

~~Daniel~~
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TALKING POINTS PREPARED FOR
SECRETARY ELIZABETH HANFORD DOLE

SWEARING IN CEREMONY FOR
COMMERCIAL MOTOR VEHICLE SAFETY REGULATORY REVIEW PANEL
SEPTEMBER 5, 1985

* I CAME HERE THIS MORNING TO WELCOME EACH OF YOU TO THE DEPARTMENT OF TRANSPORTATION AND TO EXPRESS MY DEEPEST APPRECIATION FOR YOUR WILLINGNESS TO SERVE ON THIS PANEL.

* SOME OF YOU MAY HAVE HEARD ME SAY THIS BEFORE BECAUSE I FEEL VERY STRONGLY ABOUT IT AND SAY IT OFTEN: AS SECRETARY OF TRANSPORTATION I HAVE NO HIGHER PRIORITY THAN SAFETY --ACROSS ALL MODES OF TRANSPORTATION.

* SO, AS YOU CAN IMAGINE, THIS PANEL IS ESPECIALLY IMPORTANT TO ME FOR THREE REASONS:

- BECAUSE IT TOUCHES MY HIGHEST PRIORITY -- SAFETY;
- BECAUSE IT IS REQUIRED BY THE MOTOR CARRIER SAFETY ACT OF 1984, A BRAND NEW SAFETY ACT WHICH WE SUPPORTED IN THE CONGRESS LAST SUMMER, AND WHICH MY DEPARTMENT NOW HAS THE RESPONSIBILITY OF IMPLEMENTING;

--AND BECAUSE THIS PANEL WILL DEAL WITH STATE LAWS AND REGULATIONS --EVALUATE THEM, ASSESS THEIR RELEVANCE AND DETERMINE IF THEY ARE COMPATIBLE WITH FEDERAL LAW.

* I'VE ALWAYS BEEN AMAZED AT HOW MOTOR CARRIERS ARE ABLE TO OPERATE EFFICIENTLY WHEN THEY ARE SUBJECT TO SO MANY DIFFERENT --AND DIFFERING -- STATE LAWS AND REGULATIONS --NOT ONLY SAFETY REGULATIONS BUT ALSO LICENSING AND REGISTRATION.

* AT THE SAME TIME, I REPRESENT AN ADMINISTRATION IN WASHINGTON WHICH ADVOCATES KEEPING AS MUCH GOVERNMENT AS CLOSE TO THE PEOPLE AS POSSIBLE. WE WANT TO ELIMINATE MUCH OF THE SYSTEM THAT SUBJUGATES STATE AND LOCAL GOVERNMENTS TO WASHINGTON.

* SAFETY IS ONE EXCEPTION. THE DEPARTMENT WILL ALWAYS REGULATE TO IMPROVE AND ENSURE SAFETY. CONGRESS HAS GIVEN THE DEPARTMENT AND

YOU AN IMPORTANT ROLE IN MOTOR CARRIER SAFETY.

--THIS PANEL WILL CONDUCT A COMPARATIVE ANALYSIS OF STATE AND FEDERAL MOTOR CARRIER SAFETY RULES AND REGULATIONS, WITH A VIEW TOWARD UNIFORMITY. STATE RULES THAT ARE MORE OR LESS STRINGENT MAY BE PREEMPTED IF NOT SEPARATELY JUSTIFIED BY THE STATES.

* YOURS IS A MONUMENTAL TASK, MADE MORE DIFFICULT BY THE FACT THAT STATE TRUCKING LAWS ARE NOT STATIC, BUT CHANGE FROM YEAR TO YEAR IN RESPONSE TO SPECIFIC NEEDS AS DEFINED BY THE MANY STATE LEGISLATURES.

* DURING THE COURSE OF YOUR SEVEN-YEAR TERMS, YOUR ANALYSES OF CURRENT LAWS WILL REQUIRE CONSTANT REVISIONS, CONTINUOUS UP-DATING.

* BUT THE CHALLENGE MUST BE MET, FOR THE GOAL OF UNIFORMITY IS

TRULY IN THE NATIONAL INTEREST.

* THE DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION WILL COOPERATE FULLY. THIS IS ONE OF THE GOVERNMENT'S "CITIZENS' PANELS" WHICH MUST SUCCEED!

* LET ME ADD A FINAL NOTE. YOU WILL HAVE IN YOUR CORNER A DYNAMIC AND HIGHLY SKILLED ASSOCIATE ADMINISTRATOR FOR MOTOR CARRIERS. I ANNOUNCED YESTERDAY THE APPOINTMENT OF RICHARD P. LANDIS TO THIS NEWLY-CREATED POSITION. THE ASSOCIATE ADMINISTRATOR FOR MOTOR CARRIERS IS LOCATED IN THE FEDERAL HIGHWAY ADMINISTRATION AND INCLUDES THE STAFF OF THE BUREAU OF MOTOR CARRIER SAFETY. I AM CONFIDENT THIS NEW OFFICE STRENGTHENS OUR ABILITY TO DEAL WITH MOTOR CARRIER CONCERNS. I KNOW DICK STANDS READY TO WORK WITH THIS PANEL.