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THE WHITE HOUSE  
WASHINGTON

House

John Moss  
Paul Rogers  
Robt Leggett  
Jim Wright  
Jim Howard  
Jim Jones  
El Cederberg  
Sam Devine  
John Anderson  
Frank Horton  
Bill Archer  
Chas Thorne  
John Dingell

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THE WHITE HOUSE  
WASHINGTON

Senators John Pastore

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Harkin

Frank Moss

Kennedy

Reveroff

Hruska

Jim Pearson

Fannin

Percy

Stafford

we Ford

Javits



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THE WHITE HOUSE

WASHINGTON

July 9 tentative meeting -  
w/ Commissioners of  
Regulatory Agencies



CAB	
CFTC	Commod. Fut. Trdg.
CPSC	Cons. Prod. Saf.
FCC	Fed Communications
FPC	Fed Power
FMC	Fed Maritime
FTC	Fed Trade
ICC	Interstate Commerce
NRC	Nuclear Reg.
SEAEC	Sec. + Exch. Commis

## Special W.H. working group

Jim Cannon

Jim Lynn

Bell Sedman

Jack Marsh

Rodney Hills - June 6611

## Cabinet Members

Morton

Coleman

Dunlop

Levi

Simon



FOR IMMEDIATE RELEASE

JUNE 17, 1975

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

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THE WHITE HOUSE

REMARKS OF THE PRESIDENT  
AT THE  
NATIONAL FEDERATION OF  
INDEPENDENT BUSINESS CONFERENCE

THE WASHINGTON HILTON HOTEL

10:04 A.M. EDT

Members and guests of the National Federation  
of Independent Business:

I welcome the opportunity to be here today and I thank you for your more than generous welcome. I appreciate the opportunity to exchange some views and some feelings with this very distinguished cross-section of what has come to be known as the "small business community."

Personally, I have always been a little amused by the term "small businessman." A few years ago, after a meeting like this, I asked one of the speakers what his definition of a big businessman would be. He said, "Congressman, it is very simple. A big businessman is what a small businessman would be if the Government would ever let him alone." (Laughter)

I want small business to grow. America's future depends upon your enterprise. I want small business released from the shackles of Federal red tape. Your tremendous efforts are stifled by unnecessary, unfair and unclear rules and regulations.

I want very desperately to have small business freed from the excessive Federal paperwork. Your time can be used far more productively, and you know it better than I.

In the months ahead, we face a very critical choice: shall business and Government work together in a free economy for the betterment of all, or shall we slide headlong into an economy whose vital decisions are made by politicians while the private sector dries up and shrivels away?

MORE



My resources as your President, and my resolve as your President, are devoted to the free enterprise system.

Let me assure you without equivocation, I do not intend to celebrate our Bicentennial by reversing the great principles on which the United States was founded.

The increasing growth of Government and the escalating interventions with which you are all too familiar dramatize the need to keep Federal authority within reasonable bounds.

I see a direct connection between the spirit of the American Constitution and a competitive, privately-oriented economy.

In the last few years, the estimated ten million businesses in America -- from mom and pop stores to huge corporations -- have struggled to adapt to the consumer protection laws, to environmental mandates, to energy shortages, to inflation, to recession and to complicated and high taxation.

Depending on their size and resources, some businesses can survive over-regulation better than others. Larger corporations have specialized staffs of accountants and attorneys; small businessmen and small businesswomen have nobody but themselves.

Businesses, both large and small, look with dismay at the fantastic pace of Federal spending. They foresee an end to the individual initiative in American life, a Government turned into an instrument of philanthropic collectivism, a legislative redistribution of wealth and income, and the prospect of productive citizens required by law to support a growing number of nonproductive citizens.

If that day ever comes, the foundation of our free society will be gone. The America you and I know, the America that you and I love, will be no more.

I can assure you I will do, as President, everything to curtail such centralization in Washington, as well as elsewhere, and such rigidity in Government.

I will continue to use my veto power to stem the escalation of Federal programs and agencies. A responsible society must do for certain individuals what they cannot achieve alone.

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But that is a far cry from the runaway spending that confines Government to no boundary, that undermines individual initiative, that penalizes hard work and excellence, that destroys the balance between the private and public sector of American life.

It took Americans over 180 years to reach our \$100 billion Federal budget. Nine years later, in 1971, the budget rose to \$200 billion. This year, it will go far over \$300 billion, and within two more years, at the present rate of spending, the budget will exceed \$400 billion.

From my travels around America, from my meetings with citizens from all walks of life, I can say this with conviction: Americans have not arrived at a popular consensus for collectivism.

We have held no referendum to repeal our economic freedom. Quite the opposite is true. Americans are proud of our system and pleased with what it has produced.

Yet, if we continue to bigger and bigger Government, Washington will become the big daddy of all citizens. If the power to tax goes unchecked, it will inhibit capital formation for business and incentive for workers and we can say goodbye to the free enterprise system that has given us so much.

I am extremely pleased to be here today because you are the frontline in the very crucial struggle to preserve the private sector. Actually, you are protecting a society that still cherishes excellence and still values freedom.

You are painfully aware that a Government big enough to give us everything we want is a Government big enough to take from us everything we have.

I do not accept a scenario of doom and defeat. We have just begun to fight for a new balance between the public and private elements of our society. It is the determined intention of this Administration to review every single proposal for Government action, whether in taxation or regulations, or in any other areas, in light of what it will do to free competition and individual liberty.

This review will apply equally, across the board, to corporations that seek special anticompetitive and monopolistic advantages from the Government as well as to radical social theories that would collectivize American society and American life.

MORE



Those who express disdain for profits and distaste for free competition propose nothing in their stead.

American achievement under the free enterprise system remains the envy of the world. I intend to do what I can to keep it that way for the benefit of future generations.

Difficulties sometimes accompany advantages in any system. Where individual freedom of choice and action prevail, there are tests of survival by the free marketplace as a consequence.

There are bankruptcies, there are spells of unemployment, there are periods of rapid change and temporary slowdown. Nevertheless, the march toward a better life and expanded freedom has continued in America for 200 years.

I see small business as the bulwark of free enterprise. You offer opportunity to young people. Their ideas can get to the boss quicker, their efforts are more rapidly recognized and rewarded, and they can realistically work toward the day when they will start their own business.

Young men and women can take their faith into their own hands and make their own future. They will find small business the very best training grounds for leadership, for responsibility and for independence.

Your businesses -- and there are many, many more besides those represented here -- are vital to America's future. You account for 43 percent of the gross business product. You provide 51 percent of the private sector's labor force.

For America's sake, the present and future, I want you to succeed.

To restore a healthy business climate throughout America to fight recession and to curtail inflation, I have started a process of regulation reform. The time has come to cut Federal red tape that binds the hands of small business.

MORE

Let me share some memories from my own personal background. My father started a small business, the Ford Paint and Varnish Company in Grand Rapids, Michigan, a good many years ago. A few weeks after he went into business, the economic crash of 1929 struck. My father persevered to keep our little family paint factory going.

As a youth I mixed paint and labeled cans. But he sold the paint and he was his own bill collector. Let me say, if my father had to fill out today's forms and comply with the maze of rules and regulations now in effect, he would have had no time left to sell paint or collect bills.

When I think of the enterprising spirit that makes America great, I think of my father and how the Ford Paint and Varnish Company survived in the 1930's. And believe me, it wasn't easy.

Although most of today's regulations affecting business are well-intentioned, their effect, whether designed to protect the environment or the consumer, often does more harm than good. They can stifle the growth and our standard of living and contribute to inflation.

When we consider revisions in these regulations, we must consider the case of those who may be injured by regulatory modifications. Our system can and will make needed changes which are fair to all. Obviously we cannot eliminate all regulations. Some are costly, but essential to public health and public safety.

But let us evaluate the costs as well as the benefits. The issue is not whether we want to control pollution -- we all do. The question is whether added costs to the public makes sense when measured against actual benefits.

As a consumer, I want to know how much the tab at the front door check-out counter is raised through the back-door of regulatory inflation. As President, I want to eliminate unnecessary regulations which impose a hidden tax on the consumer.

Over a period of some 90 years we have erected a massive Federal regulatory structure encrusted with contradictions, excesses and rules that have outlived any conceivable value.

Last Friday I met with the leaders of the Congress, House and Senate, Democratic as well as Republican, to seek cooperation in eliminating regulations which do more harm than good. I will meet next week with members designated by the Congress to establish legislative priorities. Then I will meet with the Commissioners of the ten independent regulatory agencies on the need to improve their regulations and their procedures.

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I have set up a special White House group to work with the Congress and the regulatory agencies to accomplish this long overdue and highly desirable objective. Particular emphasis will be placed on the impact of Federal regulations on a free economy and on the life of the individual citizen.

In recent months I have submitted a Railroad Revitalization Act, the Financial Institutions Act, and the Energy Independence Act. I have supported legislation to remove the antitrust exemptions from State Fair Trade laws and signed the Securities Act Amendments of 1975. Also I have asked the Congress to establish a National Commission on Regulatory Reform. These actions respond to the need for real economic growth. Real growth, as you know, as I know, depends upon productivity. We must free the business community from regulatory bondage so that it can produce.

And I say to the businesses represented here today: I hear your cries of anguish and desperation. I will not let you suffocate.

My deep personal concern is not only for the consumer but for the millions whose employment depends upon your enterprise. I want an end to unnecessary, unfair, unclear regulations and needless paper work.

The number -- this is hard to believe, really -- the number of different Federal forms sent out from Washington at last count totalled 5,146.

Quite frankly, America is being buried by an avalanche of paper.

The Congress has created a Federal Paperwork Commission to simplify, to reduce the enormous clog of Federal forms and Federal documents. Today I am appointing the members of this Commission. Its membership will include the Secretary of your own organization, the National Federation of Independent Business to represent your interests. I refer, of course, to your good friend Bruce Fielding of California.

