

Bureau of the Budget  
ROUTE SLIP

TO Mr. Leary

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\_\_\_\_\_  
\_\_\_\_\_

FROM Chas. Swick

DATE \_\_\_\_\_

REMARKS

Here are comments  
from our staff on the  
Trump message. I have  
not had a chance to  
read.

- Take necessary action
- Approval or signature
- Comment
- Prepare reply
- Discuss with me
- For your information
- See remarks below



Suggested Changes in the President's Message on Transportation

Eno

Center for  
Transportation

Major Substantive Changes

1. Page 7. The National Transportation Safety Board will not "determine compliance with safety standards," and while it may be expected to recommend changes in standards to the Secretary as a by-product of its investigation of accidents, it will not otherwise "critically examine the adequacy of safety standards."

Ignore

We recommend deletion of both sentences. We suggest the insertion of "important" at the end of the first line on page 7.a and urge the insertion of "the Coast Guard" after ICC on the second line.

2. Page 8 - "3. International Aviation." It is stated that "the Secretary of Transportation should participate in CAB proceedings . . . ." International aviation policy is substantially applied before CAB proceedings in negotiations between the U.S. and foreign governments. The Secretary should not participate in the CAB proceedings, which occur too late to have substantial impact, but during the preceding negotiations. We urge revision of the last sentence in this section to read, "The Secretary of Transportation should participate with the State Department in negotiations involving international aviation policy."

OK

3. Page 2 - paragraph on highway safety organization. Under the terms of the Executive Order now being prepared for issuance, the President's Committee on Traffic Safety will be reorganized and brought under the control of the Secretary. The Interdepartmental Highway Safety Board is already chaired by the Secretary of Commerce. We urge that the last two sentences in this paragraph read, "The President's Committee on Traffic Safety will be reorganized and brought under the Secretary's jurisdiction. The Committee will be strengthened and supported entirely by Federal funds."

NO

4. Page 18. The emphasis on speed in the discussion of maritime technology is dangerous. We already have faster

Ignore

merchant ships and more of them than any other nation in the world. Speed simply does not bring economy or competitive impact. We urge changing "high speed" to "efficient" in the seventh line from the bottom of the page. For the same reason, we urge deleting the sentence, "Research on an ocean-going Surface Effects Vessel . . . ." (third and fourth lines from the bottom of the page.) Moreover, our best information is that surface effects technology is many generations away from ocean-going capability.

NO

5. Page 19. "1. To promote labor peace and harmony." This announces the creation of a Maritime Labor Management Commission. Similar organizations have been troublesome in the past, but as a minimum the relationship between the Commission and the Maritime Advisory Committee should be evaluated. It appears doubtful that both can function effectively and peacefully.

Additional Recommended Changes

1. Page 7 - Item 8. The correct name is "St. Lawrence Seaway Development Corporation". The message does not distinguish between these agencies and the others to be included in the new Department. We suggest the insertion of the following: "Upon creation of the Department I will place the Alaska Railroad and the St. Lawrence Seaway Development Corporation under the Department by Executive Order."
2. Page 7. We suggest substituting "vital" for "sole" in the third line from the bottom of the page so as not to restrict unduly the role of the Board.  
!NONE
3. Page 9 - Section on "Role of the Department." In the last item we urge substituting "analytical" for "budgeting". It is highly unlikely that the Department will advise or assist private industry in its budgeting techniques.  
!NONE
4. Page 12 - "4. To save those who are injured." This fails to mention the essential cooperation between the Secretary of HEW and the Secretary of Commerce. We urge insertion after "Welfare" of "in cooperation with the Secretary of Commerce."  
OK

5. Page 13 - "6. To make Government vehicles safer." We suggest revision of the phrase following "Secretary of Commerce" to read "to strengthen its studies of vehicle safety devices with a view to making the Federal motor vehicle fleet safer."

OK

6. Page 14. Substitute "greater" for "maximum" in the first line and delete "design" in the second line.

7. Page 15. In the paragraph beginning "S. 2669" we suggest deletion of the last sentence. The Vehicle Equipment Safety Commission appears to be unpromising, and we will make efforts to cut the tie between the output of the Commission and the work of the Secretary made explicit in S. 2269. In the last line of this discussion, change "blow-outs" to "failure."

OK

8. Page 19. Delete "rapidly" at the end of the first paragraph. The ships are aging one year at a time, like everything else.

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9. Page 19. We urge deletion of the sixth and seventh lines from the bottom of the page as likely to be embarrassing and, at least, restricting the Administration's maneuverability in future efforts to reform maritime programs. The statement about private shipyards has a meaningful context in the defense setting, but has no necessary connection with the Merchant Marine.

D&amp;Nort

February 15, 1966