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U. S. DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C. 20590

REMARKS BY EVERETT HUTCHINSON, UNDER SECRETARY OF TRANSPORTATION,  
PREPARED FOR DELIVERY BEFORE THE COMMITTEE ON THE GOVERNMENT  
TRANSPORTATION LAWYER, AT THE OCCIDENTAL RESTAURANT, WASHINGTON,  
D. C., *TUES* JUNE 6, 1967, 12:00 NOON

I am delighted to be with you today. It's good to see so many old friends from my days at the Interstate Commerce Commission and to meet many new friends as well.

You might say I was present at the birth of your Committee, and I want to compliment the fine effort you have made over the years to strengthen the hand of the transportation lawyer in his desire to better serve our great transportation system. But, I think I ought to warn you that we are counting on all of you to help us carry out the mission of the Department of Transportation.

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The first thing I can tell you about the new Department is that you never have to ask if there's anything you can do to help. There is enough work to go around -- no problems, you understand, but plenty of opportunities and challenges.

And our range of responsibility is broad enough so that we seldom feel boxed in. On any given day, we may have a man working in the direction of integrating all forms of transportation in America; and another trying to answer an angry letter from a boy in San Jose, California, who blames us for the fact that his mother makes him go to bed while it's still daylight.

We opened our doors on April first as the 12th of the President's Cabinet-level departments.

The Department was created out of need and hope -- to bring together under one authority and under one leadership all our Federal programs and activities in air, rail and highway transportation as well as many of the nation's water transportation programs.

The creation of the Department was hardly the result of bureaucratic whim. Ever since 1874 there has been discussion about the need for such a Department.

By 1966 there were over 30 separate agencies which handled some transportation program -- agencies concerned with highways and highway construction, those which dealt with aviation and with the Coast Guard and its programs for marine safety. Others were responsible for safety and inspection programs for aircraft and railroads. Separate organizations directed the St. Lawrence Seaway, the Alaska Railroad, our maritime activities -- any many other programs affecting the daily lives of millions of Americans. The need for closer coordination of these programs had become urgent -- the result was the Department of Transportation.

Transportation daily touches almost everyone. Some 20 percent of our gross national product is linked to transportation. About 14 percent of all civilian employment in the United States is in the transportation field. And approximately 18 cents out of each tax dollar comes from transportation sources.

Today there are 90 million motor vehicles in the United States. By 1975 there will be 120 million.

Last year domestic airlines flew almost 57 billion passenger miles. By 1975 they expect to fly close to 130 billion.

In 1964, 1.5 trillion ton miles of cargo service was performed by America's transportation industry. By 1980 the industry will move almost twice that much cargo.

Today Americans can travel on almost 3 million miles of paved streets and highways. By 1974 -- or perhaps sooner -- we will be able to cross the country on the new Interstate Highway System. If we could find an American hardy enough to make the trip, he could go from New York to California without stopping once. It's hardly a trip designed to please the kids -- but the man behind the wheel could forget about traffic lights for the entire trip across the country.

The Federal Government is involved -- in some way -- in every form of transportation. During 1965 more than \$5 billion in Federal support went into highway construction, the development of rivers and harbors, the operation of airlines, the construction of airports, and subsidies for our maritime industry. In shipping, for example, 1,500 of our Nation's 2,500 ocean-going cargo vessels are part of the Government-owned Reserve Fleet.

But this substantial Federal investment in transportation is dwarfed by the investment of other sectors of our economy. State and local expenditures on transportation have reached some \$12 billion annually, but most important, however, is the private outlay which may be as much as \$150 billion each year.

And this is the way it will continue to be.

This predominance of private over public investment in transportation is peculiarly American. In no other nation in the world does the private sector direct such a large part of transportation activities. This unique blend of public and private effort is one of the great strengths of our American system.

Transportation in the United States is unique in another way. By a tacit agreement between the public and private transportation interests, the ways and means of our transport system have been more or less apportioned.

The ways -- the highways, the airways, the waterways -- are publicly maintained and controlled. The means -- trains, planes, cars and trucks, and, to a large extent, buses -- are privately owned. And this interdependence is also one of the strengths of our American system.

