

# F.A.S. PUBLIC INTEREST REPORT

Journal of the Federation of American Scientists (FAS)

ANNUAL FAS MEETING  
DISCUSSES REAGAN  
ADMINISTRATION

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## REAGAN ADMINISTRATION: PROBLEMS & OPPORTUNITIES

The Reagan Administration poses a large number of problems—and some opportunities—for FAS goals in both national security and energy security policy.

The problems are obvious and currently multiplying. Not only will Carter political appointees sympathetic to arms control be dismissed, but a purge may occur of career civil servants appointed by the Carter Administration. Even an *institution* such as the Arms Control and Disarmament Agency (ACDA) is sometimes discussed as expendable. The Department of State, and Defense, CIA, and ACDA may become controlled by persons who see arms control as an opportunity to allege “violations” rather than as an opportunity to advance national security. The ABM agreement is threatened by desires to use ABM to defend missile sites. The Comprehensive Test Ban Treaty, near to achievement, may now fail to be secured. SALT II, which has long been without the votes necessary for ratification, may be mishandled in such a way as to end comprehensive arms control agreements for a long time. Above all, the high level emphasis upon linkage of world political events to arms control might, even in ordinary times, be an insurmountable obstacle to success. And these are not ordinary times. An invasion of Poland, currently quite possible, may put SALT in cold storage for a long time.

Perhaps the only “opportunity” in arms control associated with the election really resides in the fact that

the Reagan Administration could, if it somehow wished to do so, achieve more in arms control than the Carter Administration. The Senate, which increasingly votes on complicated treaties on the basis of some kind of trust in others, is unlikely to muster a two-thirds vote on the basis of recommendations from a liberal-moderate administration. But it could be imagined supporting a treaty vouched for by a right-wing administration. This is not too far-fetched. The Reagan Administration has paid lip service to arms control as all administrations must, and the polls show that the public is for SALT at least in principle. We have a precedent for right-wing turnabouts in the Nixon Administration’s efforts to secure achievement of the ABM Treaty, the SALT I agreement, and the Threshold Test Ban Treaty.

On the other hand, in this climate, the agreements, especially the SALT agreements, will have to be simple and understandable. Also any SALT agreements will have to show tangible progress over the SALT II framework. In this connection, we note the fact that proposals for such simple agreements do exist, as with annual percentage reductions of the levels and sublevels of SALT II—an approach agreed unanimously by the Senate Foreign Relations Committee right before the Afghanistan invasion. Holding to the main elements of SALT II but combining them with “real reductions” would be a natural and achievable goal of this ad-

*(Continued on page 2)*

## FAS PREPARES FOR REAGAN ADMINISTRATION

The FAS annual Council meeting, presided over by Chairman Frank von Hippel, was held on December 14. About 35 Council members, invited specialists, and members attended. Discussion centered around energy and arms race issues that might arise in the next year. Speakers at the meeting have contributed articles to this Report. Thus, page 3 contains a legislative perspective on the upcoming military issues by Dr. Ronald Tammen. Perspectives on the FAS energy agenda have been provided by Deborah Bleviss (on pg. 4). FAS staffer, Philip Speser, has been working against automobile import quotas; he discusses this problem on page 6.

FAS has been expanding its staff in recent months. Page 8 describes the situation with a rare group picture of the apparatus.



*Chairman Frank von Hippel presides over Council Meeting.  
(See also page 7 bottom and page 8 top)*

## PUBLIC SERVICE AWARD TO JEROME WIESNER—2

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ministration.

On energy security, the President-elect has made clear his hostility to conservation (which he defines as "being hot in the summer and cold in the winter"). He once termed non-proliferation "none of our business." As a result, his Administration will push breeders, nuclear reprocessing, quick and dirty methods of storing nuclear waste, fast-track methods of installing reactors, and so on. In sum, he can be expected to cutback on conservation programs and encourage production.

But a Reagan emphasis on market forces could advance FAS goals in speeding up the decontrol of oil, the deregulating of gas, and in opposing artificial subsidies to a synfuels industry. Unfortunately, at the same time, this reliance on market forces, is likely to doom regulations for new buildings, appliances and post-1985 fuel efficiency standards for automobiles. On the other hand, again, this administration might be quicker in filling the strategic petroleum reserve.