MORE

I am also appointing to this group other outstanding members, including representatives of State and local governments, labor, education and consumer interests, and I think Mr. Fielding will well and faithfully carry out your representation.

Despite the handicaps, small business has made tremendous strides. Let's work together for an even greater future, and I ask for your suggestions; yes, your criticism. My door is always open to people who are strong and visionary, like yourselves.

I am delighted to learn of the latest quarterly survey just prepared by your Federation's research experts. It reports that small business has a sense of optimism for the coming six-month period.

Since small business has such a stabilizing influence on recession, I think this is a good sign for all Americans.

The worst recession since the 1930s is coming to an end. There are good signs, and let me tick them off quickly for you.

Consumer confidence is up, and retail sales are increasing. Sales rose 2.2 percent in May. Inventories are down. Employment went up by 553,000 between March and May. The inflation rate is continuing to fall. This year's rate is down from last year's 12 percent to about 6 percent.

Interest rates are down. Housing is showing strong signs of recovery with a 21 to 27 percent increase in building permits in April, and I am told there will be some further encouraging statistics released later today.

Orders for plant and equipment in April were up more than 15 percent over March. Altogether, the Department of Commerce indicators were up 4.2 percent in April.

Obviously, some indicators will continue to be depressed for a few months because they record only what is past. But, I am confident that we are at the bottom of the economic slide, and we will soon be on our way up.

Now is the time, as I see it, to chart the right path back to prosperity without inflation and with real economic growth.

MORE

Sound economic recovery depends upon moderation and economic expectation, fiscal restraint by the Government, increased savings in capital investment and a long-range plan for our energy independence, as well as regulatory policies.

Small business knows that the old time virtues must temper the tendency of our Government to do all things for all humanity. This desire has resulted in Federal deficits in 13 of the last 15 years.

Our national focus has been on recovery, but we must make sure, we must be positive, that the recovery now in sight is not accompanied by a new round of higher and higher inflation.

I have confidence, great confidence, in our economic future because I have great faith in the American people.

I assure each of you here today, although your business may be small, I will do my part to help each and every one of you make it big by getting Government off your back.

Thank you very much.

END (AT 10:31 A.M. EDT)

JUNE 25, 1975

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

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THE WHITE HOUSE  
PRESS CONFERENCE  
OF  
RODERICK HILLS  
COUNSEL TO THE PRESIDENT  
PAUL MAC AVOY  
COUNCIL OF ECONOMIC ADVISERS  
JOHN O. PASTORE  
SENATOR FROM THE STATE OF RHODE ISLAND  
JOHN E. MOSS  
REPRESENTATIVE FROM THE STATE OF CALIFORNIA  
AND  
JAMES C. WRIGHT, JR.  
REPRESENTATIVE FROM THE STATE OF TEXAS

THE BRIEFING ROOM

10:05 A.M. EDT

MR. NESSEN: The President met for slightly over two hours with 12 Members of the Senate, 12 Members of the House, and various members of his staff on his proposals to simplify the regulatory agencies.

Let me just quickly give you one or two highlights from the President's opening statement, and then we are going to have to brief you on this Rod Hills, the Counsel to the President, who is heading the Domestic Council review group that is overseeing the President's ideas in this area; Paul MacAvoy, a new member of the Council of Economic Advisers, who also is working in this area, Senator Pastore; Congressman Jim Wright, and Congressman Moss, whose committees will be dealing with this problem.

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(OVER)

The President said that since he has been in the White House and even before that, in Congress, he has sensed a growing apprehension and concern about regulatory agencies, the amount of time they consume and the amount of added costs they put into the economy, and lay on the consumer.

He said that they were established to serve the public interest but that with the passage of 25 or 30 or 50 years, they have got to be looked at again now to make sure they are still serving the public interest.

The discussion was broken down into three areas -- economic regulation, health and safety regulation, and administrative procedures.

The President made clear that he does not want to dismantle the regulatory agencies. He has no intention of dismantling environmental regulations, health protections and consumers' rights, but he did say that the cost-to-benefit ratio needs to be looked at.

He wants to make sure that these agencies still serve the public interest in the 1970s rather than having gotten away from their original intention of serving the public interest.

He told the Members of Congress that he hoped that they could work together, the White House and Congress, because regulatory agencies are a joint responsibility of the Executive Branch and of Congress.

That is a summary of what the President said at the beginning, and for more details on the meeting I am going to give you these gentlemen from Congress and from the White House.

MR. HILLS: Let me say, generally, the purpose of the meeting was to seek a consensus from the group gathered as to the major objectives of regulatory reform. I think the President was extremely gratified to find that there was indeed not only a consensus but unanimity that regulatory reform was a critical item for the future.

The purpose of the consensus, of course, is in preparation for his meeting with all the commissioners of the independent regulatory agencies, which will take place two weeks from today. The consensus, which I think I can state without fear of dissent, was broadly in the area of economic regulation, the need for more flexible pricing, more redefinition of the objectives of agencies that had been in effect for a very long period of time, and in some areas more ease of entry.

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Of course, as regulation falls away from certain economic types of regulation, it is generally agreed today that the antitrust procedures and more effective antitrust protection must take its place.

In the area of general regulation, the need for more cost benefit analysis was generally accepted; in other words, regulation should not be passed in a vacuum, rather they should have the benefit of an intensive cost analysis, not necessarily that you can trade off lives or safety against money, but that people passing regulations must know what it costs in order to choose the best alternatives.

Finally, and certainly the most dramatic assent, was that regulation takes too long and that the substance that is created by that form of regulation is perhaps the most deleterious effect upon the regulatory efforts of Government.

The form of problems with big business and little business was particularly harmful. The trouble of small businessmen to deal with regulation was a prime matter. There was not complete agreement on every matter. Certainly, in the area of consumer representation, there was a difference of approach.

There are a number of people, a number of Senators and Congressmen, that feel there should be a consumer agency to represent the consumers' points of view. The President and others present felt that there was indeed a stronger role for the consumer, but that it could best be met by an effort in each individual agency; in other words, redoing the agency.

So there was broad assent, there was broad consensus the President sought, but of course there were some areas of disagreement, and we are all available for questions.

Senator, would you care to speak?

SENATOR PASTORE: First of all, I think this is one of the better meetings called by the President. He should be applauded for it.

There is no question at all that the habits of 1950 cannot be the procedures of the 1970s. A great deal needs to be done to modernize our regulatory agencies.

On the other hand, it is not an easy solution and it will require time, it will require patience, and will require public confidence.

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I pointed out, of course, that there are several elements that could be taken into account as a remedy, on a short-term basis. For instance, only too often -- and this is not a reflection on the present Administration, it has been with all Administrations -- certain candidates who failed an election are usually dumped over on a regulatory agency.

Many, many times we take people out of industry and put them on a regulatory agency that is to regulate that particular industry. And that is number one.

In other words, we ought to have people who are independent, people who can be impartial, and people who are not using that position as a training ground to get a job with a regulated industry once they leave that position. And that is one of the first things.

Another thing, too, we have to be very, very careful that the bureaucrats, the people who are charged with dealing with the public, will use courtesy, will not act as though they are despots, will not act as though they have plenipotentiary powers, that they will be patient with people.

I have known of cases where under OSHA they would walk into an establishment and summarily fine people for an offense where it was innocently done.

Now you can carry out the meaning of a statute, you can carry out a meaning of a regulation without being arrogant about it, and there has been too much of that, and that has been a harrassment on the part of business.

On the question of a speedy conclusion, we are all interested in that, but in the process we have got to be very, very careful in that we are dealing with the public and we cannot deprive the public from a judiciary remedy.

In other words, if they feel that they have been aggrieved, you can't deny them the right to go to court and our court calendars are crowded and for that reason, of course, there is delay upon delay.

Now, all of this has to be taken into account and it won't be easy, as I said before, but it needs to be done and I repeat again this is the first of a series of meetings with the President. It can't be done by the Congress alone. It can't be done by the Administration alone. It has to be a joint effort and we all have to look at the objective and do it in a very impartial way.

Thank you very much. If anyone wants to ask me a question, I will be glad to answer.

MORE

Q Senator, do you agree with Mr. Hills that there was a broad consensus in this meeting?

SENATOR PASTORE: Yes, there was. There was a broad consensus that something needs to be done, and rather quickly.

Q Senator, you mentioned specifically the quality of the nominees to these agencies. In fact, your own subcommittee has passed on a number of these nominees so would you not say the Senate would have to share the blame?

SENATOR PASTORE: Absolutely, but we have rejected quite a few of them. As a matter of fact, we have the Coors amendment (nomination) before us now. That is highly controversial. You wait and see what happens to that.

Q Senator, how much of this can be done without new legislation?

SENATOR PASTORE: First of all, I think there ought to be an admonishment on the part of all of these people who are entrusted with enforcing regulations to act with decency, with dignity and courtesy.

Q Senator, excuse me. Backing up to the Coors nomination, are you saying that your subcommittee is left with the position to reject that nomination?

SENATOR PASTORE: I did not say that at all. As a matter of fact, I said it is highly controversial. We have separated it from the other seven nominees because we have to deal with that separately. There is a lot of objection to it.

Q Senator, did you get the impression that you were far apart from the Administration on the matter of health and safety regulations?

SENATOR PASTORE: Not too much. Not too much. Of course, you have got to realize that the President talked in general terms and it is a matter of implementation. I thought it was a very healthy meeting and I think it was a very productive one and I think something good will come out of it.

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Q Senator Pastore, do you kind of reject the charge Ralph Nader made this week that the regulatory reform is merely a ploy by the Ford Administration to build political support for 1976?

SENATOR PASTORE: I think it is too soon to say that.

Q Do you think there is any kind of scapegoatism looking for somebody to blame the economic crisis on?

SENATOR PASTORE: I would not say that. I would not accuse the President of the United States of that deception.

Q Mr. Hills, the Administration a few weeks ago proposed some regulatory reform in surface transportation, in rails. Supposedly, there is going to be some more reform in trucks and some easing of regulations of the airlines. Nothing has been heard. When is it coming?

