



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

Monday, November 3, 1969

DOT -- 23969

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today assured Attorney Ralph Nader that the Department of Transportation is reviewing legislation that would compel automobile manufacturers to recall defective vehicles.

The assurance was contained in a written reply to Nader's letter of October 12 that Secretary Volpe called "specific, hard-hitting and constructively critical."

Secretary Volpe said the decision of Federal Highway Administrator Francis C. Turner concerning the three-piece 15 x 5.50 disc wheels installed on some 200,000, 1960-1965 model year, Chevrolet and GMC 3/4 ton trucks was "proper" and "the one with the most favorable immediate impact on safety."

The Administrator's decision, Secretary Volpe pointed out, resulted from an investigation by the National Highway Safety Bureau of approximately 400 failures in the wheels of the trucks.

Of the vehicles involved, wrote Secretary Volpe, all but two were trucks which were equipped with campers or special purpose bodies.

"In the interest of safety the best course of action was the one that offered immediate correction of the most significant safety problem, that is replacement of the three-piece wheels on the affected 3/4 ton trucks on which a camper or other special body has been installed."

To achieve the ultimate safety goal the Federal Highway Administrator was faced with the alternatives of accepting the GM offer to replace approximately 50,000 wheels at the manufacturer's expense or follow a lengthy court procedure the Secretary said.

Under the court procedure, Secretary Volpe pointed out, the court could only compel the manufacturer to send a defect notification to each truck owner. "It would not result in mandatory replacement of wheels, an action beyond our authority to compel."

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In reply to other questions raised by Nader, the Secretary said that Department was reviewing an amendment to existing safety legislation that compels a manufacturer to recall defective vehicles and that a review of the Departmental organization as it pertains to auto safety is "well advanced," and recommendations are expected "in the very near future."

The letter was signed by Under Secretary James M. Beggs at the direction of Secretary Volpe.

Secretary Volpe said the evidence or defects are not conclusive for the 150,000 remaining vehicles. A survey is continuing he said. (Full text of letter attached).

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Dear Mr. Nader:

I have carefully read your letter of October 12 and pondered its implications. As has generally been my experience with your letters and expressions, this letter was specific, hard-hitting, and constructively critical. I do not mean to suggest that I agree with you in every particular in this case or others; but I do respect your concern for safety and your willingness to deal with the facts. I would hope, though, that you would acknowledge that I, too, am firmly committed to the fair and impartial enforcement of the auto safety legislation.

Your letter raises several questions about the Federal Highway Administrator's decision concerning the three-piece, 15 x 5.50 disc wheels installed on some 200,000 1960-1965 model year Chevrolet and GMC 3/4-ton trucks. According to our information, approximately 400 failures were reported, by one means or another, in these wheels. About a fifth of this number were investigated by the National Highway Safety Bureau in some detail. Of the vehicles involved in these failures, all but two were trucks which were equipped with campers or special-purpose bodies. The great preponderance of failures which were reported but not investigated also involved campers or special bodies. Therefore, it was the trucks so equipped which appeared to present the greatest likelihood of wheel failures.

In the interest of safety the best course of action was the one that offered the immediate correction of the most significant safety problems, that is replacement of the three-piece wheels on the affected 3/4 ton-trucks on which a camper or other special body has been installed. As you no doubt are already aware, past recall campaigns by the various automobile manufacturers have not always been highly successful. Thus, with respect to these 50,000 vehicles replacement of the three-piece wheels was the ultimate safety goal. Past experience suggested that this goal was much more likely to be achieved if the manufacturer bore the expense of the wheel replacement. Thus, the Administrator was faced with the choice of (1) accepting the GM settlement offer under the terms of which approximately 50,000 truck owners would immediately be offered wheel replacements at the manufacturer's expense, or (2) continuing with the defect notification procedures contained in §113(e) of the National Traffic and Motor Vehicle Safety Act of 1966. This procedure if further contested would necessitate proving a defect in court, and, even if successful in court would, after lengthy delay, result only in compelling the manufacturer to send a defect notification letter to each truck owner. It would not result in a mandatory replacement of the wheels, an action beyond our authority to compel. I believe that faced with these alternatives the Administrator made the proper decision and the one with the most favorable immediate impact on safety.

