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*Contracting Safety*

KEYNOTE ADDRESS, ANNUAL CONFERENCE OF THE VIRGINIA SAFETY ASSOCIATION, NORFOLK, VIRGINIA, 10 A.M. THURSDAY, MAY 7, 1970.

*Mine Safety  
Occupational Safety  
Hazardous*

*Dr. Dr. American  
Elephants*

*Customs waits  
Major Meeting*

SAFETY IS "IN." IT BECAME THE "IN" THING LONG BEFORE THE NATION AWOKE TO THE DANGERS OF POLLUTION AND THE IMBALANCES IN OUR ECOLOGY.

*Common  
Pollution  
Safety  
Personal Safety  
National Safety*

*— tell your parents*

IT CAME DRAMATICALLY TO THE FORE AS AN "IN" THING IN 1966, WHEN THE NATIONAL HIGHWAY SAFETY ACT WAS WRITTEN INTO LAW. IT IS THE "IN" THING NOW AND IT WILL CONTINUE TO BE "IN" THROUGHOUT THE DECADE OF THE SEVENTIES.

I COME TO YOU FROM CONGRESS, WHERE THERE IS A DEEP AWARENESS OF SAFETY PROBLEMS AND STRONG SUPPORT FOR NEW MEASURES AIMED AT STRENGTHENING STANDARDS OF SAFETY IN ALL AREAS OF AMERICAN LIFE.

SOME OF THESE MEASURES ARE EXCITING, LIKE THE NEW AIR BAG WHICH IS



BEING DEVELOPED TO PROVIDE AN AUTOMATIC BARRIER AGAINST DEATH IN HIGH SPEED AUTOMOBILE CRASHES. OTHERS ARE LESS EXCITING BUT NEVERTHELESS IMPORTANT.

CONGRESSIONAL CONCERN IS FOCUSED TODAY NOT ONLY ON OUR HIGHWAYS AND COMMUNITY ENVIRONMENT, BUT ALSO ON THE NEEDLESS TOLL OF DEATH AND INJURY IN THE WORKPLACES OF THE NATION.

AS PRESIDENT NIXON HAS SAID, THE SAME TECHNOLOGICAL PROGRESS "WHICH IMPROVES OUR LIVES CAN ALSO BE THE SOURCE OF UNPLEASANTNESS AND PAIN. FOR MAN'S LIVELY CAPACITY TO INNOVATE IS NOT ALWAYS MATCHED BY HIS ABILITY TO...PROTECT HIMSELF AGAINST THE UNFORESEEN CONSEQUENCES OF THE CHANGES HE CREATES."

I THINK A NEW AGE OF SAFETY IS DAWNING IN AMERICA. THAT IS WHAT IT ALL ADDS UP TO WHEN YOU CONSIDER THE CONCERN

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OVER HAZARDS AT WORK AS WELL AS ON THE NATION'S HIGHWAYS.

PEOPLE HAVE SUDDENLY BECOME MORE AWARE OF OUR WORK HAZARDS AND MORE SUPPORTIVE OF SOUND SAFETY PROGRAMS TO ELIMINATE OR REDUCE THEM. THE REASON IS BECAUSE THE NUMBER OF WORK DEATHS AND INJURIES IS NOTHING SHORT OF APPALLING. MORE THAN 14,000 WORKERS DIE ON THE JOB EACH YEAR, AND THERE ARE MORE THAN 2.5 MILLION DISABLING INJURIES. WORK INJURIES RESULT IN 2.5 MILLION MAN-DAYS OF LOST PRODUCTION -- WHICH IS 10 TIMES THE NUMBER LOST DUE TO STRIKES.

IN 1968 THERE OCCURRED WHAT WE ALL RECOGNIZE AS THE SECOND REASON FOR MOUNTING PUBLIC CONCERN OVER PREVENTABLE WORK HAZARDS. THAT WAS THE COAL MINE EXPLOSION IN FARMINGTON, W. VA. THAT DISASTER WAS THE STRAW THAT BROKE THE





CAMEL'S BACK. IT IS TO THAT TRAGEDY THAT WE CAN ATTRIBUTE THE STRONG NATIONWIDE SUPPORT FOR PRESIDENT NIXON'S JOB SAFETY PROPOSALS AND FOR QUICK ACTION IN THE CONGRESS.

PRESIDENT NIXON SEIZED UPON THE TEMPER OF THE TIMES AND SENT CONGRESS HIS COMPREHENSIVE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1969. THAT LEGISLATION NOW IS BEFORE THE CONGRESS AND IS MOVING FROM THE SUBCOMMITTEE TO FULL COMMITTEE CONSIDERATION IN BOTH THE HOUSE AND THE SENATE.

ON AUGUST 9, 1969, CONGRESS MADE ITS FIRST MAJOR RESPONSE TO OCCUPATIONAL SAFETY AS AN "IN" THING AND SENT THE PRESIDENT LEGISLATION ON CONSTRUCTION SAFETY.

