

and the proceeds of all guaranteed loans have been disbursed. Petitions to modify the provisions of guaranteed loans previously made continue to be ruled upon and policing of the loans will continue until all loans are repaid. The staff is sufficient to administer the program.

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction, or by cutting or curtailing certain activities?

The decision as to how the Commission would absorb any reductions in appropriations is one made by the Commission. This program would, of course be guided by the approach decided upon in applying budgetary cuts.

19. If additional funds were available, what would you do with the new money?

We would hire additional personnel to reduce backlogs, shorten the time necessary to process cases, and get into areas where additional personnel are required to make significant inroads, such as consolidation of motor carrier certificates.

Program No. 2.—Compliance

1. What is the nature of and authority for this program?

The National Transportation Policy (49 U.S.C. preceding sec. 1) declared by the Congress, requires that all provisions of the Interstate Commerce Act be enforced to meet the aims of that policy. Other than those provisions dealing with safety, the enforcement of that act, as well as the Elkins Act, parts of the Clayton Anti-Trust Act, and other supplementary legislation is the responsibility of the Commission. These statutes are codified in various sections of titles 2, 15, and 49 of the United States Code. The Commission's regulations promulgated thereunder are contained in various parts of title 49 of the Code of Federal Regulations. The compliance program is directed chiefly to promoting the following domestic, surface transportation concepts and objectives: adequate, economical, and efficient transportation service; sound economic conditions in transportation service; sound economic conditions in transportation; reasonable charges; prevention of unjust discrimination; undue preferences or advantages, and unfair or destructive competitive practices; and a transportation system adequate to meet vital national needs. Thus, we are authorized and obligated under these provisions, for example, to require that carriers obtain appropriate authority before instituting service and that thereafter they operate within the limits of their operating authorities, charge rates in accordance with their lawfully filed tariffs, and do not perform uncompensated services; that they do not unduly favor in service or charge any particular shipper but that all are treated alike; and that they maintain insurance for the protection of cargoes transported and to compensate the public for any personal injuries and property damage they may cause.

The broad terms and importance of this Congressional mandate require that there be maintained continuous contacts with carriers of all modes and all those most affected by the transportation industry and also requires cooperation by Commission personnel engaged in this program with regulatory personnel of the Department of Transportation, other Federal departments and agencies, and the various State governments in promoting the listed transportation goals not only with respect to matters which are within the Commission's jurisdiction but also "nonjurisdictional" matters where this Commission receives complaints or requests for information and assistance from the public or has uncovered information of use to such other governmental body.

2. Who is the person primarily in charge of this program at the operative level (name and title)?

The investigatory portion of the compliance program is directed by Robert D. Pfahler, Director, Bureau of Operations; and the formal legal enforcement activities are headed by Bernard A. Gould, Director, Bureau of Enforcement.

3. How much money and capital equipment is available under this program for fiscal 1968?

The Interstate Commerce Commission has set aside \$6,499,000 to conduct the compliance program and an additional \$15,527 for capital equipment.

4. Would you describe the output generated by this program?

The compliance program maintains continuous contact with domestic surface carriers of all modes, those most affected by the transportation industry, and state regulatory agencies. Inspections and investigations are conducted to determine the degree of compliance with the Interstate Commerce Act and related acts, with the rules promulgated pursuant thereto, and with published tariffs by carriers and shippers. Where noncompliance is uncovered in the course of regular compliance surveys by the field staff, the findings are handled administratively for correction or further investigation is instituted to determine whether