Both in arms control and energy security, the FAS position will remain unchanged. We will work with the Administration, as with all administrations, on matters where we agree and oppose it where we do not. Reagan Administration officials should not hesitate to ask our support for issues where our positions overlap as we propose to ask support of them in analogous circumstances.



Jerome B. Wiesner

## PUBLIC SERVICE AWARD TO JEROME B. WIESNER

At the FAS annual meeting, Jerome Wiesner, former Presidential Science Adviser to President Kennedy and recently retired president of MIT, received the FAS annual public service award for "past and future leadership." Calling Wiesner the "playing coach of the arms control team" in the formation of ACDA, the ratification of the Partial Test Ban Treaty, and the struggle to suppress the

ABM, the FAS citation concluded:

"For 18 years, FAS has sheltered in the endorsement of Jerome Wiesner that it was 'the conscience of the scientific community.' Now that conscience, which his authority so long sustained, seeks to mobilize his own conscience with the plea that he should do for us again in the eighties what he did before in the sixties; and it therefore calls upon Jerome B. Wiesner to put aside any contemplated lesser tasks so as the better to return to the aid of his embattled flock." □

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## DEFENSE SPENDING IN THE NEXT CONGRESS

Ronald L. Tammen

'Only the left can do what the left abhors and only the right can do what the right abhors.' Will the next Congress's actions follow this dictum or will the trend toward ideological conservatism firmly shape national security policies in the coming year?

The answer rests as much with institutional lethargy as with new policies since sweeping changes often are softened or deflected with time, and the erosion of the bureaucratic process. Nonetheless, several themes can now be identified as being central to the program of the Republican administration and the Republican controlled United States Senate.

Clearly a larger defense budget will be sent to Congress. The size of any increase, however, is in question. Undoubtedly it will fall somewhere between the \$260 billion five year increases recommended by the Committee on the Present Danger and the 4 percent real growth budget of President Carter. A reasonable guess would put the Reagan five year plan at 6% of GNP. The hidden hand guiding budget totals is inflation. As one senior Republican staff assistant told me "We are looking at a \$200 billion budget for FY 82 just on the basis of inflation, pay increases and underestimated defense program costs."

### Pay and Benefits Uncontrollable

A major uncontrollable cost of the military budget is pay and benefits. The recently passed Nunn-Warner benefits package and the 11.7 percent pay increase will cost \$30 billion over the next several years. If President Reagan stands by his support of the All Volunteer Force, then the new Chairman of the Senate Armed Services Committee, Senator Tower, is expected to make military pay and its corollary, retention, an immediate Committee concern.

Closely linked to the military pay issue is readiness. Spokesmen for both political parties have stressed the need for improved readiness in recent months. The low operational rates of the F-14 and F-15, the not-combat-ready designation of 6 Army divisions, the manning problems with the fleet have contributed to a general sense of unease over combat capability response time. Defense bills under the Republican regime can be expected to emphasize operation and maintenance budgets to correct the readiness problem.

At this early stage of thinking, the defense budget is not perceived as a zero sum instrument. A top Republican Armed Services staffer states that "pay and readiness will not be at the expense of modernization."

The potential list of accelerated weapons programs is broad. The Congress can expect an enhanced shipbuilding program including construction of two or three Trident submarines per year; 3 or 4 SSN-688 attack submarines per year; additional nuclear aircraft carriers; retrofitting additional Poseidon boats with the Trident I missile; and quick development of the Trident II counterforce missile. While there has been talk of a 600 ship Navy goal, it is more likely that new budgets will reflect some lower compromise number—perhaps 550.



Ronald L. Tammen

Republican control of the Senate coupled with the previous disposition of the House of Representatives makes it almost certain that a manned penetrating bomber will be procured. The likely candidate is the B-1 with slightly modified features. The B-1 seems to be the preferred alternative among Republican defense experts with the "stealth" bomber too far off and the FB-111B relatively less cost effective. Consideration is being given to a purchase of 100 B-1s with delivery in the mid-1980's and a cost of \$11 billion in constant 1980 dollars. The B-1 variant would carry 30 cruise missiles and be subsonic in flight. In addition, the B-52 fleet could be modified by hardening against electromagnetic pulses and a portion equipped with cruise missiles on an accelerated basis for about \$3.5 billion.

