

TALKING POINTS TO RESPOND TO SCHMITT'S ARGUMENTS:

#1 \$12 million is only the beginning of what could be an \$800 million program:

THE COOPERATIVE AUTOMOTIVE RESEARCH PROGRAM WAS DEVELOPED OVER A 2 YEAR PERIOD OF CAREFUL EXAMINATION OF THE NEEDS OF THE AMERICAN AUTOMOBILE INDUSTRY. HAVING PASSED THE CHRYSLER LOAN GUARANTEE ACT JUST A YEAR AGO, IT IS CLEAR THAT THE AUTOMOTIVE INDUSTRY IS IN A CRISIS SITUATION AND THAT A NEW ERA OF GOVERNMENT/INDUSTRY COOPERATION IS NECESSARY TO TURN THINGS AROUND. WHILE SENATOR SCHMITT WOULD ARGUE THIS IS A FIRST STEP, YOU MIGHT SAY THE 1.5 BILLION LOAN GUARANTEE WAS THE FIRST STEP IN RESPONSE TO A CRISIS SITUATION. THIS PROGRAM WHICH HAS BEEN CAREFULLY THOUGHT OUT IS THE LONG-TERM RESPONSE TO THE NEEDS OF THE INDUSTRY AND EXTREMELY IMPORTANT. YOU OFFER YOUR AMENDMENT IN ORDER TO INSURE THAT CONGRESS BE FULLY AWARE OF ALL THE AUTOMOTIVE RESEARCH BEING UNDERTAKEN AND SO THAT THE DEPARTMENT OF TRANSPORTATION, WHEN IT SUBMITS ITS REPORT TO CONGRESS SHALL OFFER AUTHORIZING LEGISLATION. THE ADMINISTRATION HAS ALREADY MADE A COMMITMENT TO PROVIDE AUTHORIZING LEGISLATION AND I AM SURE THAT IT WILL ACCOMPANY THE SECRETARY'S REPORT ON THE GOVERNMENT'S AUTOMOTIVE RESEARCH, IF IT DOES NOT ARRIVE SOONER.

1 IN 6 AMERICAN JOBS ARE DEPENDENT ON THE AUTOMOBILE INDUSTRY. IF WE CAN SUPPORT A PROGRAM WHICH WILL INSURE THE LONG-TERM VITALITY OF THAT INDUSTRY, THEN \$12 MILLION OR EVEN \$800 MILLION OVER 10 YEARS DOES NOT SEEM UNREASONABLE. PUTTING THAT IN PERSPECTIVE, WE HAVE SPENT \$ 8.5 BILLION FOR THE SPACE SHUTTLE PROGRAM--YESTERDAY WE APPROPRIATED AN ADDITIONAL \$88 MILLION FOR THE PROGRAM WHICH IS ALREADY RUNNING \$4-500 MILLION OVER ITS ORIGINAL REQUEST. I FEEL THAT IF 1 IN 6 AMERICAN JOBS ARE AT STAKE, WE CAN AFFORD AT LEAST \$12 MILLION FOR THIS PROGRAM.

#2 The authorizing committees did not act on S.2015 so we shouldn't fund this program.

S.2015 WAS NOT INTENDED TO BE THE AUTHORIZING LEGISLATION FOR THE COOPERATIVE AUTOMOTIVE RESEARCH PROGRAM. IT WAS SENT UP BY THE ADMINISTRATION TO AUTHORIZE THE USE OF FUNDS FROM THE ENERGY SECURITY TRUST FUND FOR AUTOMOTIVE RESEARCH. AT THAT TIME, THE TRUST FUND WAS ALIVE AND IN ORDER TO BE ELIGIBLE FOR FUNDING FROM THE TRUST FUND, AUTOMOTIVE RESEARCH WAS AUTHORIZED. SINCE THAT TIME, THE ADMINISTRATION HAS DEVELOPED THE AGENDA FOR THE RESEARCH IN CONSULTATION WITH ALL THE AGENCIES INVOLVED IN AUTOMOTIVE RESEARCH AND THE AUTO INDUSTRY.

SENATOR SCHMITT'S DEAR COLLEAGUE EXPRESSES CONCERN OF THE COMMITTEE THAT THE OFFICE OF TECHNOLOGY ASSESSMENT STUDY THE GOVERNMENT'S ROLE IN AUTOMOTIVE RESEARCH. I SUBMIT THAT THE SECRETARY OF TRANSPORTATION HAS DONE A 2 YEAR STUDY AND CARP IS THE RESULT OF THAT ASSESSMENT. HOWEVER TO ACCOMMODATE SENATOR SCHMITT'S CONCERN, I HAVE ASKED THE SECRETARY TO REPORT TO CONGRESS ON THE CURRENT INVOLVEMENT IN AUTOMOTIVE RESEARCH. THIS REPORT, ACCOMPANIED WITH THE AUTHORIZING LEGISLATION, SHOULD RESOLVE SENATOR SCHMITT'S OBJECTION TO THE PROGRAM.

