

With reference to how mission-oriented laboratories can be responsive to other national problems, again, the first step would be the establishment of the requirements which will utilize laboratory support within a particular area. You have requested comments on how new technology available in laboratories could be applied to crime. We are all aware of the need for better methods to be used in "Signalling for Help" for any possible emergency. Although, I am not prepared to suggest a specific solution, I think the technology of micro-miniaturized transmitters and ground, airborne, or space located receivers to indicate the existence and location of an emergency is similar to that which has been used in the development of radios for air crew rescue in Viet Nam. Such technology could relate to auto, sea, air and medical emergencies as well as to the crime problem.

The laboratory support provided to DOT by NASA and DOD during the R&D phase of the Supersonic Transport aircraft is an example of major laboratory assistance from other agencies. This support has been invaluable. In large part, no doubt, due to the basic similarity of our requirements and capabilities of the specific laboratories. There was no difficulty in arranging for this support. I feel, however, there is much work to be done to make more effective use of the capabilities in other agencies within the framework of the basic policy presently utilized. Before I would be able to make any recommendations as to whether there should be any change in present policy or procedures, we will need to explore this matter in greater detail. The Department of Transportation is currently utilizing some 57 laboratory facilities within 12 other Government agencies and, I might point out, that seven agencies are currently provided laboratory assistance by the Department of Transportation.

Since the establishment of the Department one year ago this week, four different surveys have been conducted to determine the availability and best utilization of Federal laboratory capability necessary to satisfy particular transportation research and development requirements. The FAA, at its National Aviation Facilities Experimental Center (NAFEC) in Atlantic City, has completed a survey on a regional basis, for the Federal Executive Association. The purpose of this was to prepare and issue a directory of facilities, services, and equipment for all Government agencies located in the central and southern New Jersey area.

Last October, the Office of High Speed Ground Transportation, in the Federal Railroad Administration, completed the study, "Aerodynamic Testing of Vehicles in Tubes." This report contained, among other pertinent information, some detailed test facility requirements. The results were used to determine the suitability of existing Federal and industrial laboratories for this purpose.

In compliance with statutory requirements, a comprehensive national survey of laboratory capabilities is now in progress by the National Highway Safety Bureau of the Federal Highway Administration.

Within my own organization, the Office of Hazardous Materials currently is participating in a Departmental task force on hazardous materials, requiring a survey to determine the suitability of existing Government laboratories for the testing of hazardous materials involved in transport. The results are due soon and we hope they will lead to arrangements for utilizing existing Federal laboratories since, at the present, most all of such hazardous material testing is performed by contract or industrial laboratories.

Before any new facilities are recommended, the results of the above studies will be analyzed to determine whether our responsibilities could be best satisfied by expanding existing facilities or utilizing non-Government capability.

The Federal laboratory capability for all modes of surface transportation is quite limited, compared to that available for air transportation. However, as we look at the total dollar investment in the various modes, we find that the aircraft segment is less than 10 percent of the total (public and private), as indicated by the National Science Foundation.

I think we can be proud of the job FAA has done in starting the development of the National Air Space System for air traffic tracking and control and safety. However, I observe that the technological resources and sophistication in present systems are considerably below those used in the tracking and control of space vehicles. I am extremely interested in increasing the use of NASA's technological resources in this particular area. I think there is much to be gained by assigning new missions to existing laboratories. However, thorough analysis must be made to assure that the existing laboratory has proven capability to take on and accomplish new missions. There can be many advantages to the estab-