THAT MEASURE PLUGGED THE LAST GAP IN PROTECTING WORKERS ENGAGED ON

GOVERNMENT CONTRACTS. FOR MANY YEARS, EMPLOYEES AND THEIR WORKERS ENGAGED IN PRODUCING GOODS AND EQUIPMENT FOR THE GOVERNMENT WERE COVERED BY THE WALSH-HEALEY ACT. A FEW YEARS AGO, THOSE WHO PERFORMED SERVICES FOR THE FEDERAL GOVERNMENT WERE COVERED BY THE SERVICE CONTRACTS ACT. NOW, UNDER THE CONSTRUCTION SAFETY ACT, ALL THOSE EMPLOYED ON FEDERAL OR FEDERALLY-FINANCED CONSTRUCTION CONTRACTS EXCEEDING \$2,000 ARE PROTECTED FROM CONDITIONS WHICH ARE UNSANITARY, HAZARDOUS OR IN ANY WAY DANGEROUS TO THE EMPLOYEES HEALTH OR SAFETY.

BUT THE NATION STILL NEEDS A COMPREHENSIVE OCCUPATIONAL HEALTH AND SAFETY LAW. PROTECTION IS NOW SCATTERED AND SPOTTY.


THIS MORNING I AM PLEASED TO REPORT TO YOU THAT LABOR SECRETARY SHULTZ



AND OTHER LABOR DEPARTMENT OFFICIALS HAVE WORKED WITH MEMBERS OF THE HOUSE EDUCATION AND LABOR COMMITTEE TO STRENGTHEN THE ADMINISTRATION'S ORIGINAL OCCUPATIONAL HEALTH AND SAFETY PROPOSAL.

A MAJOR PROVISION OF THE BILL CALLS FOR A FIVE-MAN NATIONAL OCCUPATIONAL SAFETY AND HEALTH BOARD TO PROMULGATE NATIONAL STANDARDS. THESE FIVE MEN WOULD BE EXPERTS IN THE FIELD. ALL MUST BE TECHNICALLY COMPETENT.

THE NEW BILL ALSO ALLOWS THE SECRETARY OF LABOR TO BRING VIOLATION CASES INTO COURT AND GIVES HIM UNUSUAL AUTHORITY FOR INSPECTION AND INVESTIGATION. IN CASES OF IMMINENT DANGER TO EMPLOYEES, THE SECRETARY MAY PETITION THE FEDERAL DISTRICT COURT FOR A TEMPORARY RESTRAINING ORDER. THE COURTS ARE ALSO GIVEN JURISDICTION TO ASSESS CIVIL PENALTIES





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FOR WILLFUL VIOLATIONS AND TO DEBAR  
GOVERNMENT CONTRACTORS.

THE REVISED BILL COVERS SMALL AS  
WELL AS LARGE EMPLOYERS.

THE NEW MEASURE CONTINUES  
PREVIOUS PROVISIONS FOR FEDERAL GRANTS  
TO THE STATES OF UP TO 90 PER CENT FOR  
STATE PLANNING OF IMPROVED STANDARDS AND  
ENFORCEMENT AND UP TO 50 PER CENT FOR THE  
ADMINISTRATION OF PROGRAMS.

STATES WOULD BE PERMITTED TO  
SUBMIT PLANS TO THE SECRETARY. WHERE THE  
SECRETARY APPROVES THE STATE PLANS, THE  
STATES WOULD ENFORCE THEIR OWN STANDARDS --  
PROVIDED THEY ARE AS EFFECTIVE AS THE  
FEDERAL STANDARDS. THE SECRETARY WOULD  
BE AUTHORIZED TO MONITOR STATE PLANS FOR  
SUCH FEDERAL-STATE COOPERATION. STATE  
STANDARDS PROVIDING STRONGER PROTECTION  
TO WORKERS WOULD PREVAIL OVER FEDERAL  
STANDARDS.



IN ADDITION, THE BILL WOULD FINANCE UP TO 50 PER CENT OF THE STATE'S COST OF MAINTAINING AN EFFECTIVE SAFETY AND HEALTH STATISTICS PROGRAM AS PART OF A BROADLY-BASED FEDERAL SYSTEM.

LET ME EMPHASIZE THAT THE STANDARDS PROMULGATED UNDER THE NEW OCCUPATIONAL HEALTH AND SAFETY ACT WOULD SUPPLANT ALL OF THOSE ISSUED UNDER THE THREE EXISTING LAWS I HAVE CITED -- THE WALSH-HEALEY ACT, THE SERVICE CONTRACTS ACT, AND THE NEW CONSTRUCTION SAFETY ACT.