MR. HILLS: This meeting is an effort to find the consensus for most matters, and they are coming. Considerable work has gone on over the last few weeks between various of us on the White House staff and the Hill staff with the agencies.

I think considerable has been done, if you consider how such a short period the President has been in office. I think you will find considerable efforts at specific legislation in the very near future. I think also you will find a greater consensus around such legislation when it comes to the Congress.

Q May we hear from the two experts from the House?

CONGRESSMAN MOSS: I want to first agree that there was a very broad consensus that reform must take place, and particularly in the area of economic regulation. There was not sufficient in depth discussion of health and safety to characterize it as a reform, but it was not marked disagreement.

Another broad consensus of great significance is the recognition of the fact that neither the Congress nor the Executive can effect the changes necessary by themselves. It is going to require the closest cooperation on a continuing basis if a restructuring of the regulatory agencies is to be achieved.

There is a recognition that far too much time is wasted in the regulatory process. It can be expedited without the sacrifice of due process, and due process is certainly an essential protection, both to industries and to the public.

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We have a disagreement on the matter of a consumer advocate. There is a division. It is not a partisan division because support and opposition surfaces from both sides of the political spectrum here in Washington.

I think the significance is that we did meet and, after a meaningful discussion, agreed to seek to work cooperatively and try to expedite the process of re-evaluating these agencies.

We in the House in several committees -- mine having the broadest jurisdiction over regulatory agencies -- are working on a greatly accelerated timetable, reviewing each of the agencies within the jurisdiction of the House Commerce Committee.

We will have that work completed during the life of this Congress, and we will have recommendations for actions which will not in many instances require additional legislation.

There was a consensus that a change of attitude on the part of those engaged in the regulatory process would be refreshing, would be constructive and would restore a great deal of public confidence, a very essential ingredient, in the work of these agencies.

I think that is a fair summary of the achievements of this morning.

Q Did you discuss deregulation of gas prices?

CONGRESSMAN MOSS: We did not discuss deregulation of gas prices.

Q Mr. Moss, somewhere down the road, can we anticipate a reduction in the number of regulatory agencies through consolidation?

CONGRESSMAN MOSS: I would not rule it out, but at this moment, I think it would be premature to state that there would be a reduction.

Q Mr. Moss, how do you evaluate the present Office of Consumer Affairs?

CONGRESSMAN MOSS: The evaluation of the present Office of Consumer Affairs operates really within a very limited scope of jurisdiction. I don't think it would be a adequate substitute for the consumer advocate agency, which is being urged in both Houses of Congress at this time.

MORE

Q Sir, when you talk about regulatory reform, are you talking about this year or next year, or beyond that? What kind of time?

CONGRESSMAN MOSS: I hope I am talking about a continuing review correcting faults as they surface and starting at this time to accelerate the process of identifying problem areas. I don't think we will ever be finished with regulatory reform.

Q Mr. Moss, if Congress approved a consumer advocacy agency and the President vetoed this legislation, do you think the Congress would be able to override the veto?

CONGRESSMAN MOSS: I would want, first, to hear the reasons for the veto and see the final form of the agency presented to the President before being able to make that kind of judgment.

Q Congressman, is there a consensus in the view that disputes on economic matters that are now empaneled as matters of equity by the regulatory agencies should be referred to the courts? And if so, would that not delay things further?

CONGRESSMAN MOSS: Well, it presupposes that we would have them have direct access to the courts from the beginning and that, of course, is not in my judgment anticipated. We have two very recent complete re-enactments of regulatory agency legislation -- the Federal Trade Commission Act of last year and the rewrite of the Securities and Exchange Commission Act this year -- and I would suggest that those two indicate both the consensus of Congress and of the Executive.

They resulted in a clarification of authority, a broadening of authority of the agencies, and that was achieved with the support of the White House, the Department of Justice, the regulatory commissions, and a major part of the regulated industry.

Q You do not have any consensus on abolition of, say, the Interstate Commerce Commission or the Civil Aeronautics Board?

CONGRESSMAN MOSS: I do not. A restructuring, yes; an abolition, no.

Q You were talking, Mr. Moss, of having something ready in your committee by the end of this Congress. That doesn't seem to be very speedy action, to me. Don't you expect something before that?

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CONGRESSMAN MOSS: Oh, I expect a great deal before the end of this Congress. I was talking in that context about an evaluation of the work of each of the agencies within the jurisdiction of the House Interstate and Foreign Commerce Committee, which has the independent regulatory commissions and the Federal Food and Drug Administration, and related agencies.

The total review by the end of this Congress -- we will be prepared to move with reports setting forth very precise recommendations before the end of this session of this Congress in some areas.

Q Which areas, Mr. Moss?

CONGRESSMAN MOSS: I think one of the first will be with the Federal Power Commission, secondly with the Federal Energy Administration, and from there on there are several candidates, but we have not advanced sufficiently to make a final decision.

Q Was any thought given to reforming the wordage used in writing regulations, any thought given to making regulations simple so that plain people can read them and understand them?

CONGRESSMAN MOSS: There was a considerable discussion about a need of the change in attitude. Certainly, basic to a change of attitude would be to remove much of the bureaucratic verbiage and to get down to the essential use of the good English concisely stated in all of these regulations.

Q In that regard, sir, you might start with this Democratic policy statement here because -- (Laughter)

CONGRESSMAN MOSS: That was a committee production.

Q Sir, at this meeting this morning, did you discuss at all the Administration's proposals on transportation, loosening controls over transportation? And if so, do you have any prediction about what Congress is going to do to Administration proposals in that area?

CONGRESSMAN MOSS: I do not have any predictions. We discussed transportation and recognize a need for freer entry in some markets.

On the other hand, we cannot abandon regulation because there are markets where there is no effective competition.

Q Well, do you foresee, for example, free entry into air routes in the near future?

CONGRESSMAN MOSS: I think a freer entry is a distinct possibility.

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Q Mr. Moss, if it is true, as many have charged, that some supposedly independent regulatory agencies have become captives of the very industries they are supposed to be regulating, then do you expect that these industries are going to support these reform efforts? Don't they have a vested interest in maintaining the status quo?

CONGRESSMAN MOSS: I do not expect that they will support reform efforts enthusiastically, but faced with the inevitability of reform they will attempt to give as much as they have to and no more, and then Congress and the Executive will have to apply the pressure to go the additional step required to serve the public interest.

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Q Why didn't some Republican Congressmen come out here? Are they just giving yes to the President?

CONGRESSMAN MOSS: I don't think so. My Members on my committee have split on a number of issues as we have moved along. They have not been a monolithic block in working on the committee, but I don't know why they didn't come in here at this time.

CONGRESSMAN WRIGHT: There is relatively little that I could add. I think all of us agreed that it was an extremely useful initiative that the President has begun. I think all of us agreed that this is a most important and an extremely vital effort that is being undertaken.

To expect unanimity from so diverse and heterogeneous a group would be impossible. To expect consensus would be rosier, but I think there is broad consensus among those present, first, that: (a) regulation has become entirely too burdensome in many instances; secondly, that there seems to be an almost inexorable tendency on the part of regulatory agencies to proliferate guidelines never intended by a Congress in enacting the parent legislation; thirdly, that the regulatory process consumes entirely too much time and that it imposes far too burdensome a paper-work requirement upon applicants of all sorts.

I think there was general agreement that the chief victims were the public themselves, and primarily small business, which is required in many instances to fill out the most elaborate forms that a General Motors itself would have difficulty in completing.

I think there was agreement that there is no excuse for the kind of internecine warfare that sometimes exists within Government, pitting Government agencies into adversary relationships against one another and leaving Government at war with itself where the public becomes the innocent victim.

Illustrations abounded. One, for example, found consensus that there can't be any justification for safety representatives telling the owner of a small industrial plant that he must put in corrugated sidewalks and corrugated floors so as to prevent slippage and a hazard to safety, and when he does so, then representatives of the health agencies telling him that he must take it out because it can't be kept clean.

Any others could enumerate several such instances. All of them make Government look ridiculous.

MORE



I believe there was agreement that we must, at all costs, simplify procedures, that both administrative and legislative branches have some responsibilities in seeing that this is done.

I think finally there was agreement that it is not going to be easy. Fighting red tape is like fighting a pillow, you can hit it and knock it over in the corner, but it just lies there and regroups.

Q This meeting is being billed, as is the July 9 meeting as a regulatory summit, and the last time this Administration convened the summit, it dealt with the problem of inflation at a time when the public was concerned about recession.

Particularly, with the Congressional calendar full of problems, like antirecession legislation, and tax reform, what makes you think that there is a public consensus for this summit conference or this kind of discussion on regulation.

CONGRESSMAN WRIGHT: I am not certain that there is a public consensus for a summit conference or a discussion of this sort. I am reasonably sure, and my opinion was strongly re-inforced by reports from those who are closest to the public in their respective States -- and many of the States represented -- that there is great concern on the part of the public over a great deal of regulation all the way from the IRS on the one hand that touches to the newer agencies such as the Environmental Protection Agency and the Occupational Safety and Health Agency, which were created with high hopes to fulfill high purposes, but which in some cases have become so proliferated with jungles of red tape that they have become counter-productive for the purposes for which they were created.

I think there is a general public concern over that.

MR. HILLS: If I can bear with you a minute, Dr. Paul MacAvoy, a new member of the Council of Economic Advisers, would like to speak for a minute.

MORE

MR. MAC AVOY: Let me just add two points. As an economist usually dealing with mathematical models, I was shocked by the unanimity of concern about the things that I always miss: First, too much paperwork; second, the proceedings take far too long; third, that the proceedings in good part end out protecting the interest of the commissioners rather than the consumers.

That is all in what we call variance in the data and it seems to have grown to enormous proportions, and perhaps the economic analysts ought to pay attention to that, starting now.