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As for the remaining vehicles, totaling some 150,000, the available evidence is not yet conclusive. Some of the engineers in the National Highway Safety Bureau, to whose documents you refer and whose professional competence neither the Administrator nor I challenge, believe that the wheels in issue are inherently defective. Their view has been contradicted, on technical and scientific grounds, by General Motors. In this regard, it must be noted that most of the reported failures occurred on trucks equipped with campers or special bodies. Staff investigations must be continued to determine whether there is some significant degree of failure in vehicles not so equipped. In one case, for example, the investigation revealed that a truck which sustained wheel failure, though not equipped with a special body, was being used to haul building blocks and thus was regularly subjected to exceptionally heavy loads. In the other case, the truck was used for hauling heavy loads of steel. Whether there is some decisive relationship between such use and the risk of wheel failures is something which we do not yet know, but which we are determined to discover.

To try to get to the root of the matter, the National Highway Safety Bureau will carry forward an additional survey of trucks in the target category to determine whether wheel failures have taken place on trucks neither specially equipped nor subjected to exceptional use with such frequency as to confirm the suspicion that the wheels may either be inherently defective or so likely to experience failure as to require corrective action for the remaining 150,000 vehicles. I can assure you that the results of this survey will be immediately reviewed by the Administrator and reported to me. If, consistent with present law, regulatory action is called for, I can assure you that it will be taken without delay and without regard for any action previously taken in this matter. The Administrator has specially reserved "the right to take further action if it becomes necessary in the interest of safety, based on further information, such as information as to wheel failures involving trucks on which no camper or special body is attached under clear non-overload conditions."

As for the amendment to which you refer that would authorize this Department to compel a manufacturer to recall defective vehicles, it is my understanding that this proposal has not yet come before the Congress or its Committees. The staff of the Senate Commerce Committee has drafted such legislation and, on an informal basis, it has been submitted only within the last day to the National Highway Safety Bureau for review, which is now underway. I can assure you this amendment will receive very close attention and that we have come to no preconceived conclusions about its merits.

Finally, let me take up the question of Departmental organization as it pertains to the auto safety program. An initial examination of this complex issue that I initiated shortly after taking office persuaded me that we needed an in depth review of many questions if I were to be in a position to decide how best to administer this important program. This review is well advanced and I anticipate receiving recommendations in the very near future. I regret that this project has taken as long as it has, but I would prefer that the job be thorough and carefully done rather than rushed to completion. When I have the recommendations, I plan to evaluate them immediately and come to firm conclusions as quickly as possible.

I appreciate this opportunity to respond to your questions.

/S/ James M. Beggs  
Acting Secretary of Transportation





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
November 4, 1969

DOT -- 23869  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of three new members to the Department of Transportation's Urban Transportation Advisory Council.

The Council is composed of 22 representatives of transportation and planning groups in the nation. Its members represent all major modes of transportation as well as management, labor, municipal and civil leaders.

"The task of the Urban Transportation Advisory Council, in advising and assisting the Department in realizing meaningful progress in meeting the transportation needs of the Nation represents an important and challenging assignment," Secretary Volpe said.

Those named by Secretary Volpe to three-year terms are:

John E. Robson of Washington, D.C., a former Under Secretary of Transportation and former General Counsel of the Department of Transportation.

Herman H. Rappaport of Los Angeles, California, who became nationally-known for his proposed Space City development to be constructed on air rights over a new freeway in Beverly Hills, California.

Samuel Freeman of Denver, Colorado, Chairman of the Denver Mayor's Capital Growth Committee.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

NOV 5 1969

FOR RELEASE WEDNESDAY A.M.  
November 5, 1969

Acquisitions  
Section Rm 6100 DOT -- 24069  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced he has approved, with significant qualifications, a proposal submitted by the Tennessee Department of Highways to construct a segment of Interstate Route 40 through Overton Park in Memphis, Tennessee.

