

istic and practical bodies. It is not enough for the label to indicate the need for the product, it should also indicate and resolve to the extent possible any imaginable administrative difficulties in implementation. Equally important it should show that it's worth the cost.

Recommended programs should be realistic, and should be offered with a sense of perspective. For example, the requirement of periodic reexamination of drivers sounds simple and easy enough, but a closer examination of the proposal shows that the new administrative and capital costs to a state for this one requirement could easily run to \$20 million or even \$30 million. No matter how you look at it, this is a large amount of money and remember we are talking about only one small ripple in a very big pond.

There is a pressing need for more creative and imaginative programs. Examples, and these are not restricted to Maryland, are laws dealing with implied consent and mechanical inspection. These bills have been introduced session after session, and have failed to gain adoption. There can be no doubt as to their value to an overall traffic safety program, so the immediate problem is how do we convince the Legislature of this fact. We have tried the conventional means with statistics, charts, and expert opinion, so perhaps we should now look toward a novel, or even unconventional, approach such as focusing on the problems to which these laws are directed.

In closing, I want to emphasize a basic belief I hold in the philosophy of government, and it obviously applies to the field of traffic safety. All of the things we want to do should be done because they are sound and in the public interest, and not because they are necessary to avoid penalties. The latter is a spurious reason and one which most legislators not only refuse to accept, but frequently use as an argument to oppose the legislation involved. We have a long way to go, and the end is not in sight, but through the work of this National Committee and other Federal and State agencies we can point with pride to the progress that has been made and look with hope to the future.