The second point is in the area of economic regulation I think there were two strong issues discussed, even if indirectly.

One is that if you look at the basis for regulation, the reason for starting regulation, it was supposed to serve as a substitute for imperfectly operating markets. It was supposed to do better than competitive or non-competitive markets in serving the interest of the consumer, but as you review regulation and transportation, energy, and communications the commissions have attempted to thwart the operation of competition wherever it may appear, so rather than substituting for markets it has tended to subvert what market performance there is.

In the area of energy, there was a point made that the use of historical costs and rate base procedures in the Federal Power Commission and the State commissions have wound down investment in gas and in electricity, and that the present gas shortage wasn't in good part due to the price freeze put in for a decade in the Federal Power Commission over wellhead prices in interstate commerce.

In the electricity area, this may very well be on the way to occurring in the next decade due to the slow and cumbersome and historically based rate-setting procedures of the State commissions.

That is enough for an economist, I think.

THE PRESS: Thank you.

END

(AT 10:35 A.M. EDT)

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THE WHITE HOUSE  
WASHINGTON

June 27, 1975

TO: VERN LOEN

FROM: PAUL LEACH

Per your request.

SYNOPSIS OF ADMINISTRATION'S REGULATORY  
REFORM EFFORTS

June 18, 1975

I. Administrative Actions

1. Council on Wage and Price Stability. CWPS was created by Congress at the President's request in August 1974 to act as a watchdog over private sector wage and price actions and to analyze the inflationary effects of existing regulations promulgated by all elements of the Executive Branch except the independent commissions. CWPS is due to lapse August 1975, but Congress is currently debating whether a reauthorized agency should be given subpoena or other quasi-control powers. The Administration has objected to the Senate's adoption of language permitting CWPS to subpoena individual product-line data from businesses.
2. Inflation Impact Analysis. The President issued an Executive order in November, 1974, calling on all Executive Branch agencies to conduct inflation impact statements on their proposals for major legislation and regulations. Many of the independent commissions indicated their on-going concern for the impact of their decisions but all declined to comply specifically with the order. Other agencies have submitted draft criteria for compliance, OMB returned comments on these, and final criteria are expected to be in place by the end of June.
3. State and Local Regulations. In December the President wrote to all the Governors, as well as key Mayors and State Legislators urging them to review their own systems of regulations. Similar letters were later sent to selected county officials. Staff from the Domestic Council and OMB have met with representatives from State and local governments and concerned Federal agencies to help lay out a possible work agenda for a State/local task force.
4. Review of Antitrust Exemptions. Representatives from the Justice Department and the EXOP formed an administration task force in February to review a list of statutory anti-ratemaking conferences, insurance rate bureaus, etc. Specific legislative proposals for reform or repeal of some immunities are expected later this year.
5. Increase in Resources and Authorities for Antitrust Enforcement. The Administration has approved substantial increases in budget dollars and manpower ceilings for the Antitrust Division and Federal Trade Commission.

over the last two years. It has testified with some reservations on several proposals on the Hill which would greatly multiply these agencies' resources and have major impact on civil processes and enforcement procedures. Senator Phillip Hart has gained some bi-partisan Senate support, but House action is uncertain at this time.

6. Improvement in Consumer Representation. In April, the President directed Virginia Knauer to work with Cabinet Departments and other agencies to assess their present methods for soliciting and incorporating consumer views into their procedures for developing legislation and regulations, thereby increasing their sensitivity to cost/quality effects on consumer goods and services. At the same time, he wrote to the Congress opposing enactment of an Agency for Consumer Advocacy on the grounds that reforms within existing agencies were more urgent than the creation of additional agencies. The Senate has passed a revised ACA bill and House passage is almost certain before the end of the year.

7. Meeting with Congress and Independent Regulatory Commissioners. On April 27, the President announced his desire to meet with the major Independent Regulatory Commissioners and key Congressional members to discuss ways in which the Congress, the President, and the Commissions could jointly work to resolve important regulatory issues affecting the long-term health of the economy. The President is scheduled to meet with selected Congressional Members on June 25, and later with the regulatory commissioners.

## II. Legislative Proposals

1. Regulatory Reform Commission. In January the Administration re-submitted legislation calling for the creation of a joint executive/legislative/private sector National Commission on Regulatory Reform. A similar proposal received no action in the 93rd Congress after hearings in the Senate Government Operations and Commerce Committees. Variations on the Administration's proposal have been submitted in the House, but no action is anticipated in the Senate if Congressional funding is provided for a joint Government Operations/Commerce Committee study.

2. Transportation Reform: Railroads. The Railroad Revitalization Act was submitted May 19; it was introduced in the House and Senate by request on June 5. The legislation seeks to (a) permit railroads to adjust their rates up or down within a "zone of reasonableness" without ICC approval; (b) clarify the Commission's authority to disapprove rates

or abandonment proposals; (c) prohibit rate bureaus from certain anti-competitive practices; and (d) provide \$2 billion in Federal loan guarantees for upgrading track and equipment, contingent on the industry undertaking specific restructuring actions. Congressional reception is uncertain at this time, but House hearings start June 23.

3. Transportation Reform: Trucking. An Administration task force is in the final stages of drafting legislation to make major changes in the regulation of the trucking industry. The chief provisions are (a) pricing flexibility analagous to those proposed in the rail bill; (b) liberalized entry provisions for certificate applicants; (c) modification of route and commodity restrictions; (d) elimination of certain antitrust immunities currently enjoyed by rate bureaus. Submission to Congress is expected by the end of June.

4. Transportation Reform: Airlines. A third task force is working to draft airline regulatory reforms. It will seek to increase pricing and route flexibility, provide for easier entry to and exit from certain markets, and eliminate the CAB's authority to approve certain anti-competitive practices such as joint agreements to limit or eliminate service. Submission to Congress is expected later this summer.

5. Financial Institutions. After changing certain provisions on the effective dates and the new mortgage interest tax credit, in March the Administration resubmitted the Financial Institutions Act which had received only Senate hearings in the 93rd Congress. The legislation is intended to remove restrictions on the interest rates and services banks and S & L's can offer in order to provide more competitive returns to small savers and more diversified services to all customers. Hearings were conducted by the Senate Banking Committee in May, but any action in the House this year is unlikely due to a recently announced Staff Study to be conducted by the House Banking Committee.

6. Securities. The President signed the Securities Act Amendments of 1975 on June 4. The law requires the SEC to move promptly to establish a national market system thereby increasing price and volume information to prospective buyers and sellers and promoting more competition between brokers. The law also clarifies the SEC's authority to eliminate fixed commission rates on securities transactions, a step which was completed by an earlier administrative action. It is expected the law will have substantial effects on the quality and price of brokerage services offered to all investors.

7. Energy. In February, the Administration submitted legislation seeking to deregulate the FPC's authority to control the price of new natural gas. The bill also seeks to mandate that State Public Utility Commissions follow the FPC's lead by allowing proposed rate changes to take effect within five months if administrative actions have not been completed. Electric utilities would also be permitted to include construction in progress in their asset rate base. Rates calculated from either provision would be subject to reversal. The Senate Government Operations Committee held hearings on this part of the Administration's energy program, but no further action is expected in the full Senate or House. At Secretary Dunlop's request, the Administration is currently reviewing the possibility of requesting an increased investment tax credit for utilities.

8. Fair Trade Laws. Legislation to repeal the Federal Fair Trade enabling laws (Miller-Tydings and McGuire Acts) was introduced in January by Senator Brooke and Representative McClory. The present laws permit States to legalize price protections which prevent retailers from selling merchandise below the manufacturers suggested retail price. Senate has held hearings, House Judiciary has reported the bill, and enactment expected later this summer. Simultaneously, several State legislatures are considering repeal or reform of their laws. New York recently abolished its statutes.

9. Robinson-Patman Act. An Administration Task Force is in the final stages of drafting recommendations to the President concerning reform or repeal of the Robinson-Patman Act. The Act presently forbids price discrimination between buyers by a seller, unless conclusive proof of different costs can be presented. The general nature of the statute and its interpretation by business firms and the government have tended to discourage legitimate price competition, thereby adding unnecessarily to many consumer prices. Final proposals to the President are due within one month.

10. Cable Television. Over a year ago, the Office of Telecommunications Policy proposed some revisions to FCC's authority to regulate cable TV, but the legislation is opposed by FCC for going too far without adequate study data, and by the Justice Department for not recommending greater deregulation of the cable industry. If major Justice-OTP differences could be arbitrated, legislation could be introduced within six weeks.

# THE "REGULATORS"

## They Cost You \$130 Billion a Year

A storm of controversy is swirling about federal agencies whose decisions regulate business and industry—and affect what you pay for almost anything. President Ford is only one of many critics demanding changes.

A new campaign—perhaps the biggest yet—is opening against the unchecked and increasingly arbitrary powers that federal regulatory agencies wield over the lives of the American people.

President Ford has called a "regulatory summit" with chairmen of 10 federal agencies to discuss what he describes as "excessive Government regulations that stifle productivity, eliminate competition, increase consumer costs and contribute to inflation."

Says the President: "I want small business released from the shackles of federal red tape. I want to end unnecessary, unfair and unclear regulations—and needless paper work."

Mr. Ford places the annual cost to consumers of unnecessary and wasteful regulatory policies at \$2,000 per family. This means the total cost to the public is an estimated 130 billion dollars.

That's shown in a chart on these pages.

On Mr. Ford's agenda: talks with Congressmen on ways to

Instances of regulators' impact on the economy are plentiful. A few of them:

- A General Accounting Office report on effects of environmental and land-use regulations found that more than 6 billion board feet of mature timber in national forests dies every year because federal rules prohibit its harvest.

- Mandatory safety standards for power lawn mowers being developed for the Consumer Product Safety Commission could increase the cost of a \$100 mower to \$186 and might put 25 manufacturers out of business, according to a Stanford Research Institute study.

