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REMARKS BY IRWIN PETER HALPERN,  
DEPUTY ASSISTANT SECRETARY FOR POLICY  
AND INTERNATIONAL AFFAIRS, BEFORE THE  
AMERICAN ASTRONAUTICAL SOCIETY, MARCH 14, 1972  
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"DOT PHILOSOPHY OF NEW TECHNOLOGY FOR FUTURE  
TRANSPORTATION DECISIONS"

I take a strong interest in the purpose of this symposium: The application of space technology to civilian activities has been a concern of mine since my service with NASA. Space technology can be applied to transportation. It is being applied with success. There are many examples of this: Project management (HSGT), advanced command and control (e. g. , BART), aerospace firms (Boeing, Rohr), and aerospace alumni (Beggs, Klein).

The need is to know how to transpose space technology, as from one musical key to another, in order to make it suit the special needs of the transportation world -- a world of strong conflicting vested interests; political crosswinds (such as have

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
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never been experienced in the space environment); mindboggling regulatory practices; and profit and loss statements -- as well as hardware.

It could be said that hardware is the least of our problems - but it is a problem nonetheless.

To transpose space technology to meet transportation needs requires a knowledge of not only the opportunities but the constraints. I should like to talk about both today -- in terms of how the DOT sees them.

First, opportunities. R&D has been selected by the Secretary to be one of four major program thrusts for FY '73. The other areas of new emphasis are urban transit, safety and environmental impact. The best indication of a bureaucracy's policy or philosophy is how it allocates its resources. In FY '73, the Department is increasing its R&D budget by about 38% over the current fiscal year. The R&D expenditures will thus represent about \$450 million of new technology opportunities.

This search for new and innovative transportation systems is in line with this Administration's strong belief that science and technology can and must make significant contributions to the quality of American life and to economic growth. Secretary Volpe is convinced that technology can and will produce more efficient transportation with less adverse effects on the environment -- and with high payoff on a relatively small dollar investment.

We are giving new emphasis to intermodal aspects of systems development. We will increase efforts to develop and demonstrate tracked-air cushion vehicles and the so-called "people movers." We will initiate a program on dual-mode systems. We will be accelerating work to bring automation to our highway system, providing increased highway capacity at greater levels of safety.

We plan to marry electronics with highways, to provide early warning of congestion or accidents ahead. We will be continuing our improvements in the air traffic control system by applying modern microwave technology and higher levels of automation to provide necessary increases in capacity and reliability. And

in the area of conventional rail and other advanced high-speed ground systems, we will be undertaking several new projects, including investigations of the potential of magnetic levitation and air cushion type vehicles. There are also the Coast Guard's important developmental programs on marine oil spill surveillance, containment, and clean-up systems, as well as on systems to improve control of marine traffic in harbors and waterways.

So much for the opportunities. My colleagues will go into further detail on these.

Now for the constraints. A basic fact of life is that new technology must meet economic/cost requirements as well as performance requirements. As far as allocation of Federal resources is concerned, a better mousetrap or airplane or train has little or no appeal to us if there are no mice or the conventional mouse-trap can do the job as well at less cost; or there is no ridership for the new airplane, or the existing one can do the job as efficiently and at less cost -- etc.

It should be emphasized that a DOT decision to explore a new technology, e. g. , through the development of a prototype TACV or STOL, does not mean a commitment to produce and develop such vehicles. We certainly do not want technology to be a constraint on progress. But the last thing we want on the taxpayer's hands is a beautiful white elephant that serves few people's transportation needs and requires a substantial public subsidy to keep in operation.

At DOT, our commitment is not to any particular technology, hardware or even mode of transportation; rather it is to improving transportation service. And service needs vary from community to community. Thus, with regard to common carrier service, while air may be the best solution to the intercity transportation needs of California, improved rail may be a good near-term supplement to air service in the Northeast Corridor. The need is to find the proper mix of transportation modes, and technological and non-technological alternatives, to meet a community's or region's needs.

As one successful transportation operator has put it, there are three ways to avail yourself of the opportunities presented and to work around the constraints: marketing, marketing and marketing.

Speaking of marketing new technologies, the United States is preparing to open the world's largest marketing meeting in the history of transportation. I am referring to the United States International Transportation Exposition, or TRANSPPO '72 for short, to be held on 300 acres near the terminal at Dulles International Airport, starting May 27 through June 4 of this year.

TRANSPPO will be a window into what is a \$200 billion slice of the U. S. economy but it will also be fully international. We have confirmation that delegations from 45 countries will be there that week to involve themselves in almost 300 industrial and government exhibits covering all forms of transportation. As a marketing tool, TRANSPPO '72 has already sold well over 85% of its designed indoor and outdoor exhibit space and the sold-out sign will be hung out very soon. On top of this, we are expecting more than a million people to join the thousands of transportation specialists attending TRANSPPO '72.

We can promise you the most complete exposure to transportation ever seen and, as icing on the cake, a series of air and ground demonstrations to excite and challenge the imagination.

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