

one, there's the opening of the collective bargaining process for places that have collective bargaining, enforcement to the OSHA, yes, but I have to tell you that I...I tell you that I'm not, and I've repeatedly said this on the floor, I don't rely on enforcement as the way in which the safety committees work, just as I, as a believer in mediation, don't think you have to have a court order to get people to do things which are in their mutual interest. And, over time, I think it's possible for these two parties to see safety as being in their mutual interest which means enforcement really isn't necessary, but that's a difference of philosophy.

SENATOR LINDSAY: If I could ask you one final question and maybe you've touched on it there. How do you envision in the ordinary company, first, with that kind of an attitude that you're talking about, how do you envision these safety committees working and, secondly, an attitude that is more, at least ostensibly less concerned with the welfare of its workers?

SENATOR LANDIS: I envision the safety committee being a chance to talk about training, let the employees point out problem areas that they have, identify risks, to review the consultations of departments of labor, inspectors for ways of complying, ways of planning, training and new technologies that may be injected which may have some kind of safety problems. The agenda, I think, is for the employers and employees to create, but what I've just described to you is an agenda I would envision of being of mutual interest to both sides.

SENATOR LINDSAY: Thank you. There is nothing in law right now that in any way whatsoever prohibits a company with an attitude that Senator Landis has described from organizing safety committees and implementing the decisions of those safety committees, nothing at all that prohibits them and I would think I would venture so far as to say it's actually occurring. It's those types of companies that are doing it. I think the only intent here or the only substantive change would have to be to get at those companies that don't want to do it, those companies that are a little bit more recalcitrant, those companies that say safety is not a number one concern, bottom line is our number one concern, and those are the companies I think that at least ostensibly that organized labor when they agreed to this were trying to get at. The problem is, the safety committees, as they are established now, do not...do not do anything. If you look at...if we look at the bill, they simply do not do