#3 Why should we fund it now--after House consideration & without authorization ?  
There was no budget request.

THE PRESIDENT'S BUDGET REQUEST WAS PROVIDED IN JANUARY OF 1980. AT THAT TIME, IT WOULD HAVE BEEN PREMATURE FOR THE ADMINISTRATION TO HAVE INCLUDED CARP BECAUSE THE STRUCTURE OF THE PROGRAM DID NOT EXIST. IN JANUARY, 1980 THE OFFICE OF SCIENCE AND TECHNOLOGY POLICY ESTABLISHED A PANEL OF EXPERTS TO ADVISE THE SECRETARY ON A MANAGEMENT STRUCTURE FOR THE BASIC AUTO RESEARCH PROGRAM. THE ADMINISTRATION DID NOT WANT TO COME TO CONGRESS FOR FUNDING FOR THE PROGRAM UNTIL THE PROGRAM HAD BEEN FULLY WORKED OUT AND THE AUTOMOTIVE INDUSTRY HAD MADE A COMMITMENT TO PARTICIPATE. THE ADMINISTRATION'S REQUEST CAME SO LATE BECAUSE THE FINISHING TOUCHES WERE JUST RECENTLY PUT ON THE PROGRAM, THE AGENDA FOR RESEARCH WAS COMPLETED AND FORD AND CHRYSLER HAVE AGREED TO PARTICIPATE, WITH THE OTHER MANUFACTURERS EXPECTED TO JOIN SOON.

AT LOCAL DEALERSHIPS. HOWEVER, OVER THE LONG-TERM, THE SOLUTION TO THE INDUSTRIES PROBLEMS LIES IN THE DEVELOPMENT OF INNOVATIVE TECHNOLOGY. THE COOPERATIVE AUTOMOTIVE RESEARCH PROGRAM WILL HELP PROVIDE BOTH THE TECHNOLOGY AND THE INNOVATIVE SCIENTISTS AND ENGINEERS TO INSURE THE LONG-TERM VITALITY OF THE AUTOMOTIVE INDUSTRY. I URGE MY COLLEAGUES TO JOIN ME IN SUPPORT OF THIS IMPORTANT PROGRAM.

#4 Automotive research is already underway within other departments. Any new program should coordinate these efforts.

THE COOPERATIVE AUTOMOTIVE RESEARCH PROGRAM WAS DEVELOPED IN CONJUNCTION WITH ALL THE AGENCIES WHICH ARE CARRYING ON AUTOMOTIVE RESEARCH. IN JULY, 1979 THE WHITE HOUSE ESTABLISHED AN INTERAGENCY PLANNING STAFF HEADED BY THE SECRETARY OF TRANSPORTATION INCLUDING THE PRESIDENT'S OFFICE OF SCIENCE AND TECHNOLOGY POLICY, NATIONAL SCIENCE FOUNDATION, DEPARTMENT OF ENERGY, NATIONAL AERONAUTICS AND SPACE ADMINISTRATION, DEPARTMENT OF COMMERCE AND THE DEPARTMENT OF DEFENSE FOR THE PURPOSE OF PLANNING AND DEVELOPING THE PROGRAM. ALL OF THESE DEPARTMENTS PARTICIPATED IN SETTING THE RESEARCH AGENDA BASED ON THE KNOWLEDGE OF THEIR OWN RESEARCH AND THE NEEDS OF AUTOMOTIVE TECHNOLOGY. CLEARLY SIGNIFICANT COORDINATION AND PLANNING HAS ALREADY BEEN UNDERWAY.

HOWEVER, TO INSURE THAT CONGRESS IS AWARE OF ALL THE RESEARCH EFFORTS UNDERWAY, MY AMENDMENT REQUIRES THE SECRETARY TO SUBMIT TO CONGRESS A COMPREHENSIVE ASSESSMENT OF ALL THE AUTOMOTIVE RESEARCH BEING UNDERTAKEN BY ALL FEDERAL AGENCIES INCLUDING RECOMMENDATIONS WITH REGARD TO APPROPRIATE OVERSIGHT, COORDINATION, AND IMPLEMENTATION STRATEGIES FOR THE EFFECTIVE CONDUCT OF AUTOMOTIVE RESEARCH PROGRAMS. THE SECRETARY SHOULD WORK WITH THE SECRETARIES AND ADMINISTRATORS OF THE VARIOUS DEPARTMENTS AND AGENCIES TO PRODUCE THE COMPREHENSIVE ASSESSMENT. CONGRESS THEN WILL BE FULLY AWARE OF THE GOVERNMENT'S CURRENT INVOLVEMENT AND HAVE A BETTER UNDERSTANDING OF HOW TO ASSESS THE AUTHORIZING LEGISLATION FOR THE COOPERATIVE AUTOMOTIVE RESEARCH PROGRAM.