WITH THE ENACTMENT OF THIS COMPREHENSIVE HEALTH AND SAFETY LEGISLATION -- STILL UNDER NEGOTIATION IN CONGRESSIONAL COMMITTEES -- I BELIEVE WE WILL HAVE AN EFFECTIVE, BROADLY-BASED FEDERAL-STATE SYSTEM OF OCCUPATIONAL SAFETY AND HEALTH PROTECTION FOR AMERICAN WORKERS.



IT COVERS ALL EMPLOYERS WITHIN REACH OF THE INTERSTATE COMMERCE CLAUSE. IT SEEKS TO UTILIZE EXPERTISE WHEREVER IT EXISTS. IT WILL, I BELIEVE, BE A COMPLETE RESPONSE TO THE GREAT NEED TO PROTECT TODAY'S WORKERS AGAINST THE HAZARDS OF OUR RAPIDLY CHANGING TECHNOLOGY.

THERE ARE, OF COURSE, OTHER GREAT CHALLENGES FACING US IN THE DECADE OF THE SEVENTIES.

ON OUR HIGHWAYS WE ARE CONFRONTED WITH A CHALLENGE EVEN MORE ELEMENTAL THAN THE POLLUTION OF OUR ENVIRONMENT AND THE TECHNOLOGICAL HAZARDS DEALT WITH BY AMERICA'S WORKERS.

THAT CHALLENGE IS ONE OF SURVIVAL -- NO LESS.

EVEN FOR SAFETY PROFESSIONALS LIKE YOURSELVES THE "PROMISE" OF THE SEVENTIES IS A SHOCK WHEN SEEN IN ITS TOTAL MENACE.

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THE MENACE IS THAT WE BEGIN THE DECADE OF THE SEVENTIES KNOWING 50,000 OF US WILL DIE ON THE HIGHWAY IN THIS FIRST YEAR.

HALF A MILLION OF US WILL DIE IN A HIGHWAY CRASH BEFORE THE DECADE ENDS.

THIRTY MILLION WILL SUFFER A CRIPPLING OR DISFIGURING INJURY.

THE REST, ALTHOUGH SURVIVING PHYSICALLY, WILL BEAR THE COST OF REPLACING AN ENORMOUS COLLECTION OF WRECKAGE HEAPED UPON THE ROADWAY -- MORE THAN \$150 BILLION WORTH.

SURVIVAL -- YOURS AND MINE -- MAY WELL DEPEND ON HOW WELL THE NATIONAL HIGHWAY SAFETY BUREAU AND THE AMERICAN AUTOMOTIVE INDUSTRY TEAM UP IN A PARTNERSHIP EFFORT.

BEFORE I TELL YOU ABOUT THE NATIONAL HIGHWAY SAFETY BUREAU'S TOP



PRIORITIES FOR THE SEVENTIES, LET ME REPORT ON WHAT TRANSPORTATION SECRETARY JOHN VOLPE'S SURVEY TEAMS HAVE FOUND IN RECENT MONTHS REGARDING HIGHWAY SAFETY.

POINT NUMBER ONE. THE COLLAPSIBLE STEERING WHEEL. USE OF IT HAS BROUGHT NOT JUST A DRAMATIC REDUCTION IN IMPALEMENTS, IT HAS REDUCED IT TO ZERO!

POINT NUMBER TWO. THE SEAT BELT AND THE SHOULDER HARNES. WHERE BOTH HAVE BEEN USED THERE HAS NOT BEEN A SINGLE TRAFFIC FATALITY IN CRASHES AT SPEEDS UP TO 60 MILES PER HOUR. WHAT THAT MEANS IS THAT THERE ARE 25,000 DEATHS IN THIS COUNTRY THAT ARE ABSOLUTELY UNNECESSARY EACH YEAR.

QUESTION. HOW DO YOU GET PEOPLE TO USE SEAT BELTS? MAYBE YOU CAN ANSWER THAT QUESTION BETTER THAN I. I CAN ONLY SAY I THINK A MASSIVE CAMPAIGN OF

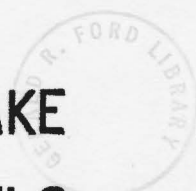


RADIO AND TELEVISION SPOT ANNOUNCEMENTS SIMILAR TO THE OTHER PUBLIC SERVICE COMMERCIALS WOULD BE HELPFUL. I SALUTE ACTOR JACK WEBB FOR DOING A FINE JOB IN THIS CONNECTION ON RADIO. BUT MUCH MORE COULD BE DONE, I BELIEVE. THE MESSAGE SHOULD BE: TAKE A MINUTE TO SAVE A LIFE.

LET ME TELL YOU NOW ABOUT THE NATIONAL HIGHWAY SAFETY BUREAU'S EFFORTS TO REMAKE THE MENACE OF THE SEVENTIES INTO A PROMISE THAT MAY REDUCE ANNUAL HIGHWAY DEATHS BY AT LEAST 50 PER CENT.