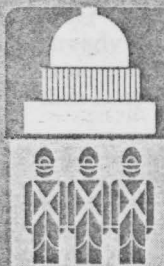
- A tire-quality grading system being developed by the National Highway Traffic Safety Administration could cost consumers as much as 150 million dollars a year and yet be too confusing to be of use to tire buyers, according to a report by the Rubber Manufacturers Association.

### Ransacking the Files

Equally a worry to many companies is what they see as damage, real or potential, to themselves and their customers through detailed ransacking of their files by bureaucrats.

Three federal regulatory bodies have begun operations to collect internal data on the activities and methods of large businesses—a development that many corporations view with alarm. Such disclosures, they contend, could ultimately damage the public interest and virtually destroy some firms.

The Federal Trade Commission, for example, proposes to



## A SMALL ARMY OF FEDERAL REGULATORS...

Number of employees  
with regulatory functions —

Agriculture Department — animal, plant health  
inspection; Packers



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June 30, 1975

lt

Dear Mr. Speaker:

Thank you for your June 26 letter to the President advising him of your desire to appoint Congressman John Dingell to serve as a member of the White House Conference on Regulatory Agency Activities.

Please be assured that I shall make certain the President receives your letter without delay.

With kind regards,

Sincerely,

Vernon C. Loen  
Deputy Assistant  
to the President

The Honorable  
The Speaker  
House of Representatives  
Washington, D.C. 20515

bcc: w/incoming to Roderick Hills for further action.  
bcc: w/incoming to Max Friedersdorf - FYI  
~~bcc: w/incoming to Charles Leppert - FYI~~

VCL:EF:VO:vo



14  
*Enclosure*

6-27

The Speaker's Rooms  
U. S. House of Representatives  
Washington, D. C. 20513

June 26, 1975

*MF*

The President  
The White House  
Washington, D. C.

Dear Mr. President:

I desire to appoint Representative John Dingell, Chairman of the Interstate and Foreign Commerce Subcommittee on Energy and Power, to serve as a member of the White House Conference on Regulatory Agency Activities. I appreciated receiving the assurance from your staff that this additional appointment would be acceptable.

Respectfully,

*Carl Albert*  
The Speaker

CA/vk



June 20, 1975

Dear Mr. Speaker:

Thank you for your June 19 letter providing the President with the list of 12 Members of the House to meet with him on Wednesday, June 25, to discuss current problems involving regulatory agency performance.

Your courtesy in this matter is appreciated and I shall make certain the President receives the list without delay.

With kind regards,

Sincerely,

Vernon C. Loen  
Deputy Assistant  
to the President

The Honorable  
The Speaker  
House of Representatives  
Washington, D.C. 20515

~~Acc:~~ w/incoming to Vern Loen for further action.

VCL:EF:VO:vo



15

6-20

The Speaker's Rooms  
U. S. House of Representatives  
Washington, D. C. 20515

June 19, 1975

Dear Mr. President:

MF  
In response to your invitation, I am pleased to recommend the following twelve (12) Members of the House of Representatives to meet with you at the White House on Wednesday, June 25, at 8:00 a.m. to discuss current problems involving regulatory agency performance and its impact on the economy.

Representative John Moss, California  
Representative Paul Rogers, Florida  
Representative Robert L. Leggett, California  
Representative Jim Wright, Texas  
Representative James J. Howard, New Jersey  
Representative James R. Jones, Oklahoma  
Representative Elford A. Cederberg, Michigan  
Representative Samuel L. Devine, Ohio  
Representative John B. Anderson, Illinois  
Representative Frank Horton, New York  
Representative Bill Archer, Texas  
Representative Charles Thone, Nebraska

Respectfully,

*Carl Albert*  
The Speaker

The President  
The White House  
Washington, D. C.



WHITE HOUSE  
MAIL ROOM

1975 JUN 20 PM 2 31

The Speaker's Name  
U.S. House of Representatives  
Washington, D.C. 20515

June 19, 1975

Dear Mr. President:

In response to your invitation, I am pleased to recommend the following twelve (12) Members of the House of Representatives to meet with you at the White House on Tuesday, June 24, 1975, to discuss current problems involving regulatory agency performance and its impact on the economy.

- Representative John Moss, California
- Representative Paul Rogers, Florida
- Representative Robert L. Legend, California
- Representative Jim Wright, Texas
- Representative James J. Howard, New Jersey
- Representative James R. Jones, Oklahoma
- Representative Elford A. Coburn, Michigan
- Representative Samuel L. Devine, Ohio
- Representative John B. Anderson, Illinois
- Representative Frank Horton, New York
- Representative Bill Archer, Texas
- Representative Charles Thone, Nebraska

Respectfully,

*Carl Albert*  
The Speaker

The President  
The White House  
Washington, D.C.





The Speaker's Rooms  
U. S. House of Representatives  
Washington, D. C. 20515

*Carl Albert*  
M.C.

The President  
The White House  
Washington, D. C.

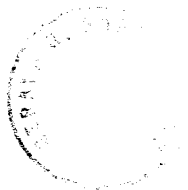
THE WHITE HOUSE  
WASHINGTON

June 24, 1975

For: Neta Brown

From: Jane Thomas  
Roderick Hills' office

Per our telephone conversation.





THE WHITE HOUSE

WASHINGTON

June 17, 1975

Dear Carl:

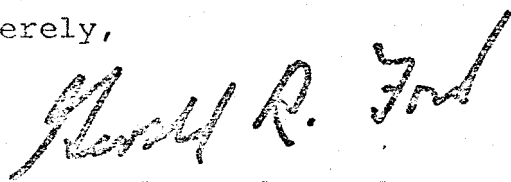
As you know, I am concerned that government regulation is having an unnecessarily adverse impact on the economy. Something must be done to foster greater competition in regulated industries and to insure that the inflationary effects of regulation are considered. Improved and expedited regulation is also critical if the Nation is to increase domestic energy production and promote a revitalized transportation system.

As one major step toward improved regulation, I plan to meet in July with the Commissioners of the ten major independent regulatory agencies. At that time, I look forward to a general discussion of the current problems of regulation and proposed solutions. I also hope to ask the Commissioners to cooperate in making regulation more responsive to our need for economic growth without inflation.

Before this meeting takes place, I would like to meet with a group of selected Members of Congress to explore areas where the Administration and Congress can work together to improve regulatory performance and minimize government-induced inflation. To that end, I would request that the bipartisan leadership select ten Members of the House of Representatives to meet with me at the White House on Wednesday, June 25th at 8:00 a.m. Can you let me have the list of Members who will attend as soon as possible?

Separately, I am also asking the Majority Leader of the Senate to select a group of ten Members of the Senate to attend this meeting.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jimmy R. Carter". The signature is fluid and cursive, with a large, sweeping "J" and "C".

The Honorable Carl B. Albert  
The Speaker  
House of Representatives  
Washington, D. C. 20515

THE WHITE HOUSE

WASHINGTON

June 17, 1975

Dear Mike:

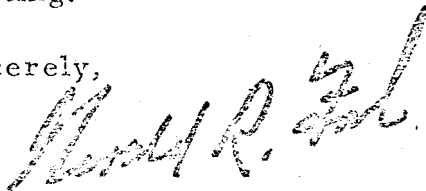
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Before this meeting takes place, I would like to meet with a group of selected Members of Congress to explore areas where the Administration and Congress can work together to improve regulatory performance and minimize government-induced inflation. To that end, I would request that the bipartisan leadership select ten Members of the Senate to meet with me at the White House on Wednesday, June 25th at 8:00 AM. Can you let me have the list of Senators who will attend as soon as possible?

Separately, I am also asking the Speaker of the House of Representatives to select a group of ten members of the House to attend this meeting.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael J. Mansfield", written over the typed name.

Honorable Michael J. Mansfield  
Majority Leader  
The United States Senate  
Washington, D. C. 20510

Susan Boone (Robin Bear)

124 CHOB

Reg. Reform -

send transcript + ~~names of~~  
cong. participants apptd by  
Spkr + Rhodes

7/11

sent

transcript only



Mrs. English

Johns Moss,

Paul Rogers

Bob Leggett

James Wright

James Howard

~~Jim Jones~~

~~Elford Cedberg~~

Sam Devine

~~John Anderson~~

~~Frank Horton~~

Bill Archer

Chas Thone

Reg. Reform  
Cong. members

9191  
H 306



FOR IMMEDIATE RELEASE

JULY 10, 1975

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

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THE WHITE HOUSE

REMARKS OF THE PRESIDENT  
TO THE  
CHAIRMEN AND COMMISSIONERS OF THE  
INDEPENDENT REGULATORY AGENCIES

THE EAST ROOM

1:01 P.M. EDT

At the outset, in the closing remarks, let me thank each and every one of you for your participation.

You have a great responsibility individually and collectively. Some are old in origin, some are relatively new, but each of you have a very definite mission and you have some monumental problems to face.

As I said at the outset, this is the first meeting of this kind, and I do get a sense that perhaps subsequent meetings would be in order.

I do feel that the Congress will be responsive to the effort that is being made by you and by us, and I am certain that your relations in this area with the Congress will be improved, particularly if you respond to what they are suggesting and what we are approving.

Actually, there are five follow-up actions that I would like to emphasize. Each chairman, I hope, will give further attention to the cost to benefit analysis of the commissions under their chairmanships.

I think it is absolutely essential that we fully understand the economic costs of your activities in order to take concrete steps to achieve these reforms. To facilitate this understanding, I would hope that you would actually issue a cost to benefit analysis on your major programs.

This would parallel the inflation impact statements that are required of the various Federal departments and agencies in the Executive Branch of the Government. They would coincide with the requirement now in the House of Representatives for an inflation impact statement on every major legislative proposal that is submitted to the House as a whole.

MORE

Secondly, I would ask that you undertake a comprehensive and specific review of all areas where regulatory delays presently occur in order to eliminate any of the impediments to a speedy and effective process.

I think it makes sense to set a goal of six months to see if you can, in a demonstrative way, show a reduction in any of the regulatory delays that you know better than I and better than others take place.