Just after Alan Boyd was named by the President as the first Secretary of Transportation, he told a U. S. Chamber of Commerce group that he didn't see the Department as a "big daddy" to our transportation system. He said:

"The Department will have the responsibility for encouraging and promoting our private enterprise system, rather than trying to move in the direction of taking over its actions and responsibilities ... It must be a cooperative effort".

Programs to develop and improve transportation will be generated by the initiative and enterprise of private investors. In the Department we hope to serve as a catalyst in the search for solutions to the problems which confront both private and public transportation interests.

This is a tremendous challenge. Our concern is not just transportation -- it goes beyond the movement of people and goods from one spot to another. We seek that best of all worlds in which the American transportation system will be fast, safe and efficient -- and, of course, we want it to be convenient, too. The chief concern will be safety. Transportation must be safe -- safe for the public and safe for the worker.

At the same time, we have another hope for transportation. We believe that it is equally important that we preserve the natural beauty of our countryside, that we conserve our recreation areas and public parks, our wildlife and waterfowl centers, and our historic sites.

To handle the problems of transportation today and to anticipate the problems of the future we have brought together under one roof -- organizationally, if not physically -- some 92,000 employees and agencies with programs involving an annual budget of almost \$6 billion.

Within the Department, at the assistant secretary level, we will deal across the board with the effort to improve individual modes and to create a system of transportation. The assistant secretaries will advise the Secretary on public affairs, on international transportation, on policy development, and on research and technology. These men -- the assistant secretaries -- are not going to promote either aviation or inland waterways or trucklines -- or any other single mode of transportation. They will examine and evaluate the needs of all modes of transportation within the framework of the Nation's overall requirements.

In this way we hope to avoid undue emphasis on any one form of transport in preference to any other.

Ours is not a regulatory agency.

The ICC, the CAB and the Federal Maritime Commission will continue as before in providing economic regulation. The continuing responsibility involves protecting both the public and the private interests in our motor and water carriers, our railroads, our freight forwarders -- and also in our airlines, our pipelines and the Nation's ocean-going ships.

On the other hand, the act establishing the Department gives the Secretary a clear mandate to make his views known at all levels of government where transportation is the concern. He is required, for example, to "provide leadership in the development of national transportation policies and programs, and make recommendations to the President and the Congress for their consideration and implementation".

And this means that our general counsel will be intervening before regulatory agencies in cases of general transportation importance.

This will not happen overnight. We are not fully staffed as yet and we will have to be highly selective about the cases in which we appear.

But I think it is a good rule-of-thumb that when there is a regulatory case involving the long-term transportation interests of the people of the United States, the Department of Transportation will be there.

One example that comes to mind is the ICC, itself. As you know, the Commission has long been hampered by the lack of a large enough staff to provide a thorough independent analysis of major rate and merger proposals. Too often, the only evidence presented is that proposed by interested parties. This means there is no one to represent the public interest before the commission -- except the Commission itself -- and we plan to do what we can to correct this situation.

In cases of major importance, the Department will intervene in a role much like that of the bureau counsel at the Civil Aeronautics Board.

We will attempt, in these cases, to provide a broad picture of the consequences of a proposal to the commission for consideration.

We will, for example, try to show how a decision will affect not only the carriers involved, but the transportation system and the people who use it for travel or to move goods.

Now, this, of course, is a big order. It may be many months before the Department is ready to make its voice heard in such cases. But it is a job we must do if we are to carry out our responsibility to keep America's transportation system not only free and competitive but modern, safe and efficient.

I think you can get a good idea of the approach we will take from our brief of May 15 in Ex Parte No. 65, a case involving the use of Interstate Highways.

An ICC hearing examiner had proposed that regular route truckers be required to apply for specific ICC permission to use the Interstate System between their already-authorized points.

The Department took exception to the recommendation on the ground that the requirement would impose unnecessary cost burdens on the carriers and ultimately on the consumer.

We pointed out that the regular route motor carriers and the public they serve should have full advantage of the new Interstate Highway System.