THE NUMBER ONE EFFORT WILL BE MADE IN THE BUREAU'S NEW OFFICE OF ALCOHOL COUNTERMEASURES.

THE CAMPAIGN CALLS FOR IDENTIFYING ALL OF THE DRIVERS WHO ARE HABITUAL, HEAVY DRINKERS. NOT THE 80 PER CENT WHO ARE SOCIAL DRINKERS, BUT THE FELLOWS WHO TAKE TO THE HIGHWAYS WITH BLOOD ALCOHOL LEVELS



OF 0.1 PER CENT AND OVER. EVERY YEAR THEY ACCOUNT FOR NEARLY ONE HALF OF ALL HIGHWAY DEATHS -- MAKING STATISTICS OF SOME 25,000 OF THEIR FRIENDS AND NEIGHBORS. THESE ARE 5 PER CENT OF THE NATION'S DRIVERS, THESE HEAVY DRINKERS. AND WE GIVE THIS MINORITY THE FREEDOM TO KILL US ON ANY HIGHWAY WHERE WE HAVE THE MISFORTUNE TO MEET THEM.

SO THE PROGRAM WILL BE, IN THE NEAR FUTURE, TO IDENTIFY EVERY ONE OF THESE DRIVERS AND THEN REMOVE THEM FROM THE HIGHWAY THROUGH MORE SELECTIVE LICENSING AND STIFFER ENFORCEMENT.

THE NATIONAL HIGHWAY SAFETY BUREAU'S SECOND HIGHEST PRIORITY IS A REGULATION REQUIRING A PASSIVE OCCUPANT RESTRAINT SYSTEM, LIKE AN AIR BAG, IN EVERY VEHICLE ON THE HIGHWAY.

I'M SURE THE PROFESSIONALS



HERE KNOW ABOUT THE AIR BAG. CRASH IMPACT CAUSES ALMOST INSTANTANEOUS INFLATION OF A PROTECTIVE, CONTOURED BALLOON WHICH ENFOLDS DRIVER AND OCCUPANTS OF A MOTOR VEHICLE FOR THE BRIEF, CRUCIAL SECONDS DURING CRASH. THEN, ALMOST AS QUICKLY, THE OCCUPANTS AND DRIVER ARE FREE AGAIN.

SUCH RESTRAINTS ARE ALREADY CAPABLE OF GIVING INJURY-FREE SERVICE IN 50 TO 60-MILE COLLISIONS.

THE AIR BAG IS A BREAKTHROUGH. IT IS AN EXCITING DEVELOPMENT. ITS PROBLEMS ARE ALL BUT LICKED, AND SO I CAN REPORT TO YOU THAT THE AIR BAG IS ON THE WAY. IN FACT, THE NATIONAL HIGHWAY SAFETY BUREAU PLANS TO PUT THIS LIFE-SAVER TO WORK IN 1972 MODELS.

THE PAYOFF IN LIVES SAVED, INJURIES AVOIDED, CAN ONLY BE ESTIMATED BECAUSE IT WILL TAKE 10 YEARS TO GET AIR BAGS



INTO 80 PER CENT OF ALL VEHICLES OPERATING. THAT ASSUMES INSTALLATION IN NEW CARS ONLY. THE PICTURE WOULD CHANGE IF RETROFIT BECOMES POSSIBLE.

THIRD AND LAST OF THE NATIONAL HIGHWAY SAFETY BUREAU'S TOP PRIORITIES IS THE EXPERIMENTAL SAFETY VEHICLE.

SECRETARY VOLPE ANNOUNCED IN MARCH THAT THE DEPARTMENT OF TRANSPORTATION HAD SETTLED UPON THE PERFORMANCE SPECIFICATIONS FOR TWO EXPERIMENTAL VEHICLES AND HAD ASKED FOR MANUFACTURERS' BIDS.

HE WILL ACCEPT THE TWO BEST PROPOSALS AND WILL BUILD TWO PROTOTYPES IN THE 4,000-POUND FAMILY SEDAN CLASS. THE BETTER OF THE TWO WILL BE PICKED AFTER COMPETITIVE TESTS, AND THEN 10 TO 12 TEST CARS WILL BE PATTERNED AFTER IT. ALL OF THESE MODELS WILL BE TESTED AND DEMONSTRATED






FOR A LONG LIST OF SAFETY-RELATED PERFORMANCES.

THE IDEA IS TO POINT THE WAY TOWARD SAFER AND BETTER AUTOMOBILES -- MASS-PRODUCED CARS -- WHICH <sup>WILL</sup> HANDLE BETTER, REPAIR MORE EASILY, AND DAMAGE LESS THAN TODAY'S COMPETITORS.

IF THE BUREAU GETS THE RESULTS INTENDED, AMERICAN MOTORISTS WILL BE CHOOSING FROM PRODUCTION MODELS WHICH ARE NOT ONLY HIGHLY CRASH PROTECTIVE BUT ARE FAR MORE RESISTANT TO SWERVE AND ROLL-OVER AND RESPOND FAR BETTER TO THE OPERATOR'S CONTROL AND DEFENSIVE EFFORTS.

