

Biotech is in, cars are out

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When it comes to cost-benefit analyses of national industries, life sciences is speeding past automobiles.

That's not the informed observation of just anyone, but the pronouncement of Dick Gephardt — House majority leader when the Clinton Administration failed in its ham-handed attempt to push health-care reform through Congress in 1993-94 and the same Dick Gephardt who in March joined the board of none other than Ford Motor Co.

"Cars are a generic commodity and we're just not going to dominate in that. We can work hard and stay a part of it," said Gephardt, [speaking](#) Monday to a handful of life sciences executives at Amgen Inc.'s South San Francisco research facility.

Life sciences, on the other hand, can continue to innovate with private-public partnerships that bring together the industry, the National Institutes of Health and the Commerce and Health and Human Services departments.

"We can dominate in (life sciences)," Gephardt said. "We can lead in this."