

This program does not administer any grants or loans as such. Because we do not have our own research facilities, our research activities have generally been conducted under interagency agreements; for example, National Bureau of Standards, and by outside contract. Demonstration projects under section 403 of the Highway Safety Act are also treated as outside contracts. These contracts are usually, but not always with a State or local government. All outside contracts and demonstrations are monitored by personnel of the National Highway Safety Institute.

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

Reduction in appropriations would require reductions in setting additional safety performance standards for motor vehicles and equipment, and in the enforcement of already issued standards.

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

Additional funds are needed for all elements of the program if vehicle and highway safety is to be placed upon a sound technical basis. Specifically, substantially increased funding and staffing would be used to increase scientific fact finding as to the causes of crashes and injuries, and to apply the results to improved vehicle safety. Additional resources would also be used to develop an urgently needed national vehicle accident data bank along with improved accident investigation and reporting procedures. The entire research and development effort in vehicle and highway safety would be brought up to a level more nearly commensurate with the gravity of the problem—particularly in light of early indications that major reductions in traffic deaths are attainable.

Activity 4 (Federal Highway Administration): Motor Carrier Safety

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

Responsible for the promulgation, administration and enforcement of regulations under the Interstate Commerce Act, Explosives and Combustibles Act, and related acts, transferred to DOT-FHWA by the DOT Act. Those laws relate to safety of operation, inspection and maintenance of equipment, qualifications and maximum hours of service of employees of interstate motor carriers, and the shipment and transportation of hazardous materials by motor carriers.

This includes: (1) Development of rules and regulations governing the qualification and maximum hours of service of motor carrier employees; (2) the safe operation and maintenance of motor carrier vehicles; (3) the safe transportation of migratory labor; (4) the safe transportation and storage of hazardous materials; (5) education of motor carriers, their employees, and others as to the regulations; (6) enforcement of the regulations as to motor carriers, shippers and others; and (7) the investigation and determination of probable causes of accidents.

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

George A. Meyer, Director, Bureau of Motor Carrier Safety.

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

\$1,833,000—No capital equipment is involved in this program.

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

(a) Development of policies, safety and hazardous materials regulations, and procedures governing the safety of operation and the qualifications and hours of service of employees of motor carriers in interstate or foreign commerce.

(b) Investigation of serious accidents involving interstate trucks and buses to determine cause.

(c) Examination of carriers' records and operations to determine status of compliance and to discover violations.

(d) Investigation of carrier practices with a view toward enforcement action, as warranted.

(e) Examination of drivers and vehicles in interstate commerce to determine status of compliance and to discover violations.

(f) Investigation of written and oral complaints against motor carriers to determine jurisdiction and to effect solutions.

(g) Maintain liaison and effective working relations with State authorities having a motor carrier safety responsibility.

5. Can you quantify this output in any way?