Another concern is safety, and the safety functions of the Interstate Commerce Commission and the Civil Aeronautics Board have been transferred to the National Transportation Safety Board within the Department.

The Board was established as a result of the grave concern across our Nation about mounting transportation accidents.

We are concerned with air safety -- congestion of the air lanes as well as the airports. We are concerned with the safety of the seagoing public -- to avoid another Yarmouth Castle disaster as well as accidents on our recreational waterways. Also, we are concerned about the problem of oil spillage such as plagued the coast of England when the Torrey Canyon went aground.

One of the most exciting programs the Department has will be demonstrated for a period of two years commencing this summer or fall. This is the high-speed rail project between New York and Washington. Another project, slated for operation in early 1968 will be an auto-rail ferry service between Washington and Jacksonville, Florida.

These high-speed rail demonstrations will have great meaning for other areas of the country where intercity transportation is a serious problem, and we hope these demonstrations will lead us to more advanced ground transportation systems in a short time.

The Department hopes ultimately to play a significant role in strengthening urban transportation.

We do not kid ourselves about the difficulties inherent in the problems we face. For example, it is very difficult to make the public sufficiently aware of the need for extra caution on a holiday such as the Fourth of July when millions of Americans will be on the highway, trying to get there ahead of the crowd.

But -- with your help -- we will hope to do this and we will do the other things needed to carry out President Johnson's vision of the kind of transportation system America should have. As the President said in his message to Congress asking for the Department of Transportation:

"We build the cars, the trains, the planes, the ships, the roads, and the airports. We can, if we will, plan their safe and efficient use in the decades ahead to improve the quality of life for all Americans".

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DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

REMARKS BY EVERETT HUTCHINSON, UNDERSECRETARY OF TRANSPORTATION, AT THE UNITED STATES COAST GUARD OFFICER CANDIDATE SCHOOL GRADUATION, YORKTOWN, VIRGINIA, JUNE 9, 1967, 11:15 A.M.

Captain Smeder, honored guests, members of the officer graduating class:

It is an honor and a privilege for me to be here today. This is the first time I have had an opportunity to speak to a Coast Guard officer candidate group.

Since assuming my duties as Under Secretary of the Department of Transportation, I have become filled with admiration for the Coast Guard, a great Service whose roots go back deep into our country's history.

In the Department of Transportation we consider it an honor to have the Coast Guard as part -- a very vital part -- of our organization. The Coast Guard is a military Service with a humane peacetime mission. It is a Service whose members must have proficiency not only in the arts of war but also those of peace.

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The role of the Coast Guard in the advancement of maritime safety is of vital importance to the United States merchant marine. It has made American flag ships the safest on the seas.

But this is just one of the many missions of the Coast Guard. Today, I want to talk about some of its other duties, and the place of the Coast Guard in our newly established Department.

Since this occasion belongs to you young men assembled here as officer candidates, I shall address my remarks to you.

Gentlemen, I am proud of you, and my pride is shared by all the members of the new Department. To earn the commissions you are about to receive in the Coast Guard, you had to undergo months of hard work and study. You have been deliberately crowded to determine whether you had the mental and emotional stability to perform under pressure. I congratulate all of you on coming through so successfully.

Your presence here today is proof of our confidence in you and of your determination to be good Coast Guard officers.

The organization in which you serve is the most versatile of its kind in the world. I can think of no other Government agency which is called upon to perform in so many different fields of endeavor. In the Coast Guard, men must have the flexibility to adjust quickly to change and respond to new challenges.

Think of the progress the Coast Guard has made in the century and three-quarters of its existence! It has progressed from the small sail-powered fleet of the Revenue Marine to the magnificent HAMILTON, the last word in cutters. Often you have to "make do" with equipment not originally designed for the job at hand. But with characteristic genius for improvising, the Coast Guard always manages to get the job done. And that is what really counts. I don't think any other agency in the Federal Government gives the American taxpayer a better shake for his dollar.

As we begin the final third of this century, we find the world in a state of turmoil. Somehow things haven't worked out as we hoped they would after World War II.