I HAVE REPORTED TO YOU ON THE PENDING COMPREHENSIVE OCCUPATIONAL SAFETY AND HEALTH ACT, AND I HAVE TOUCHED ON THE TOP THREE PRIORITIES OF THE NATIONAL HIGHWAY SAFETY BUREAU. NOW I POSE THE QUESTION: WHAT WILL THE SEVENTIES BRING?



SURVIVAL OR STATISTICS.

I AM BETTING ON THE SIDE OF SURVIVAL. THERE IS A SENSE OF URGENCY IN THE FIELD OF SAFETY WHICH IS SHARED BY BOTH GOVERNMENT AND INDUSTRY, BY THE LAW ENFORCEMENT ESTABLISHMENT, BY THE LAW-MAKING AUTHORITY AT EVERY LEVEL, AND BY YOU IN THE SAFETY ORGANIZATIONS.

WHAT I HAVE TRIED TO OUTLINE FOR YOU TODAY IS THE MEASURE OF SUCCESS I SEE ON THE HORIZON -- THE MEASURE OF SUCCESS WHICH PROMPTS ME TO CALL THE SEVENTIES THE NEW AGE OF SAFETY.

NOW WE MUST COMMIT THE NATION FOR THE YEARS AHEAD, SO THAT WHAT WE ACCOMPLISH CANNOT GALLOP AWAY FROM US AGAIN -- NEXT YEAR, THE YEAR AFTER, OR EVER AGAIN. WE MUST COMMIT OURSELVES TO THE LONG PULL -- TO PROTECT OUR MOTORISTS AND TO PROTECT OUR WORKERS. AND IN THE

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END WE MUST SELL TO THEM THAT MEASURE OF  
CONTROL WHICH WILL PERMIT THEM TO SURVIVE --  
IN THE SEVENTIES. I THINK WE CAN DO THE JOB.

-- END --



*Distribution: 20 Copies Mr. Ford*

*M Office Copy*

KEYNOTE ADDRESS, BY REP. GERALD R. FORD, R-MICH.  
BEFORE THE ANNUAL CONFERENCE OF THE VIRGINIA SAFETY ASSOCIATION  
AT NORFOLK, VIRGINIA  
AT 10 A.M. THURSDAY, MAY 7, 1970

FOR RELEASE ON DELIVERY

Safety is "in." It became the "in" thing long before the Nation awoke to the dangers of pollution and the imbalances in our ecology.

It came dramatically to the fore as an "in" thing in 1966, when the National Highway Safety Act was written into law. It is the "in" thing now and it will continue to be "in" throughout the Decade of the Seventies.

I come to you from Congress, where there is a deep awareness of safety problems and strong support for new measures aimed at strengthening standards of safety in all areas of American life.

Some of these measures are exciting, like the new air bag which is being developed to provide an automatic barrier against death in high speed automobile crashes. Others are less exciting but nevertheless important.

Congressional concern is focused today not only on our highways and community environment, but also on the needless toll of death and injury in the workplaces of the Nation.

As President Nixon has said, the same technological progress "which improves our lives can also be the source of unpleasantness and pain. For man's lively capacity to innovate is not always matched by his ability to...protect himself against the unforeseen consequences of the changes he creates."

I think a New Age of Safety is dawning in America. That is what it all adds up to when you consider the concern over hazards at work as well as on the Nation's highways.

People have suddenly become more aware of our work hazards and more supportive of sound safety programs to eliminate or reduce them. The reason is because the number of work deaths and injuries is nothing short of appalling. More than 14,000 workers die on the job each year, and there are more than 2.5 million disabling injuries. Work injuries result in 2.5 million man-days of lost production--which is 10 times the number lost due to strikes.

In 1968 there occurred what we all recognize as the second reason for mounting public concern over preventable work hazards. That was the coal mine explosion in Farmington, W. Va. That disaster was the straw that broke the

(more)



camel's back. It is to that tragedy that we can attribute the strong nationwide support for President Nixon's job safety proposals and for quick action in the Congress.

President Nixon seized upon the temper of the times and sent Congress his comprehensive Occupational Safety and Health Act of 1969. That legislation now is before the Congress and is moving from the subcommittee to full committee consideration in both the House and the Senate.

On August 9, 1969, Congress made its first major response to occupational safety as an "in" thing and sent the President legislation on Construction Safety.

That measure plugged the last gap in protecting workers engaged on Government contracts. For many years, employes and their workers engaged in producing goods and equipment for the Government were covered by the Walsh-Healey Act. A few years ago, those who performed services for the Federal Government were covered by the Service Contracts Act. Now, under the Construction Safety Act, all those employed on Federal or Federally-financed construction contracts exceeding \$2,000 are protected from conditions which are unsanitary, hazardous or in any way dangerous to the employes' health or safety.