Secretary Volpe said a "hold" on the project had been lifted after the state agreed to adjust the grade line of the depressed freeway to a point as low as possible. This grade line would still permit natural drainage in the area of Lick Creek, a small stream that flows through the 360 acre park near downtown Memphis.

J. D. Braman, Assistant Secretary of Transportation for Environment and Urban Systems, and one of Secretary Volpe's key advisors on environment and downtown highway systems, said, "The plan for Overton Park is the most reasonable now open to us and is designed to do minimum damage to the park. The options of this Administration were few, mainly because the route of the highway had previously been determined."

Secretary Volpe established the Office of Environment and Urban Systems soon after taking office on January 21 to advise him on environmental problems and to act as an intra-governmental liaison unit.

Braman said that in addition to depressing the highway, the state had agreed to build suitable pedestrian ways across the freeway to provide access to the zoo and portions of the park north of the freeway. Design of the aesthetic features are subject to Secretary Volpe's review, he added.

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"The state also has agreed to take all steps possible to minimize the harm to the park resulting from the highway," Braman said.

Secretary Volpe's action clears the way for the state to pay the City of Memphis more than \$2 million to be used to replace the parklands lost to the freeway and for other improvements.

Secretary Volpe said he understood that some of the money is to be used to improve the Overton Park zoo and that an old golf course will be converted into a park.

Interstate 40 is a trans-continental freeway stretching about 2,348 miles from California through Arizona, New Mexico, Texas, Oklahoma, Arkansas, Tennessee, and North Carolina.

The location of the highway through Overton Park was first approved as part of the Memphis Highway System on August 2, 1947. Department of Transportation records show this approval was reaffirmed on January 17, 1967, and again on April 19, 1968 when the highway was incorporated into the Interstate System.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Telegram*

FOR IMMEDIATE RELEASE

Friday, November 7, 1969

NOV 14 1969

DOT--24369

Phone: (202) 962-5154

Section Hq 610A

After joint consultation by telephone, Secretary of Interior Walter J. Hickel, Secretary of Transportation John A. Volpe, and Florida Governor Claude R. Kirk have agreed to meet during the week of November 17 to review the progress made by the joint Department of Transportation - Department of Interior Task Force working on the environmental and ecological problems related to a proposed international jetport in Southern Florida and also the conditions under which a training facility already built north of the Everglades National Park may be operated.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Library*

NOV 26 1969

FOR IMMEDIATE RELEASE

Friday, November 7, 1969

*Section 12, 6122*

DOT -- 24169

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today expressed his delight at the resounding House passage of a 10 year, \$5 billion airport and airways development package.

The measure, submitted to the Congress by President Nixon and Secretary Volpe, was approved 337 to 6 late Thursday.

Immediately after the vote, Volpe called President Nixon, enroute to Florida aboard Air Force One. President Nixon told Volpe -- and asked to be quoted:

"I am particularly delighted at the passage of this legislation, not just because of the obvious need for the program and the resulting safety to the air traveling public, but I am also delighted with the tremendous bipartisan support that allowed this Bill to be enacted by the House."

Volpe said, "as far as we can determine, this is the first major domestic legislation to be acted upon by the full House. It was extremely complex legislation, requiring clearance by two committees -- Interstate and Foreign Commerce and Ways and Means.

This program, pending Senate concurrence, will allow us to make the Nation's airways safer and to meet the growing aviation needs of a growing Nation."

The Bill would make available \$2.5 billion for airport development to be matched by local and state funds, and \$2.5 billion for airways development. Volpe testified Tuesday before the National Transportation Safety Board that passage of the Bill is mandatory if the United States is to solve the problem of mid-air collisions.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FAA T-1000

NOV 14 1969

Section 101 3104

FOR IMMEDIATE RELEASE  
Friday, November 7, 1969

DOT -- 24269  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today expressed concern regarding the sinking of the Liberian Tanker KEO off the East Coast.