The peace we all anticipated hasn't materialized. In many parts of the world, people are still denied the basic right to determine their own form of government and to live their lives in freedom and dignity. Yet, I am optimistic enough to believe that the forces which draw men together are stronger than those which divide them.

Your Service, the Coast Guard, is extremely active in an area in which the nations of the world have been unusually cooperative -- marine safety. Despite the ideological and national barriers which separate nations, nearly all peoples are united in a common desire to minimize the dangers of the sea. In the glare of today's headlines we sometimes tend to overlook the less publicized international treaties for the furtherance of this great objective.

As our foremost Federal agency for marine safety, the Coast Guard often represents the United States in its efforts to raise international safety standards. Recent disasters at sea have given new urgency to this aspect of the Coast Guard's work.

A recent success of Coast Guard activity in the international maritime field occurred during the past year when, at the Coast Guard's urging, an extraordinary session of the Assembly of the Intergovernmental Maritime Consultative Organization was held in London.

The Coast Guard was successful in persuading members of the Assembly to upgrade fire protection standards on existing passenger vessels. This was a great achievement for your Service which has long advocated a higher degree of structural fire protection in international treaties for passenger ships.

As officers of the Coast Guard, it may one day be your responsibility to represent the United States in its maritime affairs with other countries. Your role may not be a controlling one, but the way in which you conduct

yourself can help to create a favorable impression of the Government you represent. Understanding between Nations results from unofficial as well as official actions.

The fact is that, as a Coast Guard officer, everything you do will reflect either favorably or unfavorably on the United States.

Whether we like it or not, people are apt to judge a country in terms of their experience with an individual or a group of individuals. It will be up to you and your contemporaries to continue the fine example which has been set by your Service.

The story of international collaboration by maritime nations in the cause of safety at sea is an inspiring one. In maritime matters, the nations of the world have been able to put aside their own narrow interests in the more humane cause of safety at sea.

One of the oldest of these international arrangements for safety at sea has been in existence for more than half a century. I refer to the International Ice Patrol which has been under the direction of the Coast Guard since its inception in 1914, following the disaster of the TITANIC, two years before.

In spite of two World Wars and many other controversies in the ensuing years, the Patrol has continued to function. Not only has it continued to protect North Atlantic shipping against the danger of floating icebergs, but it has greatly expanded its role in oceanographic science. Today, it is more important than ever before. The work pioneered at the 1914 conference in London, is now paying extra dividends each year.

One of the Coast Guard's greatest contributions toward greater understanding between our country and other nations is its foreign training and assistance program. Through this program, it has helped other countries establish organizations similar in scope and purpose to your own. It has given officials of foreign countries a chance to study at Coast Guard schools, training stations, and installations.

Since the end of World War II, the Coast Guard has gone quietly and competently about its work of assisting foreign governments. Among the many countries which have taken part in the program are Thailand, Viet Nam, Liberia, Nigeria, Republic of West Germany, Panama, Guatemala, Surinam, and Peru.

In this class are two naval officers from the Republic of Guatemala: Lt. Marco A. Contreras, and Ensign Edgar A. Villanueva. Representing them is their distinguished countryman, Col. J. Arturo Ponciano, Assistant Military Attache at Washington, D. C. Gentlemen, I congratulate all of you and send my best wishes to your countrymen.

The Coast Guard is upholding its proud military tradition through the exploits of its Squadron One, now on patrol in the coastal waters of the Republic of Viet Nam. Since July 1965, the twenty-six cutters of Squadron One have helped to bar the movement by water of men and materials from North Viet Nam to communist forces in the south. Its cutters have engaged the enemy and have sunk or disabled his vessels. The Squadron is also providing gunfire support for United States and allied forces on shore.

Within the past year, the Coast Guard has constructed a chain of Long Range Aid to Navigation stations in south-east Asia. The installations are useful both in peace and war. As it has so many times in the past, your Service is once more proving that it has not lost the military prowess acquired over the years. All Americans are proud of its accomplishments in the very difficult Viet Nam war.

This class is the first to receive commissions since the establishment of the Department of Transportation. I realize that events of the past several months represent a break with a 176-year-old association with the Treasury Department.