But the Nation still needs a comprehensive occupational health and safety law. Protection is now scattered and spotty.

This morning I am pleased to report to you that Labor Secretary Shultz and other Labor Department officials have worked with members of the House Education and Labor Committee to strengthen the Administration's original occupational health and safety proposal.

A major provision of the bill calls for a five-man National Occupational Safety and Health Board to promulgate national standards. These five men would be experts in the field. All must be technically competent.

The new bill also allows the Secretary of Labor to bring violation cases into court and gives him unusual authority for inspection and investigation. In cases of imminent danger to employes, the Secretary may petition the Federal district court for a temporary restraining order. The courts are also given jurisdiction to assess civil penalties for willful violations and to debar Government contractors.

The revised bill covers small as well as large employers.

The new measure continues previous provisions for Federal grants to the states of up to 90 per cent for State planning of improved standards and enforcement and up to 50 per cent for the administration of programs.

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States would be permitted to submit plans to the Secretary. Where the Secretary approves the State plans, the States would enforce their own standards-- provided they are as effective as the Federal standards. The Secretary would be authorized to monitor State plans for such Federal-State cooperation. State standards providing stronger protection to workers would prevail over Federal standards.

In addition, the bill would finance up to 50 per cent of the State's cost of maintaining an effective safety and health statistics program as part of a broadly-based Federal system.

Let me emphasize that the standards promulgated under the new occupational health and safety act would supplant all of those issued under the three existing laws I have cited--the Walsh-Healey Act, the Service Contracts Act, and the new Construction Safety Act.

With the enactment of this comprehensive health and safety legislation-- still under negotiation in congressional committees--I believe we will have an effective, broadly-based Federal-State system of occupational safety and health protection for American workers.

It covers all employers within reach of the Interstate Commerce clause. It seeks to utilize expertise wherever it exists. It will, I believe, be a complete response to the great need to protect today's workers against the hazards of our rapidly changing technology.

There are, of course, other great challenges facing us in the Decade of the Seventies.

On our highways we are confronted with a challenge even more elemental than the pollution of our environment and the technological hazards dealt with by America's workers.

That challenge is one of survival--no less.

Even for safety professionals like yourselves the "promise" of the Seventies is a shock when seen in its total menace.

The menace is that we begin the Decade of the Seventies knowing 50,000 of us will die on the highway in this first year.

Half a million of us will die in a highway crash before the decade ends.

Thirty million will suffer a crippling or disfiguring injury.

The rest, although surviving physically, will bear the cost of replacing an enormous collection of wreckage heaped upon the roadway--more than \$150 billion worth.

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Survival--yours and mine--may well depend on how well the National Highway Safety Bureau and the American automotive industry team up in a partnership effort.

Before I tell you about the National Highway Safety Bureau's top priorities for the Seventies, let me report on what Transportation Secretary John Volpe's survey teams have found in recent months regarding highway safety.

Point Number One. The collapsible steering wheel. Use of it has brought not just a dramatic reduction in impalements; it has reduced it to ZERO!

Point Number Two. The seat belt and the shoulder harness. Where both have been used there has not been a single traffic fatality in crashes at speeds up to 60 miles per hour. What that means is that there are 25,000 deaths in this country that are absolutely unnecessary each year.

Question. How do you get people to use seat belts? Maybe you can answer that question better than I. I can only say I think a massive campaign of radio and television spot announcements similar to the other public service commercials would be helpful. I salute actor Jack Webb for doing a fine job in this connection on radio. But much more could be done, I believe. The message should be: Take a minute to save a life.

Let me tell you now about the National Highway Safety Bureau's efforts to remake the menace of the Seventies into a promise that may reduce annual highway deaths by at least 50 per cent.

The Number One Effort will be made in the bureau's new Office of Alcohol Countermeasures.

The campaign calls for identifying all of the drivers who are habitual, heavy drinkers. Not the 80 per cent who are social drinkers, but the fellows who take to the highways with blood alcohol levels of 0.1 per cent and over. Every year they account for nearly one half of all highway deaths--making statistics of some 25,000 of their friends and neighbors. These are 5 per cent of the Nation's drivers, these heavy drinkers. And we give this minority the freedom to kill us on any highway where we have the misfortune to meet them.

So the program will be, in the near future, to identify every one of these drivers and then remove them from the highway through more selective licensing and stiffer enforcement.

The National Highway Safety Bureau's second highest priority is a regulation requiring a Passive Occupant Restraint System, like an air bag, in every vehicle on the highway.

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I'm sure the professionals here know about the air bag. Crash impact causes almost instantaneous inflation of a protective, contoured balloon which enfolds driver and occupants of a motor vehicle for the brief, crucial seconds during crash. Then, almost as quickly, the occupants and driver are free again.

