

Remarks by  
Secretary Brock Adams  
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President Shields, Minister of Transportation Gscheidle, my friends and ministers from the other nations of Europe, distinguished ladies and gentlemen: My speech will be much shorter than it might otherwise have been because -- President Shields -- you have expressed what I believe so very well and so very eloquently today.

Your pleasure in the automobile is shared by far too many millions of people not only in the U.S. but around the world, and it isn't just an attachment, it's a love affair with the automobile. We just hope that we can change that love affair into a calm marriage.

If we can do that we will have the automobile to use both for pleasure and for utility, not misused by being a part of everything we do from a trip around the corner, to going two thousand miles on vacation, to driving back and forth to work everyday. This is not true freedom today, because for play or for work the car produces unhappiness in most of us. To drive in a automobile to work at five to ten miles an hour with a great deal of exhaust is not what the automobile was created to do and we are trying to persuade our people not to do that anymore.

We are trying to shift travel habits because, and you put it very well, the economic life of the industrialized world is at a point of petroleum supply where we have to control our use of the automobile as a part of our overall lifestyle or we shall not be able to maintain the rest of our lifestyle. We have learned in the U.S. with the shrinking supply of oil that gasoline and its full supply at a cheap price is no longer a divine right. This changes not just our transport, as

Miniser Gscheidle stated it so very well, it changes our whole way of living and how our economics work.

We have in the U.S. a fleet of over 100 million cars. Every year we add about 10 million cars and we believe that will continue, but that each automobile must use far less fuel. We have a saying in the U.S. on emission and public health that every one wants everybody else's car to not emit anything. We approach that problem and the problem of fuel economy at the same time. We believe this makes for the 'socially responsible' car and that is a major part of this marvelous exhibition. It is one of the things that made us want to join with you when invited to be here.

At the U.S. exhibit you will see a sleigh that you can get on and ride with and without a belt at seven miles an hour -- only seven, and see what occurs when you stop suddenly. The problem with most automobile accidents is that at very high speed you have only one experience with an accident. Now we lose more than 50,000 people a year on the highway. That is why we are here with a display vehicle equipped with automatic restraints and it is not popular.

But as a matter of policy, when you involve that many lives and when you have that many vehicles and when we must live within our supply of oil, government can no longer remain silent. We must have a new fuel efficient and safe automobile so we push and we shove and we talk. And we try to get a new motor vehicle, but in the U.S. I have found the gas lines far more persuasive than all the words I have said over the past ten years. The lines and the growing awareness

of how the system works comprise the challenge, not just of transport but of society for the period of the 1990's. It is very fundamental.

Mentioning food, Mr. President, one year ago the percentage of American income spent on the automobile\* became more than the percentage of the family income spent on food. At that point you know we have reached a basic lifestyle change that must occur for survival of the entire system. It means less fuel used through trips but also through the ability to move farther and to produce alternative fuel.

We believe that fuel saving will now sell automobiles. I said this two years ago and was told that was foolishness by the experts in the business. Last month the big car sales dropped substantially, small car sales were up enormously and the hottest car in America today is a VW rabbit diesel that delivers good mileage. I have to watch my staff that they don't try to determine a way to take one home. If you want to buy this type of car you must pay 500 dollars to get on the waiting list. Then when you finally get the car the dealer adds a little extra because he has something that everybody now sees as a way to go farther on less fuel.

I will spend only a moment on public transportation but again in the context mentioned by President Shields and by Minister Gscheidle. It is now a policy in the U.S. to rebuild public transportation. We cannot live in our cities any longer with the emissions or the congestion. We have no place to park all of the cars that want to come in. We

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\*The comparison should encompass all personal transportation, not just the automobile.

have spent five billion dollars in the past 2½ years on public transit, but to show you how far we can go if tomorrow, Mr. President, 10 to 15 percent of the people got out of their cars and went to public transportation we would bury every public transportation system in the U.S. with people. They would ride the buses as they do in some cities in the world on the top, on the sides, and on the back but most still will not get on at all. So again transport is not a thing by itself, it is the lifestyle of the people.

I will say one thing on international air transportation. Everybody accepts that air transportation is now mass transportation. We put more people on an airplane than we do in our average train going any distance. So the change that will take place as the new planes move will be how do you get the people into the airport and from the airport to their homes. Five years ago we built highways right by the airport and didn't connect it, because the engineers told us there was no traffic count. So now we have to go in and rebuild roads because there is not only a traffic count but very many mad people who cannot find their way out of the airport to get to any kind of public transportation. I'm trying even to get a walkway in Washington, D.C. so you can go from the air terminal to the subway under cover. The transit terminal and the air terminal do not connect. Incredibly, they do not connect. They said it was too expensive at the time, now we will have to redo it at much more expense.

Mr. President, Mr. Minister, my colleagues in Transportation, the exhibitors and my friends thank you for giving me the opportunity to share the opening of this marvelous exhibition IVA 79, which I am