Other strategic initiatives expected to materialize in budget form are retrofitting of the MIRVed Minuteman III into Minuteman II silos and arming a larger portion of the Minuteman fleet with the more accurate Mark 12A MIRVed warhead.

The MX will come in for detailed attention from Reagan advisors during the transition period. Scepticism about the basing mode has caused the Congress to limit such funding in the past year. In the running at this time is a valley vertical cluster deployment and/or substitution of the MX missile for Minuteman III's in existing silos. A further

*(Continued on page 4)*

### REAGAN ON DEFENSE

"If we start an arms buildup, they (the Soviets) will understand that the alternative to legitimate limitation is our industrial might and power turned to a military buildup." Wall Street Journal, June 3, 1980

"I consider the neutron warhead conventional because it is a deterrent where the Soviet Union outnumbers us tremendously with those massed tank armies in Eastern Europe." Boston Globe, March 30, 1980

variation would involve using excess Minuteman III's in the interim in the vertical multiple protective shelter concept, which is to say in a shell-game deployment.

Warheads for the cruise missiles, B-1s, and an expanded MX program would come from an upgraded plutonium production schedule. Some efforts already have been made to improve weapon materials production and a further expansion seems likely.

It appears entirely possible that the hiding of either Minuteman missiles or MX missiles amidst empty holes will not, in the long run, be sufficient to protect the land-based missiles from attack. As a consequence, the new Administration will likely consider, in due course, using anti-ballistic missiles to defend the offensive missiles. The new idea that purports to make this feasible is the observation that the defending forces will know in which silos their offensive missiles are hiding and will, therefore, be obliged to fire interceptors only when these particular holes are threatened. As a consequence, the defense will need to defend only *some* holes while the offense needs to fire at them *all*.

#### Preferential Defense Requires Mobile Interceptors

However, this notion of "preferential" or "selective" defense requires, as a corollary, that the defending ABM interceptors be mobile so that they can be moved near to the missile holes they will be defending. Unfortunately for this notion, the ABM treaty prohibits mobile ABMs and, in addition, it limits permitted ABMs to 100 interceptors which are not enough. It is for these reasons that the new Administration may be forced to amend the ABM treaty, a process fraught with possibilities for losing the treaty entirely.

Concentration on restoring force levels will result in larger annual buys of tactical aircraft. The immediately higher budget costs will be seen as offset by lower unit production prices and economy of scale savings. The F-15, F-16, A-10 and A-7 programs probably will be revised upward in the coming months.

"The nature of national defense is that it doesn't change—the problems remain the same. The test is in taking a fresh look" states a leading professional staffer on the Armed Services Committee. Shipbuilding plans on paper soon run up against inadequate shipbuilding capacity. High unit costs in aircraft ultimately lead to smaller program buys. The Office of Management and Budget will curtail certain programs for budgetary reasons. Technological setbacks and cost overruns will hold back production schedules. The reality of "uncontrollable" spending soon sinks home to the advocates of a balanced budget. The military bureaucracies find ways to shape, delay or advance their own distinct set of recommendations. All of these factors will bring to the front a renewed interest in arms control, the least popular or well thought out of the new Administration's strategic policies. And when that occurs it may well be that "only the right can do what the right abhors." □

—Dr. Tammen is legislative assistant to Senator William Proxmire (D., Wis.) and author of "MIRV and the Arms Race."

## ENERGY POLICY UNDER REAGAN— WHERE WILL IT GO?

Deborah Bleviss

One area that will be decisively affected by the change in the Presidency will be energy. While it is unlikely that these changes will be as dramatic as Ronald Reagan called for in his campaign rhetoric, the new Administration will surely urge a policy distinctly different from the Carter Administration. And it is likely that the new Republican Senate will back up many of these changes.