Such restraints are already capable of giving injury-free service in 50 to 60-mile collisions.

The air bag is a breakthrough. It is an exciting development. Its problems are all but licked, and so I can report to you that the air bag is on the way. In fact, the National Highway Safety Bureau plans to put this life-saver to work in 1972 models.

The payoff in lives saved, injuries avoided, can only be estimated because it will take 10 years to get air bags into 80 per cent of all vehicles operating. That assumes installation in new cars only. The picture would change if retrofit becomes possible.

Third and last of the National Highway Safety Bureau's top priorities is the Experimental Safety Vehicle.

Secretary Volpe announced in March that the Department of Transportation had settled upon the performance specifications for two experimental vehicles and had asked for manufacturers' bids.

He will accept the two best proposals and will build two prototypes in the 4,000-pound family sedan class. The better of the two will be picked after competitive tests, and then 10 to 12 test cars will be patterned after it. All of these models will be tested and demonstrated for a long list of safety-related performances.

The idea is to point the way toward safer and better automobiles--mass-produced cars--which will handle better, repair more easily, and damage less than today's competitors.

If the bureau gets the results intended, American motorists will be choosing from production models which are not only highly crash protective but are far more resistant to swerve and roll-over and respond far better to the operator's control and defensive efforts.

I have reported to you on the pending comprehensive Occupational Safety and Health Act, and I have touched on the top three priorities of the National Highway Safety Bureau. Now I pose the question: What will the Seventies bring? Survival or statistics?

(more)



I am betting on the side of survival. There is a sense of urgency in the field of safety which is shared by both Government and industry, by the law enforcement establishment, by the law-making authority at every level, and by you in the safety organizations.

What I have tried to outline for you today is the measure of success I see on the horizon--the measure of success which prompts me to call the Seventies the New Age of Safety.

Now we must commit the Nation for the years ahead, so that what we accomplish cannot gallop away from us again--next year, the year after, or ever again. We must commit ourselves to the long pull--to protect our motorists and to protect our workers. And in the end we must sell to them that measure of control which will permit them to survive--in the Seventies. I think we can do the job.

# # #

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President Nixon seized upon the temper of the times and sent Congress his comprehensive Occupational Safety and Health Act of 1969. That legislation now is before the Congress and is moving from the subcommittee to full committee consideration in both the House and the Senate.

On August 9, 1969, Congress made its first major response to occupational safety as an "in" thing and sent the President legislation on Construction Safety.

That measure plugged the last gap in protecting workers engaged on Government contracts. For many years, employes and their workers engaged in producing goods and equipment for the Government were covered by the Walsh-Healey Act. A few years ago, those who performed services for the Federal Government were covered by the Service Contracts Act. Now, under the Construction Safety Act, all those employed on Federal or Federally-financed construction contracts exceeding \$2,000 are protected from conditions which are unsanitary, hazardous or in any way dangerous to the employes' health or safety.

But the Nation still needs a comprehensive occupational health and safety law. Protection is now scattered and spotty.

This morning I am pleased to report to you that Labor Secretary Shultz and other Labor Department officials have worked with members of the House Education and Labor Committee to strengthen the Administration's original occupational health and safety proposal.

A major provision of the bill calls for a five-man National Occupational Safety and Health Board to promulgate national standards. These five men would be experts in the field. All must be technically competent.

The new bill also allows the Secretary of Labor to bring violation cases into court and gives him unusual authority for inspection and investigation. In cases of imminent danger to employes, the Secretary may petition the Federal district court for a temporary restraining order. The courts are also given jurisdiction to assess civil penalties for willful violations and to debar Government contractors.

The revised bill covers small as well as large employers.

The new measure continues previous provisions for Federal grants to the states of up to 90 per cent for State planning of improved standards and enforcement and up to 50 per cent for the administration of programs.

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States would be permitted to submit plans to the Secretary. Where the Secretary approves the State plans, the States would enforce their own standards-- provided they are as effective as the Federal standards. The Secretary would be authorized to monitor State plans for such Federal-State cooperation. State standards providing stronger protection to workers would prevail over Federal standards.

In addition, the bill would finance up to 50 per cent of the State's cost of maintaining an effective safety and health statistics program as part of a broadly-based Federal system.

Let me emphasize that the standards promulgated under the new occupational health and safety act would supplant all of those issued under the three existing laws I have cited--the Walsh-Healey Act, the Service Contracts Act, and the new Construction Safety Act.

With the enactment of this comprehensive health and safety legislation-- still under negotiation in congressional committees--I believe we will have an effective, broadly-based Federal-State system of occupational safety and health protection for American workers.

It covers all employers within reach of the Interstate Commerce clause. It seeks to utilize expertise wherever it exists. It will, I believe, be a complete response to the great need to protect today's workers against the hazards of our rapidly changing technology.

There are, of course, other great challenges facing us in the Decade of the Seventies.