Third, I would ask that you study and revise the procedures as they are appropriate to insure that you are responsive to the legitimate consumer interests and that your actions are more clearly understood by the American people.

Fourth, you should consider the most fundamental changes that would move us toward deregulation in areas where the regulatory process no longer makes sense.

I think Chairman Nassikas has made a very valid point in the case of deregulation of natural gas.

In some areas, it is increasingly clear that more competition is a better regulator than the Government itself. I know some of the agencies are moving in this same direction with respect to deregulation of certain aspects, such as in the case of the CAB.

This experiment in one or more agencies, born of more recent vintage, I think, can produce substantial results. I strongly urge every commission to undertake an analysis to see if you can't do something in this area.

It is my judgment that in every case you have to ask yourself individually as commissioners and as a commission, is regulation better in each case than an unregulated market.

Finally, I will continue to meet with the 24 designated Members of the House and Senate, both Democratic as well as Republican, to review with them the progress in the areas where we think action can be taken, must be taken, and I am asking the members of my Administration to work closely with each of you and each of your commissions, as well as to respond for the Executive Branch in their areas of jurisdiction.

MORE

Page 3

It is my judgment that with the cooperation of the Congress -- and I am sure it will be there -- with the cooperation of each of you and your respective agencies, and with the full participation of the Executive Branch, we can make some very substantial headway.

We will all be applauded, in my judgment, by the American people, and we will have a healthier and a far more efficient economy.

I thank you very, very much.

END (AT 1:08 P.M. EDT)

FOR IMMEDIATE RELEASE

JULY 10, 1975

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

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THE WHITE HOUSE

OPENING REMARKS OF THE PRESIDENT  
TO THE  
CHAIRMEN AND COMMISSIONERS  
OF THE  
INDEPENDENT REGULATORY AGENCIES

THE EAST ROOM

11:07 A.M. EDT

Good morning. It is a pleasure and a privilege to have you here.

Mr. Vice President, members of the Cabinet, members of the various regulatory agencies:

I will make an initial, relatively short statement, to be followed by Rod Hills, being the moderator for the introduction of the four topics which are on the agenda, and Paul MacAvoy will give an introductory remark or two concerning each subject, and then, as I think all of you have been told, there will be one and perhaps several from each of the -- well, from some of the regulatory agencies, making an introductory observation and comment, and then a period will be given in each case for members of the various regulatory agencies to make observations and comments.

I think it is quite obvious that I feel very deeply that we must seriously consider the cost to the American consumers of all Government activities. And this, of course, includes regulatory agencies.

Regulatory reform is a theme that arose repeatedly in the course of last fall's economic summit meetings. It is a theme that is finding, as I travel around the country, growing attention and support, both in popular and economic literature, in the Executive Branch and the Congress, and I am pleased to note among Government regulators themselves.

A short time ago I met with 24 Members of Congress on this particular matter. There was unanimity on this bipartisan group that we must examine our regulatory practices to make sure they are meeting our present need.

MORE



There was agreement that competition should be relied on whenever possible and that where regulation is unnecessary, it should be avoided. Also there was a persistent concern expressed by this group that some Government regulation costs the country more than it returns in benefits, and that the regulatory process often benefits special interests at the expense of the general public.

Finally, there was consensus that the important public service role of the commissions must be reflected in the attitude of the regulators and the welfare of the consumer must also always be the first concern on their minds.

I have a strong belief that the cost which regulation imposes on private citizens should be faced very squarely. Every citizen should be aware that in some cases the cost in some cases means higher prices, reduced efficiency, less consumer choice, and fewer imaginative ideas.

In calling today's meeting, I do not suggest that the problems reside exclusively in your agencies or commissions.

Regulations that impose costs on consumers can also be found in Cabinet departments and in the intricate, sometimes invisible web of laws and regulations at State and local levels.

My Administration is focusing public attention on the need to eliminate or to minimize unnecessary controls. We should recognize that occasionally Government policies which appear to be in the short-term public interest are in fact detrimental to long-term consumer interests.

I am asking for your continued and intensified help in identifying ways the commission can assist in our collective efforts to restore inventiveness and growth in the American economy.

As we look for short-term solutions, we must also chart a course that permanently relieves the economy of unnecessary long-term impediments. In some instances, the circumstances which caused Government to institute regulatory schemes have changed. You should be the leaders in identifying areas where regulations should be eliminated or substantially revised.

MORE

You have been given by law extraordinary authority to regulate the economy for the public good. With these unusual powers and responsibilities, you must function as models of effective and open Government.

There are four major areas that deserve very careful attention.

First, there must be a constant effort to improve each commission's ability to identify the costs and the benefits of current and proposed regulation. You should make sure that the quality of your economic analysis matches your high standards of legal professionalism.

In particular, the costs, as well as the benefits, of restricting competition, must be considered. Also, the benefits of worthwhile social goals must be weighed against their economic cost to the Nation as a whole.

As you know, I have ordered all departments and agencies to prepare an inflation impact statement on each of their major proposals. I am pleased that the House of Representatives has changed its rules to require similar analysis -- and I note that the Senate in several similar measures is doing the same thing. I ask each of you to give this matter the highest priority.

Second, we must take every possible step to make sure that the backlog and the delays in regulatory proceedings do not weaken the public belief in an equitable and efficient regulatory system.

If legislation is needed, you may be certain that the Congress and the Administration will provide such laws.

Third, the public can rightfully expect that you be the leaders in suggesting appropriate legislative changes in your authorizing statutes.

Fourth, I have asked all departments and all agencies to re-examine their present procedures for assuring that the consumers' interests prevail.

I believe that competition in product quality and price is the best consumer protection. By freeing entry, adding to rate, flexibility and promoting service competition, the consumer can be given the choices that only the marketplace can provide.

MORE

I also urge you to insure clear communications with consumers so they will better understand your actions.

Our joint efforts in these areas will move us a long way toward the efficient and useful regulatory system that we all seek.

In addition to achieving these administrative reforms, my Administration specifically will be seeking further legislation that would also intend to reform our system of regulation.

It is my strong conviction that the consumer is best able to signal his wants and needs through the marketplace, that Government should not dictate what his economic needs should be.

Therefore, I have proposed and will continue to support legislation to relax or eliminate the Federal controls over areas where I believe the marketplace can do a better job. I believe the Government should intrude in the free market only when well-defined social objectives can be obtained by such intervention, or when inherent monopoly structures prevent a free competitive market system from operating.

Government should foster rather than frustrate competition. It should seek to insure maximum freedom for private enterprise.

Agencies engaged in regulatory activities can expect that the Antitrust Division of the Department of Justice will continue to argue for competition and lower consumer prices as a participant in your agency's proceedings.

Furthermore, the Attorney General will continue to insure vigorous antitrust prosecution to remove private sector barriers to competition. We have, or will propose regulatory reform legislation in such areas as energy, transportation, financial institutions, and communications.

I have asked Congress for its cooperation in giving these bills early consideration, and I ask for your personal and organizational support in achieving needed reform.

MORE



The legislation I am proposing would reduce the Government's role in the setting of prices. Also, it would enhance innovation by making it easier for new businesses to compete with existing firms. It would remove barriers from existing firms to allow them to develop new services and lower prices as well as abandon unprofitable or unnecessary services.

This meeting and my earlier meeting with the Congressional representatives, are only the beginning, and I emphasize that. Today we will continue the dialogue begun at the Congressional meeting.

Rod Hills and Paul MacAvoy, as I indicated, will briefly describe our agenda for the meeting this morning. I will be interested in hearing more about the steps you are taking to improve our system of regulation, as well as the problems you face in this effort.

I am particularly hopeful that we will be able to identify those practices which are more deserving of attention and reform.

If this meeting does foster a program of action -- and I think it can -- and a new spirit of cooperation between all of our commissions, the Congress, and the White House, then in my judgment we will be responsive to the public interest.

I thank you for being here and at this point I will call on Rod Hills to get the meeting started, as the moderator.

END (AT 11:18 A.M. EDT)

November 13, 1975

Office of the White House Press Secretary

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THE WHITE HOUSE

FACT SHEET

ADMINISTRATION'S REGULATORY REFORM PROGRAM

President Ford has adopted as a principal goal of his Administration the reform of Government regulation. He has ordered a critical review of all Federal regulatory activities to eliminate regulations which are obsolete and inefficient in today's economic environment -- regulations that contribute to higher prices, reduced efficiency, less consumer choice, and fewer imaginative ideas. The goal of the President's program is the development of a rational and efficient regulatory system serving today's needs.

BACKGROUND

Regulatory reform is not a new idea. The need for reform has been recognized by every President since Harry S Truman. However, changing economic conditions have increased public awareness of the need for reform. On August 25, 1975, President Ford said: "We will establish as a national policy of economic life, that Government regulation is not an effective substitute or vigorous American competition in the marketplace." The opportunity for change is greater than ever before. Therefore, the Administration has initiated an unprecedented program of legislative and administrative action:

PRINCIPAL OBJECTIVES OF THE PROGRAM

1. Benefit consumers by encouraging increased competition. Competition fosters innovation, encourages new business, creates new jobs, ensures a wide choice of goods and services and helps to keep prices at reasonable levels. By eliminating arbitrary barriers to entry and increasing pricing flexibility, the Administration hopes to restore competition in the regulated sectors of the economy.
2. Increase understanding of the costs of regulation. Often the real costs of regulatory activities are hidden from public view. Inefficient and outdated regulation costs consumers billions of dollars every year in unnecessarily high prices. The Administration believes that these costs should be subject to the same critical attention devoted to the Federal budget.
3. Improve methods of achieving the objectives of regulation. In many instances, regulation is necessary, particularly in the health and safety areas. However, regulation can impose a considerable cost burden on the consuming public and on business. The Administration is concerned that public protection be achieved in the most efficient manner.