Simply stated, the new Administration believes in the use of the free market to govern energy policy rather than federal financial and regulatory programs. Michael Halabauty, head of the Reagan transition team for the Department of Energy, stated in the Energy Policy Task Force Report commissioned by the President-elect that "the keystone of our energy policy must be the use of the market system to decide who produces what, where and for whom." With this philosophy, government funding for commercialization of energy strategies is likely to be cut back or even eliminated. Funding for research and development will be continued, but with even greater bias towards production over conservation than exists now. In addition, major government regulatory programs and policies are likely to be reduced or eliminated. Finally, the current schedule for decontrol of oil prices is likely to be adhered to closely while the deregulation of gas is expected to be accelerated.

#### Elimination of Department of Energy?

Ronald Reagan also campaigned heavily against the Department of Energy, calling for its elimination. Once again, however, it is not likely that this pledge will be met. Instead there will probably be a reorganization of the department with many of its defense programs being transferred to the Defense Department, the strategic petroleum reserve transferred to the Interior Department, and the data-gathering arm of the Energy Information Administration transferred to the Commerce Department. In addition, the Department may be reduced from its current cabinet-level status to that of an independent federal agency, similar to that of its predecessor the Energy Research and Development Administration (ERDA).

Other expected changes in energy policy include:

*Removal of the federal government from the development of synthetic fuels*—The Synthetic Fuels Corporation, created by the Carter Administration, may very well have a short lifetime. It will probably be allowed to continue during the demonstration phase of its existence with the \$20 billion already appropriated to it for loan guarantees, purchase guarantees, and loans. However, the second, commercialization phase may never come to pass, and may instead be replaced with a package of tax incentives.

*Elimination of industrial fuel allocation regulations*—The Fuel Use Act of 1980 which directed utility and industrial conversion to coal is likely to come under fire. Government regulations on type of fuel use may well be lifted with energy prices instead serving as the major regulators of fuel use.

*Reexamination of emergency preparedness*—A renewed



Deborah Bleviss

drive will likely develop to fill the Strategic Petroleum Reserve; external events, however, may limit this drive. In addition, it is likely that the cumbersome energy emergency response mechanisms now in place (see FAS PIR November, 1980), which many suggest could never work, will be reviewed.

*Acceleration of the development of nuclear power.* Attempts will probably be made to assist the ailing nuclear industry in this country: with tax incentives; with nuclear fast track legislation which would reduce the time to bring nuclear plants on line; and with pressure on state regulatory agencies to allow construction costs to be included in the rate base. In addition it is likely that a nuclear waste bill will be passed which provides for away-from-reactor storage and an early demonstration of geological disposal. The Carter moratorium on reprocessing will also probably be dropped. Finally, it is likely there will be a federal push to develop breeder reactors with a significant increase in research and development funding.

*Reliance on market forces rather than government programs to encourage conservation.* In this regard, Mr. Halabouty has stated that "market pricing is the most effective way to bring about energy conservation throughout our economic system." With this approach, it is likely that major federal regulatory programs, some of which have already been tested and have proved successful, will be threatened; these include automobile efficiency standards, appliance efficiency standards, and the Residential Conservation Service, which requires utilities to offer energy audits to their residential and commercial customers and to arrange for financing and contracting of conservation work. In addition, it is likely that funding for commercial programs, such as the Low Income Weatherization Program and the Solar Energy and Energy Conservation Bank, as well as for research and development programs will be reduced and, in some cases, eliminated.

Of course, in order for many of these policy changes to occur, Mr. Reagan will require the support of Congress, the membership of which has become more conservative. Mr. Reagan is likely to get strong support for his energy policies in the Senate where the chairmanship of the Energy and Natural Resources Committee will turn over to

James McClure, a conservative from Idaho. According to one staffer on the committee, although McClure is not that far apart philosophically from the present leadership of Senators Henry Jackson and Bennett Johnston, he is not very sympathetic to conservation-oriented regulations including automobile fuel efficiency standards. He may, however, not be as successful in House-Senate conferences as his predecessors; in the words of this same staffer, he is not considered to be as "Machiavellian" as Jackson or Johnston.

