort that crosses modal lines. Second, the all important -- and demanding -- resolution to do our work and carry out our responsibilities within an acceptable environmental framework, and third -- an appeal for support of the President's proposals for labor stability in the transportation industry.

Let me make one added point -- insert a "commercial" if you will. Let me say a word about this Administration's attitude toward transportation in general -- our recognition of the importance of your industry.

President Nixon is keenly interested in transportation -- perhaps moreso than any other President in this century.

He clearly demonstrated this interest and concern by submitting to Congress last year -- and successfully achieving -- major legislative programs for aviation, maritime, public transit, railroads and highways.

He understands your needs and the peoples' needs; he recognizes the necessity for long-range, comprehensive planning if we are ever going to successfully match resources with demands.

And I must say that reflecting on that great State of the Union Message, his understanding of our many other needs is clearly evident. His is a bold new program, containing some monumental solutions to some of the problems now facing this Nation. Let me comment just briefly on one aspect that relates to transportation -- the matter of government re-organization. Some people -- especially the press -- wonder out loud if I'm worried about my job. Well, first of all I'm not and second of all that's not the point anyway.

My position is that re-organization as the President has outlined it, is simply another step toward integrating transportation into the basic fabric of our lives. Re-organization emphasizes that transportation affects everything we do. Reorganization will give the Executive Department of the government a firmer grip on problems that for too long have been compartmentalized, pigeonholed, and occasionally ignored.

An understanding that there just won't be any economic development without effective transportation in all modes is basic to the future of this Nation. That's what re-organization means to me.

What can it mean to you? It can mean a greater appreciation on the part of everyone of the work you do, the service you provide. It can mean a greater understanding on the part of elected officials, scholars, shippers, manufacturers, consumers -- the whole range of people who make up a Nation on the move.

Transportation can become the cutting edge of social economic and environmental progress in this country provided we have clear policies, clear direction, proper priorities, and most important -- with your help.

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