"We have not given up hope," he said, "that the Coast Guard will still be able to find and save the 36 crewmen of the tanker KEO. Coast Guard cutters and aircraft are still conducting an intensive search of a broad area under extremely difficult weather conditions. Our best information so far indicates that whatever oil may have been released through the accident has been dissipated in the heavy seas. But we are maintaining a vigilant patrol that may still locate any survivors and could give us early warning of any oil pollution problem that might arise.

"This tragedy is a fresh reminder," he continued, "that constant precautions must be taken for the protection of lives and prevention of oil spills at sea. We are proud that the Coast Guard is always ready to react promptly when such accidents do occur."

The tanker sent a distress call Wednesday morning indicating that it was breaking up approximately 130 miles southeast of Nantucket Island. The U.S. Coast Guard immediately launched a massive search and rescue operation aided by merchant vessels and Navy vessels in the area. Late Wednesday the bow section was located afloat, but the KEO's stern section where the crew clung for survival has not been located.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY *A Telegram*

WASHINGTON, D. C. 20590

NOV 19 1969

FOR RELEASE TUESDAY  
November 18, 1969

*Section 14 6104*  
DOT -- 24469  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced that Voyce J. Mack, a graduate of Hampton Institute, has been appointed Assistant Director for Technical Assistance, Office of International Cooperation, Department of Transportation.

Mack, 48, a former Foreign Service Officer with the Agency for International Development (AID), is among the many minority group employees recruited in recent months for supergrade posts in Secretary Volpe's affirmative action program.

The "supergrade" posts are jobs that pay annual salaries of \$25,044 and up. Prior to Secretary Volpe's tenure, there were no minority employees holding supergrade jobs.

Mack joined the U.S. Foreign Aid Program in 1958 as an Assistant Program Officer based in Ceylon. He continued with the Agency as an economist on the Near East and South Asia planning staff.

In 1965 he was appointed AID Affairs Officer for Ceylon. From 1967 up to the time of his appointment with the Department of Transportation, he was a Program Officer in the Office of the War on Hunger.

The Office of Technical Assistance in the Department of Transportation will advise other agencies of government on international technical assistance programs which involve the development of transportation systems.

Mr. Mack was graduated from Hampton Institute in 1948. He also has a master's degree and a doctor's degree from Cornell University. From 1942 to 1946 he served in the U.S. Army, and from 1953 to 1958, he was an Economics Professor at Virginia State College.

He is married to the former Margaret Rogers and they have one son.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
November 20, 1969

DOT -- 24569  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today released a report on the transportation needs of the handicapped prepared for the Department of Transportation by ABT Associates Inc., of Cambridge, Massachusetts.

Secretary Volpe made the announcement during an address in Columbus, Ohio, at a luncheon held in conjunction with the 50th Anniversary of the founding of the National Easter Seal Society.

"In the United States today," Volpe said, "there are more than six million people who are chronically handicapped by a long-term disease or injury. In addition, nearly 30 million Americans have difficulty using public transportation because of short-term illnesses or injuries, advancing age, pregnancy or simply because they are over- or under-sized for systems built for 'Mr. Average man.'"

Volpe said, "One of the major obstacles to making transportation more accessible to the handicapped has been a general lack of knowledge about what modifications the handicapped require. This report should stimulate transportation designers, planners and operators to come up with better systems.

"Making transportation systems more accessible will not only provide the handicapped with equal access to employment, education, health and recreational opportunities," Volpe continued, "but will improve the quality of transportation for all travelers."

The \$100,000 study was conducted by ABT with cooperation from the President's Committee on the Aging and the Department of Health, Education and Welfare.

The report includes detailed guidelines for eliminating travel barriers common to most forms of transportation and for separate systems -- subway and elevated buses and trolleys, airplanes, and trains. It also includes design concepts for specialized transportation systems for the handicapped.

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Copies of the report, "Travel Barriers," are available from the Clearinghouse for Federal Scientific and Technical Information, Sills Building, 5285 Port Royal Road, Springfield, Virginia 22171.

The cost per copy is \$3.00 for paperbound and 65 cents for microfiche. The ordering number is PB 187-327.

