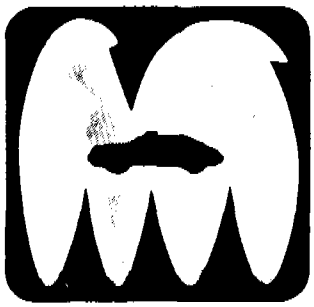
SECTION 1

CONFERENCE OPENING, INTRODUCTORY REMARKS AND GOVERNMENTAL STATUS REPORTS



Part 1 — Conference Opening

Mr. John A. Edwards, *Associate Administrator for Research and Development, National Highway Traffic Safety Administration, U.S. Department of Transportation*

Part 2 — Introductory Remarks

Dr. Joachim Zahn, *Chairman of the Executive Board, The Daimler-Benz Company*
Dr. Gunnar Randers, *Assistant Secretary General and Chairman of the Committee on Challenges of Modern Society, CCMS, NATO*
The Honorable John A. Volpe, *U.S. Secretary of Transportation*
The Honorable Georg Leber, *Bundis-Minister of Transport, Federal Republic of Germany*

Part 3 — Reports by Governmental Representatives on the Nature and Status of Their Experimental Safety Vehicle Programs

Mr. John A. Edwards, *United States*
Dr. Otto Linder, *Germany*
Mr. Yoshio Igarashi, *Japan*
Mr. R. D. Lister, *United Kingdom*
Mr. Vincenzo Marchionne, *Italy*
Monsieur Michel Frybourg, *France*
Mr. J. G. Kuiperbak, *The Netherlands*
Mr. Gustav Ekberg, *Sweden*
Mr. Paul Nicolas, *Belgium*

SECTION 1

PART 1 CONFERENCE OPENING

INTRODUCTION BY THE CHAIRMAN OF THE SECOND INTERNATIONAL TECHNICAL CONFERENCE ON EXPERIMENTAL SAFETY VEHICLES

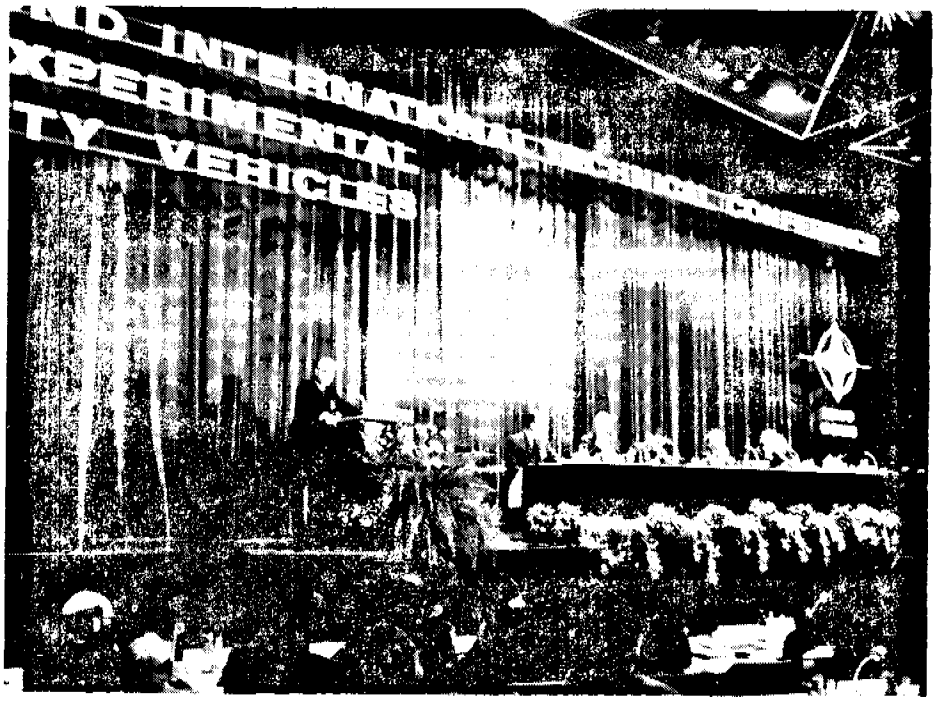
MR. JOHN A. EDWARDS

Associate Administrator for Research and Development
National Highway Traffic Safety Administration
United States Department of Transportation

Good morning ladies and gentlemen, it is my pleasure to serve as your chairman for this Second International Technical Conference on Experimental Safety Vehicles. To open our meeting it is my honor to introduce our host Dr. Joachim Zahn, Chairman of the Executive Board, Daimler-Benz Company.