#### Less Reagan Support in The House

Mr. Reagan is expected to get less support for his energy policies in the House of Representatives, which will still be under Democratic control. The energy czar in that body will be John Dingell of Michigan who will inherit the chairmanship of the Commerce Committee; this committee was reorganized last year to include most energy policy within its jurisdiction. Other likely leaders in the House will be Philip Sharp of Indiana and Richard Ottinger of New York who will probably chair the two energy subcommittees on the Commerce Committee: Mr. Sharp on fossil fuels, and Mr. Ottinger on nuclear power, renewable energy and conservation. All three of these men were principal architects of energy legislation passed during the Carter Administration, and are likely to resist quite strongly any attempts to amend them or even repeal them. In addition, Mr. Ottinger has long been an advocate of direct government encouragement of energy conservation and is likely to use his influence to amend a Reagan free market approach.

The coming four years then appear to be a mixed blessing for those like FAS who wish to encourage the development both of energy conservation and energy emergency preparedness as an integral part of our energy policy. Conservation will be encouraged through decontrol of energy prices and through an expected decline in direct government subsidization of energy production, particularly synthetic fuels. However, outright government encouragement of conservation is unlikely to occur. And whether or not mechanisms will be developed to improve the responsiveness of the country to an energy emergency remains to be seen. □

#### REAGAN ON ENERGY

"We have been told that we have to turn the thermostats down if you live up there where the snow is, or up when you are down here (Louisiana) where there's heat—anyway be uncomfortable. You can't drive as much, or (told to) drive slower, or don't drive at all. And it is all because energy has been pumped out of the ground to the place that we are now dependent on those OPEC nations.

"The truth of the matter is we live in an energy-rich nation. We've got more oil and natural gas yet to be found than we have so far used. We sit on the greatest coal pile of any nation in the world. And, we could go forward, if the government would let us, with nuclear power for the next two decades." Monroe, LA, April 1, 1980

## QUOTAS STIMULATE IMPORT SALES

By Philip Speser

Having failed to convince the International Trade Commission that the Japanese are to blame for Detroit's woes, Ford and the UAW are appealing to Congress and the President. House Joint Resolution 598 would give the President authority to negotiate import quotas on cars and trucks through 1983. Detroit argues that it will not need quotas after that, as by then it will have the industrial capacity to meet U.S. small car demand. This position erroneously assumes that future customers will want to buy American cars. In fact, freed from the incentive of competition and without further increases in mandated fuel economy standards, there is much reason to believe that Detroit will produce the Edsel of the world car market.

The dramatic upswing in demand for small, increasingly fuel efficient cars is not likely to level off. It reflects fundamental changes in the U.S. auto market. Doubling gas prices have made customers wary of gas-guzzlers, and experts predict price increases will continue. The Arab oil embargo, the Iranian Revolution, and the Iran-Iraq war have taught Americans that gas availability cannot be taken for granted. There is also the awareness that small cars have better handling and are easier to park. These traits are important now that most U.S. driving involves short trips in congested urban areas. With one car for every 1.2 licensed drivers, 75-80% of new car demand involves replacement purchases. As a result, consumers can wait until they can purchase the car they want.

### *Detroit Unprepared*

Americans were forced to turn to imports because Detroit was unprepared to handle this shift in consumer demand. Since the end of World War II, the Big Three have made investment decisions on the assumption that what sold yesterday could be sold today and tomorrow. Since the largest profit margins were on big, over-powered, option loaded cars, these became the mainstay of corporate profitability. To ensure the success of this strategy, Detroit looked to the government to maintain cheap and plentiful supplies of gas.

Despite recurring crises, bureaucratic inertia is preventing Detroit from developing a post-1983 capacity which will give the automakers the flexibility to meet *future* consumer demand. A study by the Futures Group for the Department of Transportation reveals that our auto oligopolies view lobbying and engineering tinkering as the most cost effective responses to demands for fuel economy. They still have not learned to seriously consider alternative future economic environments. Accordingly, product planning is not seen as cost-effective.