This is the first time in the long history of your Service that you will be serving under a new Department. This development may have caused certain misgivings, but I can assure you that the part played by the Coast Guard in the Department of Transportation will not be diminished, it will be expanded.

The transfer of your Service to the new Department formally recognizes the very vital role of the Coast Guard in the marine transportation picture.

We consider ourselves very fortunate to have the Coast Guard in the new Department. Your expertise in all aspects of maritime safety will be used to the fullest advantage.

The missions of the Coast Guard -- search and rescue, icebreaking services, and merchant marine safety -- all contribute to the safety of maritime commerce. Many aspects of Coast Guard operations involve cooperation with other agencies in the new Department as well as outside the Department. Under the direction of our able and dedicated Secretary of Transportation, Alan Boyd, we shall promote improved safety not only in the maritime field but also on land and in the air.

And, we look forward to using to even greater advantage, the valuable assistance of industry representatives on our Panels to the Merchant Marine Council. They will help solve the many and complex problems of safety in our port areas.

There are many other aspects of the Coast Guard's association with the Department which will affect you as young officers. I have mentioned a few -- enough I hope to indicate that your missions will constitute a very important part of the work of the Department.

In many ways, the transfer of the Coast Guard into the Department of Transportation coincides with the great tide of change which is now reshaping your Service. We respect the great traditions which are so much a part of the fabric of your history. But always we must ask ourselves: "How can we best serve our country today"? We cannot permit tradition alone to determine our response.

It is one of our great national strengths that we are willing always to experiment with new approaches. This is perhaps the primary reason that we have become pre-eminent in so many scientific, and technological fields. Tradition has not been allowed to stifle new thought. It is important to maintain this attitude towards change. It is uniquely American, and the Coast Guard embodies this point of view.

Earlier in my talk, I touched upon the expanding scientific role of the Coast Guard. I can assure you, gentlemen, that under the Department of Transportation, this work will go on with great vigor. In recognition of

this, your Service has taken steps to set up an Office of Research and Development which will cooperate with other components of the Department in the search for solutions for transportation problems.

In the field of oceanographic science, your work will be intensified as our country moves into high gear in its effort to penetrate the remote mysteries of the seas. Through the Ice Patrol and through studies conducted by the Alaskan Patrol, ocean station cutters and other units of the fleet, the Coast Guard has contributed much to our understanding of the northern seas. But we have only scratched the surface. The effort will continue, and many of you will undoubtedly share in this great adventure in science.

I think I have talked long enough. The time has come for you to be rewarded for your efforts over the past several months.

Gentlemen, again, I congratulate you upon your achievement.

May you have fair winds and good sailing, and may God bless you.

U. S. DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C. 25590

REMARKS BY EVERETT HUTCHINSON, UNDER SECRETARY OF  
TRANSPORTATION, PREPARED FOR DELIVERY BEFORE THE 37TH  
ANNUAL CONVENTION OF THE VIRGINIA HIGHWAY USERS ASSOCIATION,  
THE HOMESTEAD, HOT SPRINGS, VIRGINIA, FRIDAY, JUNE 23, 1967

It's always a pleasure to travel in the "Old Dominion" --  
and to be at The Homestead. All along your highways are signs  
instructing, "Keep Virginia Green." Nowhere, it seems to me,  
is this injunction complied with more fully -- and more  
beautifully, than in the mountains and on the hillsides which  
surround us here.

President Johnson has called our nation's transportation  
system, "a powerful network on which the prosperity and  
convenience of our society depend." There is no doubt that  
we, as Americans, enjoy the benefits of one of the most  
diversified and highly developed systems of transportation  
in the world.

Transportation touches the daily lives of most  
Americans. Some 20% of our gross national product is tied  
to the transportation industry. About 14 out of every 100  
American civilians work in some element of our transportation  
industry and 18¢ out of each tax dollar is derived from a  
transportation source. Americans have more motor vehicles  
and fly more air miles than do the people of any other  
nation.

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Our transportation system is good but it is not good enough.

It is not safe enough -- thousands of Americans die in transportation accidents each year.

It is not convenient enough -- travelers can fly across the state faster than they can drive across the city.