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4. Substitute increased antitrust enforcement for administrative regulation. In the past, regulation has often been a substitute for competition. The Administration is seeking to reverse this pattern and believes that antitrust enforcement has an important role in keeping costs and prices down.

#### THE ADMINISTRATION'S PROGRAM

Last October, the President initiated the reform program by asking Congress to sponsor jointly a National Commission on Regulatory Reform to study the problems of Government regulation; but so far, no action has been taken by Congress. Accordingly, the Administration is pursuing specific reform initiatives.

- Inflation Impact Analysis. Departments and Agencies are now required to analyze the inflationary impact of major legislative proposals, rules and regulations. This requirement is designed to measure the economic cost of Government regulations.
- Council on Wage and Price Stability. One of President Ford's first official actions was creation of the Council to monitor the economy and to evaluate the economic impact of Government policies and regulations. Now, in its second year, the Council is placing increased emphasis on identification of regulatory practices which create unnecessary cost burdens for consumers.
- Expanded Antitrust Activity. In addition to providing for increased antitrust enforcement resources, the Administration is questioning antitrust immunity now granted to numerous industries. Many of the Administration's legislative proposals will eliminate antitrust exemptions which are unnecessary and restrain competition.
- Independent Regulatory Commissions. The President has met with the Commissioners of the 10 independent Regulatory Agencies to emphasize the importance of regulatory reform. He has asked the Commissioners to: analyze the economic costs and benefits of their actions; reduce regulatory delays; better represent consumer interests; and eliminate outdated regulation.
- Commission on Federal Paperwork. The Commission has been established to study the impact of Government reporting requirements on businesses and individuals. To assure action in the short-run, the Administration is working now to eliminate unnecessary Government paperwork requirements.
- Transportation Regulatory Reform. The Administration has developed specific legislative proposals to reform transportation economic regulation.

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- . The Railroad Revitalization Act submitted in May seeks to rebuild a healthy, progressive rail system by eliminating outdated regulatory restrictions. It will enable the railroads to compete better with other forms of transportation.
- . The Aviation Act of 1975 was introduced in October and will improve the airline regulatory environment by fostering price competition and by allowing existing airlines to serve new markets and new carriers to enter the industry.
- . The Motor Carrier Reform Act will increase competition in the motor carrier industry and provide shippers and consumers with a wider range of services and prices.
- Fair Trade Laws. The Administration strongly supports the repeal of Federal legislation permitting States to have fair trade laws. These laws, which allow manufacturers to dictate the retail price for their products, have been estimated to cost consumers \$2 billion per year.
- Financial Institutions Act. The Administration submitted in March the Financial Institutions Act which will enable small savers to earn higher interest on savings accounts and provide more diversified financial services to all customers.
- Securities. President Ford signed the Securities Act Amendments of 1975 in June to promote competition among stockbrokers and to establish a national stock market system.
- Energy. To help assure adequate supplies of energy, the Administration has proposed legislation to de-regulate the price of new natural gas and old oil.

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Office of the White House Press Secretary

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THE WHITE HOUSE

TO THE CONGRESS OF THE UNITED STATES:

Throughout our history, an effective transportation system has played a vital role in promoting the economic growth and development of this Nation. Yet, over the years in response to a variety of economic and political pressures, the Federal Government has become increasingly involved in the management of our transportation industries. We have built up a patchwork of economic regulation which shapes and controls competition in industries which are naturally competitive. As a consequence, these industries have come to rely on regulation to protect them from meaningful competition. It is now clear that this patchwork regulatory structure has not kept pace with changes in the industry and the economy. We have permitted regulation designed in theory to protect the public interest to become in practice the protector of special industry interests.

I have observed a growing public and congressional concern over the need to eliminate outdated regulation and to restore our regulatory system to its original purpose of serving consumers. In response to this concern, I have sent two previous transportation proposals to the Congress. Today I am sending to the Congress the Motor Carrier Reform Act which will modernize the regulation of another major transportation industry.

Like the Railroad Revitalization Act and the Aviation Act of 1975 which are already before the Congress, the basic thrust of this proposed motor carrier legislation is to improve performance of our transportation industry by replacing Government regulation with competition. Together, these three bills will produce a regulatory system that responds to the needs of the consuming public instead of to the interests of the regulated industries.

Under the current regulatory system, carriers, shippers and passengers alike are confronted with a web of Government restrictions and regulations which discourage innovation, promote inefficient transportation service and artificially distort rates and fares. The prices of many consumer products are higher than necessary because Government regulations and restrictions permit price fixing and produce inefficiencies such as empty backhauls and circuitous routing. Too often bus passengers pay higher fares because the Federal Government sanctions efforts by a few firms to block the entry of new companies into the market. Archaic and artificial regulatory constraints also force unnecessary usage of significant quantities of energy and other valuable resources.

This legislation will benefit American consumers in several ways. For example, it will have a direct effect on the traveling public by encouraging a greater variety of bus transportation services at a wider range of prices. Also, it will enable interstate household moving companies

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to be more responsive to customer needs and give the public a choice of services. Individuals who want quick moving service and are willing to pay a premium will be able to do so. Others who prefer to pay less for moving services that are not so immediate will find such alternatives available.

These are two examples of how the bill will benefit consumers directly. Other less visible results will have an even greater impact. For example, the bill will provide trucking firms with more freedom to adjust prices to meet market conditions. It will remove artificial entry barriers and encourage new companies to enter markets and to compete on the basis of innovative services and lower prices. It will allow smaller trucking firms -- owner operations and contract carriers -- to compete more effectively and to grow in response to normal market demand. It will strengthen the common carrier system and enable small businesses to better meet their transportation needs. Such actions will enable some manufacturers to lower the costs of distributing goods and thereby help reduce consumer prices. The removal of uneconomic restrictions on the goods and commodities a truck is permitted to carry and the specific routes it must travel also will help eliminate wasteful energy consumption and avoid empty backhauls which raise prices unnecessarily.

In summary, the bill will reduce or eliminate many of the inefficiencies which have crept into the motor carrier industry during 40 years of regulatory control. Where regulation is acknowledged as necessary to protect the public interest, the bill will streamline and improve such regulation. For instance, the bill eliminates gaps in present safety enforcement statutes to improve the already high overall safety record of the motor carrier industry.

The importance of regulatory reform to improve our transportation system cannot be overemphasized. I urge the Congress to give this measure serious consideration at the earliest possible date.

GERALD R. FORD

THE WHITE HOUSE,  
November 13, 1975

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Office of the White House Press Secretary

THE WHITE HOUSE

FACT SHEET

MOTOR CARRIER REFORM ACT

The President is transmitting to Congress today the Motor Carrier Reform Act. This legislation will benefit the consuming public and the users of motor carrier services by eliminating excessive and outdated regulation affecting trucking firms and bus companies. It will stimulate competition in these industries, increase their freedom to adjust rates and fares to changing economic conditions, eliminate restrictions requiring empty backhauls, underloading, or circuitous routing, and enhance enforcement of safety regulation.

This is the third legislative proposal in the Administration's program to reform transportation regulation. It follows the Railroad Revitalization Act and the Aviation Act of 1975 which have already been submitted to Congress. Together, these three proposals will produce a transportation system more directly responsive to the needs of the public and provide the Nation with the best transportation services at the lowest possible cost.

PRINCIPAL OBJECTIVES OF THE LEGISLATION

1. Encourages a wider range of services and prices. Existing regulation inhibits innovation and limits the choice of prices and services available to shippers and bus passengers. The Act will permit shippers who want high quality service and are willing to pay a premium to do so. Similarly, those who want a lower price and will accept less service will find this option available also.
2. Eliminates antitrust immunities and encourages competitive pricing. Presently, motor carrier rate bureaus are permitted to engage in price-fixing activities which are immune from antitrust prosecution. The proposed legislation will prohibit rate bureau ratemaking activities which stifle competition and discourage innovation.
3. Eliminates outdated and unnecessary economic regulation. The existing regulatory process has built up artificial constraints on efficiency. As a result, trucks and buses tend to be less fully loaded than is desirable. They operate over unnecessarily circuitous routes, waste fuel, and are forced to charge higher prices than might otherwise be necessary. By removing arbitrary economic restraints, the bill will allow trucks to transport a greater variety of goods and both trucks and buses to operate over more direct routes at a lower cost to consumers.

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4. Helps small businessmen to better meet their transportation needs. Because many small businesses cannot afford to operate their own trucks and are too small to contract for special trucking service, small businesses are heavily dependent upon common carriers for pick up and delivery services. By strengthening the common carrier segment of the industry and providing it greater operational flexibility, this legislation will assist small businessmen to obtain more responsive lower-cost truck services.
5. Strengthen the enforcement of motor carrier safety regulation. While the motor carrier industry has a good overall safety record, there are gaps in present safety laws which require correction. This bill modernizes and places increased emphasis on safety regulation for all types of motor carriers.

### Section-by-Section Analysis

Section 1 - Findings and Purpose. This section outlines the purposes of the bill. For example, it outlines as goals a more efficient and economical motor carrier industry, greater reliance on competition, and increased pricing and entry flexibility.

Section 2 - Rate Bureaus. The bill eliminates antitrust immunity for anticompetitive ratemaking activities. Over a period of three years, the bill prohibits carrier associations from discussing, agreeing or voting on all rates except joint or interline rates. Rate bureaus will continue to provide useful administrative services, such as publishing tariffs and assisting in determining joint rates and through routes.

Section 3 - Aircraft Exemption. This section enlarges the geographic area in which motor carriers may transport persons or property incident to air transportation without obtaining ICC authorization. This provision extends the area from a 25 to a 100 mile radius around the airport terminal.

Section 4 - Private and Contract Carriers. This section reduces ICC restrictions now imposed on businesses operating their own trucking fleets (private carriers) and on contract carriers. It allows private carriers to transport goods for their affiliates. It also permits contract carriers to become certificated by dedicating equipment to serve individual shippers or by tailoring service to the distinct needs of a shipper. Finally, it prohibits the ICC from limiting contract carriers to a particular type of service or geographic area.

