



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

SPOTMASTER 73-21

Broadcast: Tuesday, January 30, 1973

This is the U.S. Department of Transportation Broadcast News Service for Tuesday, January 30, with actualities on the continuing budget story for the 1974 Fiscal Year and excerpts from Congressional testimony on the recall of motor vehicles.

First, on the '74 Fiscal Year Budget, Transportation Secretary designate Claude S. Brinegar on urban transportation.

"We are proposing the funding of the Urban Mass Transportation Administration at \$1 billion for the fiscal year. This reflects the President's determination to continue work on solving the very serious problem of urban congestion and on providing commuters and others in our urban areas with modern and effective public transportation. This program, as you will perhaps recall, began with the 1970 enactment of the President's Urban Mass Transportation Assistance Act which called for a \$10 billion expenditure over a 12 year period."

Next, Department Advisor James M. Beggs comments on safety and environmental programs.

"Included in the budget are many important safety programs throughout the Department, such as the continuation of the Experimental Safety Vehicle and the Alcohol Programs in the National Highway Traffic Safety Administration; grants to states for training rail safety inspectors in the Federal Railroad Administration budget; and many continuing safety-related activities in the Coast Guard and the Federal Aviation Administration.

"In the environmental area, outlays will increase by some \$17 million over 1973 for such important activities as marine pollution control by the Coast Guard, highway beautification, and continuing work on aircraft noise abatement."

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Next, two actualities from testimony today before the Senate Commerce Committee By Douglas Toms, of the National Highway Traffic Safety Administration. He discusses a proposed amendment to the 1966 National Traffic and Motor Vehicle Safety Act.

"This bill would require the manufacturer not only to give notification, but also, to offer to remedy the safety defect or noncompliance with safety standards without charge to the owner. The only exception would be if the action would not serve the purposes of the Act or the public interest. We do feel that the offer to remedy does serve as an inducement to the consumer to have his product corrected. Since this is in the interest of motor vehicle safety, we generally support legislation which would give the Department recall-remedy authority.

"Although we do support the concept of mandatory recall-remedy, I do not regard this legislation as absolutely vital to the accomplishment of our safety mission. I say this because the willingness of manufacturers to remedy without charge has been generally good. Since the passage of the National Traffic and Motor Vehicle Act in 1966, about 40 million vehicles have been the subject of defect notification campaigns, and manufacturers have offered to remedy without charge about 90 percent of these vehicles."

This has been the Transportation News Report for Tuesday, January 30. The Broadcast News Service Wednesday morning will have excerpts from a speech by Assistant Secretary for Safety and Consumer Affairs Benjamin Davis on anti-skyjacking measures.

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