

mobile transportation system which has actually created the major problems for our urban civilization. I am putting this very broadly, but I think it is factual.

In the automobile industry, which is an industry at the minimum represents \$80 billion a year or about 10 percent of our gross national product, most of the R. & D. goes into how to create new models to sell and thereby create new problems.

I do not think that the Congress or the public regardless of its past attitude, ought to continue to be happy with this. It is costing us billions in tax problems. It is creating the problem of pollution, and it is doing a lot of things that could be solved if we had adequate R. & D. in this country.

I think this is one of the most challenging things facing our society today. How long before you think you can come up with solutions to solve this?

Mr. LEHAN. The auto safety area is being discussed now with the Bureau of the Budget. Some more activity will be proposed for this coming fiscal year.

We are equally concerned about the problem. During the course of this coming year we will be considering plans involving the use of existing Government laboratories, university and industrial laboratories, or as well as the creation of additional Government laboratories to work on this problem.

Mr. BROWN. The success we have had, and it has been shown in the field of automobile safety, for example, does not lead one to assume a very promising future in additional areas of research and development. The safety problem in automobiles in one which involves thousands of lives, billions of dollars each year, and yet the total corrective expenditures required are in the neighborhood of a fraction of 1 percent of the annual production cost. Yet the industry has apparently resisted any improvement in this field. What is going to happen when they are faced with massive developments in the automobile industry? We are going to be confronted with a head-on collision here which will shake the foundations of this country if the safety factor is any indication.

I do not know what the answer is unless we can have some very broad ranging systems and analysis which are not getting publicized at the present time and can be used as a bludgeon over the industry to cooperate in some drastic changes in that direction.

Mr. LEHAN. As you point out, the problem is large and complex. It involves economic and policy as well as technical considerations.

I observe that the technological sophistication exists in the country if we can find constructive ways to apply it.

Mr. BROWN. That is correct.

Mr. LEHAN. It is obviously not an easy problem or it would have already been solved.

Mr. BROWN. What we need is a conceptual framework.

Mr. LEHAN. I have no further remarks regarding this question now, but we are very interested in it.

Mr. ROUSH. When you are dealing with a laboratory, do you deal directly with the laboratory directors, or must you go through the agency heads and through the bureaucracy and chain of command?

Mr. LEHAN. We do both. When contact has been started with the