Section 5 - Commercial Zones. The bill directs the ICC to reassess regulations dealing with commercial zone transportation, to eliminate unnecessarily restrictive practices and to improve procedures for making boundary changes within two years after enactment.

Section 6 - New Plant. The bill exempts service to or from any plant less than 5 years old from ICC certification requirements. This will provide new plants with needed flexibility in meeting their transportation needs and eliminate the costly certification process.

Section 7 - Private Carrier Leases. This section permits private carriers to lease their vehicles and drivers to regulated carriers for short time periods. This will alleviate the inefficient backhaul problem which private carriers now experience and permit common carriers to expand services without buying expensive equipment.

Section 8 - Entry. The bill will provide liberalized entry into the trucking and bus industries. It will shift the focus of entry proceedings away from the present concern for protecting existing carriers to providing the public better service. These simplified procedures will permit the ICC to expedite consideration of applications.

Section 9 - Contract Carriers (Dual Operations). This section permits carriers to hold both common and contract authority provided its contract rates are compensatory.

Section 10 - Rate Suspension. The bill provides a gradual phasing of increased pricing flexibility for motor carriers. These provisions parallel the Railroad Revitalization Act. Carriers will be permitted to adjust rates up or down within specified percentages without fear of ICC suspension (7 percent in year one; 12 percent in year two; 15 percent in year three and 15 percent upward flexibility annually with no limit downward thereafter.) To suspend rates outside this zone, the ICC will be required to find that a proposed rate will result in immediate and irreparable damage. The bill also sets a 7 to 10 month time limit on ICC consideration of rate cases.

Sections 11 and 12 - Compensatory Rates. The bill provides that rates which are compensatory, that is those above a carrier's variable cost, may not be found to be too low. This is provided for both common and contract carriers in Sections 11 and 12 respectively.

Section 13 - Commodity and Route Restrictions. This section directs the ICC to remove certificate restrictions that are wasteful and inefficient and requires a progress report to Congress within one year of enactment. The bill also reduces circuitous routing.

Section 14 - Discrimination. The bill expedites the ratemaking process by limiting the number of parties who may protest a proposed rate. Carriers will no longer be permitted to protest rates by alleging discrimination against shippers. Protests by shippers will be limited to those directly affected by a proposed rate change.

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Section 15 - Backhauls. The bill allows agricultural carriers to haul regulated commodities on return trips without ICC authorization provided specific conditions are met: (1) the backhaul follows the movement of agricultural commodities, (2) the carrier is a small business with three or fewer trucks, (3) the backhaul is in the general direction from which the trip originated, (4) the revenue earned from this provision must not exceed revenue earned from agricultural carriage, and (5) the rate charged may not be lower than the rate of any regulated carrier for the same service.

Section 16 - State Licensing Requirements. The bill directs the Secretary of Transportation to recommend ways to eliminate duplicative and costly State motor carrier regulations.

Section 17 - Safety. The bill provides for more even-handed and responsive enforcement of safety regulation governing motor carriers. Presently, there are many gaps in the safety enforcement statutes. The bill will permit the Secretary of Transportation to impose civil as well as criminal penalties for all carriers and to prohibit operations by carriers who consistently violate safety regulation.

Section 18 - Merger. The bill eliminates ICC authority to grant antitrust immunity to motor carrier mergers and gives the courts exclusive jurisdiction to determine the legality of mergers. It also establishes a new standard for motor carriers mergers similar to that in effect for the banking industry and proposed for airlines.

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THE WHITE HOUSE

WASHINGTON

February 19, 1976

MEMORANDUM FOR: ED SCHMULTS

THROUGH: MAX FRIEDERSDORF  
VERN LOEN *VL*

FROM: CHARLES LEPPERT, JR. *CLP.*

SUBJECT: Regulatory Reform

Rep. John Moss (D. -Calif. ), Chairman of the Subcommittee on Oversight and Investigations of the House Interstate and Foreign Commerce Committee, has begun extensive hearings on regulatory reform. The purpose of the hearings is to demonstrate the need for more regulation as opposed to the Administration position on regulatory reform.

The Moss hearings started approximately two weeks ago and testimony was heard from a Mr. Simpson of the Consumer Product Safety Commission. The hearings continue today, Thursday, February 19, 1976 with testimony from the Consumer Product Safety Commission again.

I am informed that Rep. Moss has sent a letter to all the regulatory agencies requesting information relating to areas in which legislative reform is necessary, the need for new legislation or powers, the relationship of the agency with OMB on matters of budget and staffing, the best achievement of each agency, the number of cases handled, the oldest case pending and their relationship with the Department of Justice on prosecution of cases referred to Justice.

Bernie Wonder, the Minority staff person, has called asking for some information on the Administration's position on regulatory reform. I have suggested that he call you and that perhaps he could arrange for you to brief the Minority Members

of the Subcommittee or the full Committee on the Administration position and secondly, to have the Minority Members formally request the opportunity to call Administration witnesses in order to put the Administration position on record.

I suggest you call Bernie Wonder at 225-2963 or 225-3641.

THE WHITE HOUSE  
WASHINGTON

April 19, 1976

MEMORANDUM FOR: JACK MARSH  
THROUGH: MAX FRIEDERSDORF  
FROM: CHARLES LEPPERT, JR. *CLJ.*  
SUBJECT: Regulatory Reform

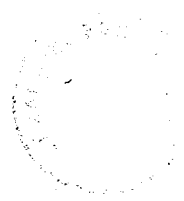
In response to your memorandum concerning pre-notification to Members of Congress of a possible Presidential speech next week to a Chamber of Commerce event, I suggest the following Members of the House of Representatives be given advance notice:

Members Invited to the White House Meeting on Regulatory Reform, June, 1975:

Rep. John Moss (D-Calif.)  
Rep. Paul Rogers (D-Fla.)  
Rep. Robert Leggett (D-Calif.)  
Rep. Jim Wright (D-Tex.)  
Rep. James Howard (D-N.J.)  
Rep. Jim Jones (D-Okla.)  
Rep. Sam Devine (R-Ohio)  
Rep. John Anderson (R-Ill.)  
Rep. Frank Horton (R-N. Y.)  
Rep. Bill Archer (R-Tex.)  
Rep. Charles Thone (R-Neb.)  
Rep. Al Cederberg (R-Mich.)

Other Members To Be Given Pre-Notification

Rep. Thomas Foley (D-Wash.)  
Rep. William Wampler (R-Va.)  
Rep. George Mahon (D-Tex.)  
Rep. Henry Reuss (D-Wisc.)  
Rep. Albert Johnson (R-Penna.)  
Rep. Brock Adams (D-Wash.)

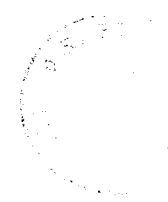




Other Members To Be Given Pre-Notification (continued)

Rep. Carl Perkins (D-Ky.)  
Rep. Al Quie (R-Minn.)  
Rep. Jack Brooks (D-Tex.)  
Rep. Harley Staggers (D-W. Va.)  
Rep. Lionel Van Deerlin (D-Calif.)  
Rep. John McCollister (R-Neb.)  
Rep. James Collins (R-Tex.)  
Rep. Robert Jones (D-Ala.)  
Rep. William Harsha (R-Ohio)  
Rep. Joe L. Evins (D-Tenn.)  
Rep. Silvo Conte (R-Mass.)  
Rep. Richard Bolling (D-Missouri)  
Rep. David Satterfield (D-Va.)  
Rep. Joe Waggoner (D-La.)

cc: Tom Loeffler  
Pat Rowland



APR 16 1976

THE WHITE HOUSE  
WASHINGTON

April 16, 1976

MEMORANDUM FOR: BILL KENDALL  
✓ CHARLIE LEPPERT

FROM: JACK MARSH *Jack*

In a meeting yesterday with Ed Schmults, he advised us that the President is likely to make a speech on regulatory reform to a Chamber of Congress event next week. In this speech, he will announce his plans for proposed legislation on this subject which will be introduced after the Congress returns.

Ed believes, and I agree, that it would be helpful to have some pre-notices of key Members of Congress who have demonstrated an interest in this matter or who served in key Committee assignments.

Would you pull together such a list who you feel should be pre-noticed on the contents of the President's speech shortly before he delivers it.

Many thanks.

cc: Max Friedersdorf



THE WHITE HOUSE

WASHINGTON

Charlie:

Paul Leach called with the list of Members  
who were at the Regulatory Reform meeting  
last year:

- 1 John Moss
- 2 Paul Rogers
- 3 Leggett
- 4 Jim Wright
- 5 Howard
- 6 Jim Jones
- 7 Sam Devine
- 8 John Anderson
- 9 Frank Horton
- 10 Bill Archer
- 11 Charles Thone
- 12 Al Cederberg

Nancy

4/16/76

1:15 p.m.



THE WHITE HOUSE

WASHINGTON

September 14, 1976

MEMORANDUM FOR:

ED SCHMULTS

THRU:

JACK MARSH  
MAX FRIEDERSDORF

FROM:

CHARLES LEPPERT, JR. *CLP.*

SUBJECT:

Regulatory Reform

Attached for your information is a copy of the Congressional Budget Office staff paper on "The Number of Federal Employees Engaged In Regulatory Activities", prepared at the request of Rep. John Moss. Also attached is the press release issued by Moss.

[SUBCOMMITTEE PRINT]

THE NUMBER OF FEDERAL EMPLOYEES  
ENGAGED IN REGULATORY ACTIVITIES

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STAFF PAPER

PREPARED FOR THE

SUBCOMMITTEE ON OVERSIGHT  
AND INVESTIGATIONS

OF THE

COMMITTEE ON INTERSTATE AND  
FOREIGN COMMERCE  
HOUSE OF REPRESENTATIVES

BY THE

CONGRESSIONAL BUDGET OFFICE

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AUGUST 1976

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