

we are making, which incidentally is to define a problem. I do not think you need to worry about design standards coming out of the committee. I think that will be left, and properly should be, to the people who are professionally qualified to do it.

I think they can be helped in the attention to the problem the committee will give, the definition of that problem.

I want to thank you very much for your cooperation. It has been a strain, I realize—as an example—Mr. Ricker gave up his vacation to be here with us, and we are most grateful.

Mr. McCARTHY. On behalf of Chairman Blatnik, and the chairman of the full committee, Mr. Fallon, I would like to express the thanks of the committee to Mr. Ricker, who gave up his vacation, and to Mr. Wilson, Mr. Prisk, Mr. Skeels, Mr. Huff, and Mr. Wilson. I think you certainly made a major contribution to the future saving of a lot of American lives.

When we took up the highway safety bill last year, it was brought out—of course we are all concerned about Vietnam—it was brought out that since we have been in Vietnam three times as many American servicemen have been killed on our highways in the United States during that time, as died in battle and we are now killing more than 50,000 people a year. So this is certainly a major problem that affects the vehicle and affects the highway and relates to all aspects of it.

I think that this testimony is going to accomplish a lot, and I think your suggestions are very valuable. We will be poring over them, and nobody has the answers as yet.

We would not be here in this hearing if we had all the answers.

Some of the suggestions made convince me, from my own experience in industry especially, that this should be a top management function. I think it should start with the Governor, and certainly his highway director, and I think that there is value in having a member of the top management team, the first echelon, right under the director of highways, who would be the director of safety. I think there is some value in that.

I know there are also safety review teams that some of the States have; but that is a different sort of responsibility.

If you had one top-level safety engineer who is part of the top management team in the States, I think—at least from my experience with a big company with over 70 plants—it showed that where we had one man in each operation who was in charge of safety, but with the ultimate responsibility falling on top management, this seemed to work.

Also I think it would be a mistake for Washington to try to dream up all the answers and impose them on the States.

The longer I am here, the more I see danger in some people who think, well, they have all the answers. That just it not so.

I think the States could enter into a very healthy competition to determine which would be the most effective in cutting the number of deaths.

Out in the field will be many, many valuable and important answers developed that could then be incorporated by the other States as one of you suggested.

One thing the staff has discovered, and the members of the committee, is that too often these admonitions that have gone out have gone