On our highways we are confronted with a challenge even more elemental than the pollution of our environment and the technological hazards dealt with by America's workers.

That challenge is one of survival--no less.

Even for safety professionals like yourselves the "promise" of the Seventies is a shock when seen in its total menace.

The menace is that we begin the Decade of the Seventies knowing 50,000 of us will die on the highway in this first year.

Half a million of us will die in a highway crash before the decade ends.

Thirty million will suffer a crippling or disfiguring injury.

The rest, although surviving physically, will bear the cost of replacing an enormous collection of wreckage heaped upon the roadway--more than \$150 billion worth.

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Survival--yours and mine--may well depend on how well the National Highway Safety Bureau and the American automotive industry team up in a partnership effort.

Before I tell you about the National Highway Safety Bureau's top priorities for the Seventies, let me report on what Transportation Secretary John Volpe's survey teams have found in recent months regarding highway safety.

Point Number One. The collapsible steering wheel. Use of it has brought not just a dramatic reduction in impalements; it has reduced it to ZERO!

Point Number Two. The seat belt and the shoulder harness. Where both have been used there has not been a single traffic fatality in crashes at speeds up to 60 miles per hour. What that means is that there are 25,000 deaths in this country that are absolutely unnecessary each year.

Question. How do you get people to use seat belts? Maybe you can answer that question better than I. I can only say I think a massive campaign of radio and television spot announcements similar to the other public service commercials would be helpful. I salute actor Jack Webb for doing a fine job in this connection on radio. But much more could be done, I believe. The message should be: Take a minute to save a life.

Let me tell you now about the National Highway Safety Bureau's efforts to remake the menace of the Seventies into a promise that may reduce annual highway deaths by at least 50 per cent.

The Number One Effort will be made in the bureau's new Office of Alcohol Countermeasures.

The campaign calls for identifying all of the drivers who are habitual, heavy drinkers. Not the 80 per cent who are social drinkers, but the fellows who take to the highways with blood alcohol levels of 0.1 per cent and over. Every year they account for nearly one half of all highway deaths--making statistics of some 25,000 of their friends and neighbors. These are 5 per cent of the Nation's drivers, these heavy drinkers. And we give this minority the freedom to kill us on any highway where we have the misfortune to meet them.

So the program will be, in the near future, to identify every one of these drivers and then remove them from the highway through more selective licensing and stiffer enforcement.

The National Highway Safety Bureau's second highest priority is a regulation requiring a Passive Occupant Restraint System, like an air bag, in every vehicle on the highway.

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I'm sure the professionals here know about the air bag. Crash impact causes almost instantaneous inflation of a protective, contoured balloon which enfolds driver and occupants of a motor vehicle for the brief, crucial seconds during crash. Then, almost as quickly, the occupants and driver are free again.

Such restraints are already capable of giving injury-free service in 50 to 60-mile collisions.

The air bag is a breakthrough. It is an exciting development. Its problems are all but licked, and so I can report to you that the air bag is on the way. In fact, the National Highway Safety Bureau plans to put this life-saver to work in 1972 models.

The payoff in lives saved, injuries avoided, can only be estimated because it will take 10 years to get air bags into 80 per cent of all vehicles operating. That assumes installation in new cars only. The picture would change if retrofit becomes possible.

Third and last of the National Highway Safety Bureau's top priorities is the Experimental Safety Vehicle.

Secretary Volpe announced in March that the Department of Transportation had settled upon the performance specifications for two experimental vehicles and had asked for manufacturers' bids.

He will accept the two best proposals and will build two prototypes in the 4,000-pound family sedan class. The better of the two will be picked after competitive tests, and then 10 to 12 test cars will be patterned after it. All of these models will be tested and demonstrated for a long list of safety-related performances.

The idea is to point the way toward safer and better automobiles-- mass-produced cars--which will handle better, repair more easily, and damage less than today's competitors.

If the bureau gets the results intended, American motorists will be choosing from production models which are not only highly crash protective but are far more resistant to swerve and roll-over and respond far better to the operator's control and defensive efforts.

I have reported to you on the pending comprehensive Occupational Safety and Health Act, and I have touched on the top three priorities of the National Highway Safety Bureau. Now I pose the question: What will the Seventies bring? Survival or statistics?

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I am betting on the side of survival. There is a sense of urgency in the field of safety which is shared by both Government and industry, by the law enforcement establishment, by the law-making authority at every level, and by you in the safety organizations.

What I have tried to outline for you today is the measure of success I see on the horizon--the measure of success which prompts me to call the Seventies the New Age of Safety.

Now we must commit the Nation for the years ahead, so that what we accomplish cannot gallop away from us again--next year, the year after, or ever again. We must commit ourselves to the long pull--to protect our motorists and to protect our workers. And in the end we must sell to them that measure of control which will permit them to survive--in the Seventies. I think we can do the job.

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