SECTION 1

PART 2 INTRODUCTORY REMARKS



DR. JOACHIM ZAHN

Chairman of the Executive Board, the Daimler-Benz Company

Mr. Secretary,
Herr Minister,
Dr. Randers,
Ladies and Gentlemen,

I should like to welcome you most cordially to Sindelfingen, a town whose history dates back for centuries, and a town whose name has for many years now been associated with the automobile. We felt it was a great honor, not only for Sindelfingen, but also for us, when we heard that the German Ministry of Transport and the U.S. Department of Transportation had selected Sindelfingen as the location for this conference.

We of the house of Daimler-Benz were all the more pleased to help with the arrangements for the conference, since as you know, safety has been one of the primary and guiding principles of our work for many years – and a great deal of that work has gone on right here in Sindelfingen.

It is also a special pleasure for me to welcome the international automobile industry, as well as the many members of the press corps. I would like to thank all of you for accepting the invitation.

You are here today as the world's leading automotive authorities, and you are here to discuss a subject which is one of the great challenges confronting society.

There are two aspects of this conference which I would particularly like to mention in the time available to me:

First, I find it a welcome state of affairs when representatives of many governments can sit together with private industry, at the invitation of two of the governments, to work out – or at least to take the preliminary steps toward – joint solutions in an atmosphere of international cooperation.

These solutions can provide the basis for the legislation in an area which is so vital to our industry – and even more important, is so vital to those persons who use our products.

Furthermore, it seems indeed significant that such a large number of experts from the fields of both science and industry are gathered here. Because we are here for a task which extends far beyond the economic and technical goals of the usual kind.

The basic subject of this conference is the safety of the automobile. I believe I can say at this time – and this conference is living proof of what I am saying – that the world's automotive industry is ready and willing to help find the answer to the problems involved, even though it is aware of the fact that this can only be accomplished with great financial involvement.

The subject of automotive safety has met with great response, indeed at times with a great emotional response, from the public. Many critical opinions have been voiced on the subject of motorization as such, but at the same time, the development of individual transportation has been regarded as a symbol of progress and proof of a higher standard of living.

The specific subject of this conference deals with what is without a doubt one of the critical aspects of the automobile as a product of modern technology. The question of safety is one of a general complex of problems which sets tasks of the first order for all of us who are concerned with this product.

The task which is set for us here is to find the most comprehensive solutions: that is, to find the most favorable solutions in the sense of a synthesis of what is necessary or desirable in the field of safety, what is technically feasible within reasonable means, and what is also economically justifiable.

One question which is bound to assume considerable significance in this and other conferences to come is that of manufacturing automobiles which will be safe, yet at the same time will remain within the economic reach of all people. This is an aspect of high social significance.

The gentlemen of the automobile industry who are present here and who are personally engaged with the problem of safety will appreciate the fact that we are all endeavoring to find solutions. We are trying, free of emotions and on the basis of rational research and precise scientific knowledge, to find solutions which are technically feasible and attainable within a reasonable period of time. These are goals to be fitted into an over-all technical concept. For I am certain that proposing goals which would prove unfeasible or which might result in negative effects in other fields would not serve our common aims.

It is in our common interest to set goals and deadlines which promote our aims in the long run, and thereby avoid setbacks which could also possibly discredit our efforts.