It is not efficient enough -- investors pour millions into the development of high speed ships -- which must spend idle days in port before they are loaded.

It is not economical enough -- those most dependent upon urban transportation often cannot afford it.

In 1805, Thomas Jefferson's Secretary of the Treasury suggested to him that a Department of Transportation might well serve the national interest. In 1874, the Congress first considered ways of coordinating the Federal interest in transportation, as did 17 subsequent Congresses. Not until 1966, however, did the Congress vote to create a Department of Transportation.

Today, I have come to Virginia as a representative of that Department, the twelfth and newest of our nation's Cabinet departments. On April 1st, we began our efforts to coordinate most of the 35 different Federal programs and agencies which had evolved over the two centuries of our nation's existence.

The Federal Government has been involved in some way in every form of transportation. During 1965, more than \$5 billion in Federal support went into highway construction, into the development of our rivers and harbors, into airline and maritime subsidies and into airport construction.

The new Department brings together under one authority for the first time most of these Federal programs with the object of providing national leadership for the achievement of our nation's transportation goals.

A Federal effort cannot succeed without full cooperation between Washington and State and local governments.

Three years ago, President Johnson called for the creation of "new concepts of cooperation ... between the national capital and the leaders of local communities." Nowhere is this need for a working partnership greater than in the field of transportation.

In this country, transportation represents a blend of public and private interests, a combination which is uniquely American. The private outlay on transportation may be as much as \$150 billion annually -- almost nine times the amount of local, state and Federal expenditures combined. In no other country is such a significant part of the overall transportation system directed and controlled by private interests.

The public interest is protected by standards which have been set by our safety and regulatory agencies. It is a system which has worked well in the past. We hope the new Department can help make it work even better in the future.

The Department is primarily concerned with the development of an integrated system of transportation which can provide fast, safe, economical and convenient service.

Let me tell you a little about the structure of the new Department. It has responsibility involving the Federal role in public capital investment in transportation, safety across the entire field of transportation, the operation of aviation and maritime navigation facilities, and with emergency transport planning. We also expect to play a major role in Federal programs for relating transportation to the needs of an increasingly urban America.

In the Departmental framework, we have the Federal Aviation, Highway and Rail Administrations, the Coast Guard, and the St. Lawrence Seaway Development Corporation. We have a working relationship with the ICC, the CAB, and the Federal Maritime Commission, but their traditional independence in the economic regulation of our nation's motor and water carriers, its railroads, its airlines, its freight forwarders, and its pipelines, will continue as in the past.

The Department of Transportation will, however, appear as a party in regulatory proceedings as the need arises. We have just intervened -- for the first time -- acting on behalf of the public interest, in a proceeding of vital importance to organizations such as yours. The Department has filed exceptions with the ICC urging the promulgation of simplified rules for the use of Interstate and Defense Highways by truckers to speed deliveries and reduce costs.

The Department believes the procedures which the ICC examiner had proposed would cancel out many of the advantages which regular motor common carriers might hope to gain by use

of these Federal-aid highways. The procedures which the ICC examiner recommended would increase costs and add to the paperwork burden of both the carriers and the ICC.

Congress intended for the benefits of the Interstate Highway system to be available to all motor carriers -- not just to private carriers and not just to carriers whose authorized operations are over irregular routes.

This is the sort of situation in which the Department of Transportation can have an immediate effect upon the operations of carriers such as the members of your Association.

The Department's activities in the field of safety will have an effect upon your operations, too.

Let me tell you about a few of these activities.

For the first time in our nation's history, a single Federal agency is concentrating on the critical problem of traffic safety. The Department of Transportation is responsible for implementing the programs under the National Traffic and Motor Vehicle Safety Act and the Highway Safety Act, both of which were passed by Congress in 1966. Just two weeks ago, the National Highway Safety Advisory Committee, of which I am Chairman, drew up a series of recommendations on the proposed Federal highway safety standards.

Under the standards, the States will be expected to set up programs for retesting drivers every four years or for cause on the basis of factors such as individual records of accidents. The standards also urge every state to set up some form of annual vehicle inspection. Virginia, with its semi-annual inspection programs for motor vehicles, is a leader in this field.