The Big Three believe that the five seat, front wheel drive, 27.5 mpg "world car" will be the key to corporate profits from now on. The president of the Motor Vehicle Manufacturers Association of the United States said recently, "The cars of 1985 will be 113% more fuel efficient than the 1974 fleet as they meet the tough 27.5 mpg fuel economy standard." Tough? This year over 40% of the Japanese models received EPA ratings exceeding 27.5



*Philip Speser*

mpg. (The April, 1980 *Consumer Reports* found U.S. small cars over-priced, fuel inefficient, and with poor repair records when compared to *all* imports.) It is precisely because the car the Japanese sell today is the car Detroit wants to sell tomorrow, that it is looking to the government to prevent competitors from "prematurely" saturating the market.

Quotas will only enable the Big Three to put off coming to grips with the current shakedown in the world auto industry until it is too late. Nissan (Datsun) Executive Vice-President Ohkuma argues: "With keener competition in the small car field in store for the 1980s, an automaker's chances of winning this international race hinge mainly on its capacity for technical development and innovation in fuel economy." In Europe, VW is preparing an 83 mpg diesel Rabbit for production. British Leyland has announced an 83 mpg gas-powered Metro Mini. While Detroit fights mandated 34-40 standards for 1990, foreign producers are forging ahead. By 1983, imports will have even greater competitive advantages over domestic cars than today.

The Big Three are once more making investment decisions on industrial capacity by betting that the U.S. oil companies and government can provide sufficient quantities of gas at low enough prices to make their 27.5 mpg dream machine economically viable. This is a bad bet. CIA Director Turner has testified, "an oil supply interruption of a major magnitude is a virtual certainty at some time in the next decade." Even if quotas temporarily prevent imports from satisfying *current* demand, the next oil supply interruption will force *future* consumers again to turn to imports.

—The author recently joined the FAS staff (see page 8).

## THE CURRENT STATUS OF AUTO IMPORT QUOTAS

The drive for automobile import quotas refuses to die. On November 10, the International Trade Commission held that import competition was not a major cause of the Detroit Doldrums. Instead, recession, high interest rates, and Detroit's tendency to build gas guzzlers were to blame. Unwilling to abide by that decision, Ford and the UAW sought to circumvent the ITC through Congressional legislation. It almost worked. First the House Ways and Means Committee, then the whole House, approved granting authority for the President to negotiate such quotas. The import quota drive was halted in the Senate due to opposition by key Senators led by Adlai Stevenson (D., Ill) and John Chafee (R., Rhode Island).

FAS entered the debate after it became clear that no one was considering the long-term impact of quotas on the production of fuel efficient automobiles and American dependence on foreign oil. FAS helped to build a coalition which included imported car dealers and manufacturers, free trade groups, lobbies, and consumer advocates.

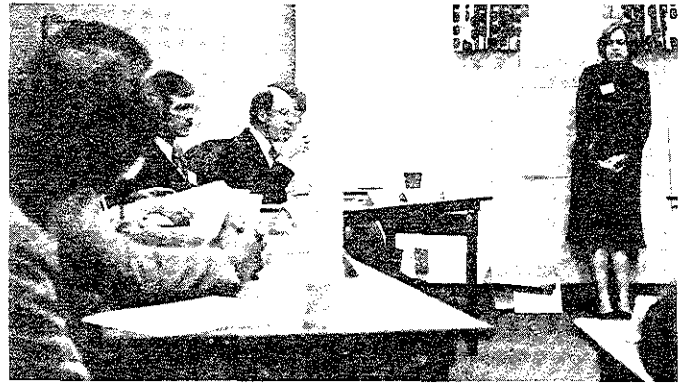
### Pressure for Quotas May Resurface

Although this coalition was successful in preventing import quotas in December, the issue is by no means dead. OMB Director-Designate Stockman fears that stagnant or declining real GNP growth in the first two quarters of this year will generate intense pressure for quotas. And Senator Danforth, (R., Missouri) the new Chairman of the Senate Finance Committee Subcommittee on Trade has promised hearings and legislation on the industries' problems in the near future.