At a time when in many cases in the field of international trade a trend towards disintegration has become apparent, the international character of this conference is something to be particularly welcomed, and I am sure it has been greeted by everyone in our industry. This also holds true from an economic point of view, for not only has the automobile contributed toward promoting world trade, but by stimulating competition it has contributed to the general prosperity. But worldwide competition, if it is to continue, is only possible if exchange of technical know-how and equal starting conditions continue to exist.

This applies not only in the economic sense, but also in the technological when we consider the extreme importance the subject of safety will have for our entire future technological development.

I should therefore again like to thank the governments represented here for their initiative in tackling this problem, which concerns us all, as a joint effort. I once again extend a cordial welcome to all of you and I hope that your work here will be fruitful.

DR. GUNNAR RANDERS

Assistant Secretary General and Chairman of the Committee on Challenges of Modern Society, CCMS, NATO

NATO's CCMS will be celebrating the second anniversary of its creation next week. This is not ordinarily a long time in the history of an international organisation. It is the time usually needed for decorating the headquarters, appointing the key staff, moving into the new buildings, and hoisting the flags outside. The CCMS – the Committee on the Challenges of Modern Society – does not have headquarters. It also has no staff. The two years could therefore not be used for building headquarters and appointing staff. Instead, there exist today half a dozen living and active projects attacking specially-selected problems which threaten to destroy the pleasure and satisfaction of living in a highly developed society in an age of advanced technology. These half a dozen projects show that it is possible to work internationally in a new fashion, different from the old concept of international organisations, which necessarily seemed to imply bureaucracy and formality.

It may sound as a sad complaint when I say that the CCMS has no headquarters and no staff. However, it is the result of a well-designed policy. Experience over many years of international cooperation in the world has shown that the best substantive work in technology as well as in fields of research and development is done by national institutions and national laboratories. The idea of a modern international collaboration is therefore not to replace or duplicate national work, but to induce nations themselves to combine their abilities and coordinate the work of their institutions. In the CCMS, this procedure is called the pilot country approach. As most of you know, this means that each subject which is attacked by the CCMS, will have to be undertaken with one nation as the responsible leader. This pilot nation has the responsibility for the preparatory work and all possible studies that are necessary before a recommendation is formally brought to the Committee itself. The studies, the research, the regional specialist meetings, the report writing – all of this must be organised by the pilot nation. Since the pilot nation task is a voluntary task by the nation, one is always sure that interest and drive are present in the leadership. Our meeting here today is a typical example of this drive and leadership.

Eighteen months ago we had one of the first big international pilot project meetings in Milford, Michigan. This meeting was also devoted to the safety of automobiles, and at that meeting I had the pleasure, for the first time, of meeting Secretary Volpe of the US Department of Transportation. At the time, the CCMS was only a few months old and it was necessary for Secretary Volpe to explain carefully to the audience the strong support which the U.S. President gave to the work of the CCMS and to express the wish that it would be possible for an organisation like NATO to do useful work in a field which is normally considered rather different from the ordinary field of work of that organisation. It was also necessary for myself to explain why and how NATO was being used, together with other international organisations, in order to improve the deteriorating conditions which we are facing in the daily lives of human beings in the advanced world. Today, I believe, it is unnecessary to repeat both the fact that there is support for the CCMS and the explanations for why NATO can do certain things more rapidly and efficiently than many other organisations. In the meantime, most people have seen a rather surprising growth of activities, including preparations for air pollution management in Ankara, Frankfurt and St. Louis, agreement on ending of oil spills in the oceans, recommendations on flood control measures, earth quake protection, and design of pollution-free automobile engines. The speed with which these projects have grown and the determination with which they are pursued, have made people aware of the CCMS during this short period to the extent that it is today undoubtedly considered one of the most active agents in this area in our part of the world.