Final standards will be issued by the end of next week.

Other elements of this comprehensive safety program relate to auto safety standards, changes in design, construction and reconstruction of Federal-aid highways, and major research on safety problems.

In another area, the Department is working to find remedies which might reduce accidents at rail-highway grade crossings. More than 1,500 Americans were killed last year in these accidents and the Department, along with the travelling public and the railroad and motor carrier industries, is deeply concerned with this problem. Local and state cooperation is essential, and we look to organizations such as yours to support the search for effective measures to reduce these accidents.

Under the Department of Transportation Act, the new Department has acquired jurisdiction over Motor Carrier Safety, which was formerly a part of the ICC. For the time being, ICC reporting procedures for accidents and hours of service will continue to be used; however, reports will be submitted to Regional Safety Officers of the Federal Highway Administration's Bureau of Motor Carrier Safety, rather than to ICC Regional Directors.

Virginia's Regional Safety Officer is Alexander J. Stevens, who is stationed in Columbus, Ohio.

Many other procedures for motor carrier safety will continue unchanged. Vehicle inspections will be based on the same criteria. Insofar as it is able, the Bureau will continue to investigate serious accidents and will emphasize thoroughness and accuracy of reporting in these investigations. It will work closely with the state highway patrol and with state regulatory agencies just as the ICC has done in the past.

The Bureau will also have responsibility for administering regulations governing motor carrier transportation of hazardous materials, however, many existing regulations in this area are considered to be in need of review in the light of recent technological developments.

There are several areas of the Motor Carrier Safety Program which need to be strengthened and the Department's responsibility in the safety area and its facilities for research and development will make it possible to do so. For example, the use of better and more scientific techniques for accident investigation can add to the quality and usefulness of accident information.

Accident statistics will continue to be nothing but grim reminders of past failures if they are not translated into lessons for accident prevention in the future. Identifying the cause of accidents is the first step; the second must be the development of new and better weapons for attacking conditions that breed accidents.

One such potential weapon which the Motor Carrier Safety Bureau will explore is the need for new regulations in the field of driver qualifications. Physical and medical criteria for driver examinations must be improved to meet the demands of a comprehensive safety program. It will also consider whether more stringent legal requirements regulating

the operation of heavy commercial vehicles can prevent some of the abuses which I have prevailed in the past. The public and the motor carrier industry must be protected from the driver with a bad record of traffic safety violation who overcomes the loss of his license in one state by acquiring a license in another state.

The Department, through the Federal Highway Administration, has the responsibility of reporting to the ICC on the safety compliance of applicants for operating authority when it believes that compliance is unsatisfactory or short of what it should be.

The National Transportation Safety Board, an agency within the Department, has a significant responsibility at the Federal level for determining the cause of accidents.

The concentration of transportation safety responsibility within a single Department should mean a more effective allocation of our nation's safety budget -- greater returns in safety for each dollar we spend.

Even more important, however, will be the savings in terms of the lives of the American people -- a cost which dollars and cents can never measure.

But the Department of Transportation has concerns which go beyond moving people and goods safely from one spot to another. We are concerned with the effects of transportation on our environment -- with noise abatement, with air pollution, with beautification of our highways, with the preservation of the natural beauty of our countryside, our park and public lands, our historic sites and our wildlife and waterfowl sanctuaries.

Our programs cannot go forward without the support and cooperation of the transportation industry and the millions of men and women who are part of it.

Just after Alan Boyd was named by the President as the first Secretary of Transportation, he told a U. S. Chamber of Commerce group that he didn't conceive of the Department as a "big daddy" to the transportation system in our country.

He said:

"The Department will have the responsibility for encouraging and promoting our private enterprise system, rather than trying to move in the direction of taking over its actions and responsibilities ... It must be a cooperative effort."

In the future -- as in the past -- programs to develop and improve our nation's transportation system will result from the initiative and enterprise of private investors.

Success can only result from cooperation.

None of us can do the job alone. All of us must join together in the search for creative new approaches at every level.

We look to your Association for support in this effort.