The political dynamic of the issue indicates the serious problems facing a well thought-out "re-industrialization" program. A Department of Commerce source stated: "Jobs are the reason anything gets done in the automotive area." The pressure of approximately 300,000 unemployed autoworkers made House members think twice before voting against quotas, despite extensive evidence that quotas would not bring back jobs. A Ways and Means staff member stated that Congressmen who oppose quotas were voting for them on the assumption that the idea would not gain House approval. Some Senators supported quotas on the assumption the President would veto or never use the legislation. Such logic almost made H.J. Res. 598 law last session. It may produce import quotas this session.



Former Chairman Philip Morrison at Annual Meeting.



Multifamily Conferees at work

## MULTICITY CONFERENCE ON MULTIFAMILY HOUSING

On December 4th, 5th, and 6th, FAS convened representatives of eleven cities\* in a three-day, in-depth conference, on energy conservation in multifamily and rental housing. Such buildings face severe problems in this area because neither the landlord nor the tenant has sufficient incentive, alone, to insulate the dwellings. But the many dimensions of the problem differ enormously in different urban areas.

The conference was arranged, managed, and led by FAS's Deborah Bleviss, who has been working on this subject for several years. Funded as a subcontract of a DOE contract with Hittman Associates, the conference appears to have been eminently successful in all regards with participants expressing considerable satisfaction at the information exchanged and with the conference arrangements. FAS is planning further activities in this area with a view to resolving these issues and to bringing them into still better focus.

A report on the conference will be available by February 1, 1981, and may be secured from FAS for the payment of \$1.00.

\*The cities represented were Seattle, San Francisco, Phoenix, Chicago, Detroit, New York, Boston, Cambridge, Minneapolis-St. Paul, Washington, D.C., and the cities in the Tennessee Valley Authority service area.



Council Member Arthur Rosenfeld at Annual Meeting



**FAS Annual Meeting**

*Seated from left to right: Council Member Denis Hayes, Dr. and Mrs. John Morse, Drs. Robert and Margaret Wesley; Council Member George Silver, former Chairman Jerome Frank; Council Member Earl Callen.*

### FAS STAFF INCREASES AND EVOLVES

Jeremy J. Stone, Director since 1970 and a specialist in arms control was joined by Michael Mann in August, 1976. Mr. Mann, a graduate of Hampshire College and a specialist in arms control, played a major role in the defeat



*From left to right, first row: Deborah Bleviss, Michael Mann, Jeremy J. Stone, Jane Fay, Philip Speser. Second row: Eleanor Jensen, Christopher Paine, and Jasper Lee.*

of the B-1 bomber proposal. Mr. Mann entered law school in September, 1978, while continuing to work part-time for FAS in various proportions. He currently represents the ".2" in our 6.2 member staff and, after one more term of law school, will join the Enforcement Division of the Securities and Exchange Commission (SEC).

Deborah Bleviss joined FAS in October, 1979, as its staff assistant for energy and was, at the recent annual meeting, appointed "Associate Director." She had previously been trained as a physicist and had worked at the Princeton Center for Energy and Environmental Studies and for Massachusetts Audubon. Her work in energy conservation has been widely acclaimed (much FAS time is spent fending off efforts to lure her away to competing organizations).

Philip Speser joined FAS in November, 1980, to work on matters of automotive conservation, in particular, and such problems of technology and society as productivity and reindustrialization. Mr. Speser recently became a member of the Washington, D.C. Bar and, besides his law degree, is completing his Ph.D. thesis in political science. This newsletter contains a sample of his work on page 6.

Christopher Paine will join FAS on January 12, to work on the arms race. An investigative reporter by profession, he has become highly expert on the weapons acquisition process. During the last year, he prepared a book length monograph on MX for the Council on Economic Priorities and testified effectively against the MX before the House Committee on Interior and Insular Affairs. No one in the public interest community knows more about the MX. His article on the Triad appeared in the FAS December PIR.

Jane Fay, Administrative Assistant, joined FAS in October, 1979, and has been all things to all FAS (staff) persons ever since. Eleanor Jensen, Membership Secretary, who completes the FAS support staff, handles the checks and lists with extraordinary diligence. Jasper Lee, who has lived 3 doors away at 313 Massachusetts Avenue for 36 years, is the building custodian and watchman. Before he retired, he worked for the Federal Insurance Co.

### FAS PUBLIC INTEREST REPORT (202) 546-3300

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