The agenda of the present meeting reminds one at first sight of a meeting of a sub-committee of the UN. Nine nations are giving reports on the work of their experimental safety vehicles. There are two striking features in this agenda: one is that the question of safety of automobiles is looked upon for the first time from a completely different philosophical angle than before. At earlier times, safety was something which was added here and there after cars were designed for beauty, sales appeal and speed. The philosophy of the present project is to begin with safety, and then find out whether the car can move and whether it can be sold. I have heard that the participants in this action are of the opinion that it should well be possible to combine these features. The other striking fact is that these problems are attacked by all the major automobile manufacturing industries simultaneously and jointly. This is what makes the approach dead serious, because however good intentions one may have, hardly anything could come out of safety features which would be adopted only in one country without regard to the fine balance of competitiveness between nations.

The safety car project has a third peculiarity: as a major ingredient in the road safety pilot project it has

THE HONORABLE JOHN A. VOLPE

Secretary,
United States Department of Transportation

Today marks the start of the Second International Technical Conference on Experimental Safety Vehicles.

The purpose is clear – to stimulate the design and development of safer vehicles. The need is also clear, painfully so – to stem the continuing tragedy of traffic deaths, crippling, and costly destruction of property in absolutely senseless crashes on highways throughout the world.

And the response to this need here in Stuttgart is most gratifying, with hundreds of the world's leading automotive engineers assembled to describe progress and exchange viewpoints on this one theme of how to design vehicles with the saving of life principally in mind.

This meeting relates to a number of bi-lateral co-operative agreements on ESV development which I have had the privilege of signing this past year with the Federal Republic of Germany, Japan, United Kingdom, Italy, and, most recently, France. All are of vital importance in pursuing our common goal of safer vehicles. The first such agreement was signed by me and my very good friend Minister Georg Leber in Bonn, not quite a year ago. I might note – if you will allow me a brief informality – that both Minister Leber and I are former bricklayers. So it is appropriate that the two of us were involved in "placing the foundation" for international ESV agreements. My Government is indebted to the Federal Republic of Germany, not only as the host of this fine meeting, but also our first ESV partner.

Each of the bi-lateral agreements is, of course, on a government to government basis with every government backed up by its automotive industry. In our case, I am proud of the support we are receiving from our fine ESV contractors in the United States – Fairchild Industries, American Machine and Foundry, General Motors, and Ford Motor Company. I also recognize the support that other nations are receiving from their companies. Today, our thanks go to the German automotive industry, Daimler-Benz in particular, for providing these magnificent facilities and the other arrangements for the Conference.

We could hardly start this meeting on cooperative ESV developments without mentioning that it is a vital part of our Road Safety Pilot Study for NATO's Committee on the Challenges of Modern Society. However, our pilot study includes a number of other projects which also demonstrate the broad scope of cooperation and international interest in road safety.

– *Canada* is leading our project in alcohol and driving safety.

– *The Netherlands* is leading the accident investigation project.

– *Italy* is directing the effort on emergency medical response to aid traffic victims.

– *France* is heading the work on road hazard identification and correction.

– *The Federal Republic of Germany* is leading the motor vehicle inspection project.

– *Belgium* has recently started work on pedestrian safety.

I am no less gratified by the broad range of leadership and participation in these other safety projects in our CCMS pilot study as I am with the support of ESV developments.

The Road Safety Pilot Study itself is only one of a number of CCMS pilot studies. Others – headed by various NATO Allies - are directed at a broad array of environmental matters: inland water pollution, ocean pollution, air pollution, disaster assistance, work satisfaction in a technological era, scientific knowledge and decision making, environment and the study of regional development, cities and urban transportation. Last year, in Brussels, it was my privilege to present a resolution on behalf of my Government aimed at eliminating ocean pollution from intentional oil spills. We are delighted that the recommendations were approved and that this serious threat to the environment will be abated.

All of this activity stems from a proposal by President Nixon, less than four months after he took office, that NATO broaden its programs to environmental and social problems. The far-ranging interest in solving environmental problems generated by CCMS in less than two years after NATO acted on the President's bold suggestion is almost unparalleled in the operation of multilateral forums. It demonstrates that the modern industrialized nations can work together effectively and rapidly on environmental problems that challenge us all.

Which leads me back to the subject of our Conference today.

I consider the ESV program an excellent opportunity for modern automotive technology and engineering know-how. It shows what can be done to produce safer designs. The blunt challenge that participating governments have posed to their automotive industries is simply put: "What can you do to design a really safe car if, from the very start of the design thinking, safety is the over-riding goal?"

The challenge, however, goes far beyond safety. "Can you design – from the ground up – a car that meets very high levels of safety and still have good engine performance, low exhaust emissions, attractive styling, and, above all, be adaptable into mass production vehicles at a price that people can afford to pay?"

The last issue – the price that people can afford to pay – is particularly important to me. As I have said over and over again, and repeat here – **safety must never become a luxury item available only to the rich.**

These are only a few of the technical dimensions of the challenge. I am sure that you have already encountered many more in coming to grips with the actual design of an ESV as a total system. I trust that these will be fully discussed in the next several days here.

There is still another type of challenge to be met in this worldwide program of ESV developments. This is how best to accomplish the rapid exchange of ESV technology and the lessons learned throughout. All of us are dedicated to saving lives through safer vehicle design. But it would be naive to fail to recognize as well the economic overtones in the ESV programs. My Government, for one, fully intends to have the ESV's lead the way to higher levels of safety in **production** vehicles. Thus, we recognize the difficult problem of ESV manufacturers, even under contracts to their governments, in deciding how best to exchange ESV technology with others and not compromise their competitive positions in the near-term marketplace.

I do not believe that there are any clear cut answers here, but it is my hope that out of the cooperative ESV programs sponsored by governments, methods will evolve for exchanging new safety developments far more rapidly than now is accomplished in the purely industrial operations in the commercial marketplace.

In this regard, I am pleased to learn from Doug Toms' fine staff of engineers representing my Nation in the international ESV program, that even in the short time that these programs have been in effect, there has been a marked increase in the openness of the information exchange. This will be clearly demonstrated here in the next several days.

I am sure that even more openness in information exchange will be apparent when the Third International ESV Conference takes place. I am especially pleased to announce that this will take place in June of 1972 in conjunction with the U.S. International Transportation Exposition, Transpo 72 to be held at Dulles International Airport near Washington, D.C.

In these technical conferences and in the exchange of engineering plant visits, joint observation of testing programs, and possible exchange of prototype vehicles, we are charting new methods for more rapidly sharing our separate advances in vehicle safety. But even as we thus broaden the scope of international cooperation in ESV developments, I can assure you that we continue to fully subscribe to the free enterprise system, highlighted

by intensive competition with appropriate economic rewards for the winners. As described in the guidelines that I, with a support opinion from our Attorney General, have announced, we want to promote intensive competition in the early stages of seeking new safety breakthroughs, but we also want equally intensive cooperation in sharing the new technology as rapidly as it develops, and in full detail as well.

I cannot overemphasize the importance that my Government places upon a full, two-way exchange of ESV information. Toward this end, we recently established a public information file through which the latest ESV technological advances will be made available to anyone interested in the development of safer vehicles. All information will be placed in this ESV public file as soon as my Department receives it, unless specifically forbidden to do so by the manufacturers or the foreign governments supplying this information. Necessary measures will be taken for the protection of patent rights that result from the ESV programs. I call upon all participating governments to join us in persuading everyone working on new ESV safety developments to make the results of their progress publicly available as rapidly as possible.

Thus, the United States policy in the international ESV program focuses on three major objectives:

– To stimulate the development of new vehicle safety technology.

– To promote full cooperation in sharing the new technology on a continuing basis as rapidly as it develops, and

– To incorporate the safety features demonstrated by the prototype ESV's into requirements for mass production vehicles that reflect worldwide needs and research experience.

This is a competition in the fullest sense of the word.

But it is a competition of worldwide automotive engineering skills and talent aligned on one side against a common foe of death and destruction on all of our highways.

Working together in the fine spirit of cooperation shown in this meeting, I am confident that we will win.

Thank you.