A less technical summary of "Travel Barriers" is also being prepared for distribution in January.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
November 21, 1969

DOT--24769

Phone: (202) 962-3928

An innovative design exhibition sponsored by the Department of Transportation and the Smithsonian Institution will be officially opened November 25 by Secretary of Transportation John A. Volpe.

The exhibit, entitled "Urban Transit: Problem and Promise," includes several working models and 62 panels of photographs, drawings, and maps illustrating existing and futuristic types of urban transit systems. Each panel is accompanied by detailed material which analyzes the effect of transit design on the commuter's eye, his comfort and his environment.

Among the innovative systems to be exhibited are the "Auto-Train," car ferries which travel on railroad tracks; the PAT (Port Authority Allegheny County) "SkyBus," elevated, electrically powered bus; "Dashaveyor" and "Transveyor," small cargo carriers that can be adapted for short-distance transit; "Transdrive," car conveyors similar to a giant ski lift; and "Urbmobile," private vehicles designed for use on both streets and automated guideways.

Also on exhibit will be the METRO car for the National Capital Region and models of General Motors' new RTS bus; United Aircraft's Turbotrain used on the New York-Boston Northeast Corridor project; and General Steel Industries' New York City Transit Authority car.

The exhibit also examines the relationship of existing or pending urban transit systems like the Washington, D. C. Metro and the San Francisco Bay Area Rapid Transit (BART) to urban planning and renewal.

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"Urban Transit: Problem and Promise" was designed by the Walker Art Center, Minneapolis, and the Graham Foundation for Advanced Studies in the Fine Arts, Chicago. It can be viewed on the west balcony of the Smithsonian's Arts and Industries Building through February.

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FOR IMMEDIATE RELEASE  
November 25, 1969

DOT - 24869  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe and Under Secretary of the Interior Russell Train, representing Secretary Walter J. Hickel, today met with members of the Florida Congressional delegation, Florida Governor Claude R. Kirk and representatives of the Dade County Port Authority to discuss common problems in South Florida.

Principally at issue were the Everglades National Park, the possibility of a commercial jetport immediately north of the park and a flight training facility at the proposed jetport site.

The position of the two Departments was presented as follows:

- Any kind of major facility or development, including a commercial jetport, in the area would pose a threat to the Everglades National Park by reducing the quality and quantity of water that historically flows to the western park area.
- Immediate steps should be taken by the Dade County Port Authority to relocate the proposed commercial jetport.
- The one runway training facility, already constructed, will soon commence operations -- with stringent safeguards to protect the national park, pending agreement between the Department of Transportation and Dade County Port Authority.
- That no flights using this facility will be made at less than 5,000 feet over the national park, except when instrument flight rules (IFR) prevail, and that all training overflights over the park will be held to a minimum.

Representatives of the two Departments and the Dade County Port Authority met late Tuesday to work out the formal agreement for operation of the training facility. Discussions were not completed and will resume December 1. In the meantime, at the request of Secretaries Volpe and Hickel the Dade County Port Authority has voluntarily postponed the commencement of operations at the training facility.

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Secretaries Volpe and Hickel have agreed on the safeguards needed for operation of the training facility. They earlier had agreed that the Everglades National Park should not and will not be damaged and that an alternate site for the jetport must be found.

Both Secretaries stressed that the entire problem of improved airport site planning is receiving priority attention by the Administration to insure maximum possible protection for community and environmental values, consistent with the transportation needs of a growing nation.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, November 26, 1969

DOT -- 25069

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today said he is "absolutely delighted by the emphatic support" given the Washington area rapid transit system yesterday by the House of Representatives.

The House voted 285 to 23 for a \$1.1 billion Federal contribution for construction of the 98-mile system. Yesterday the House also passed, 305 to 9, the District of Columbia appropriations bill for 1970 which provides \$40.3 million as the city's share of funds needed to get the system started.

Volpe said that the action by the House, coupled with previous Senate approval, "gives a hearty impetus to a project which is vital to the well-being of the Washington metropolitan area and I am grateful to those who supported the program.

"The Metro system will pull this city together. Cities originally evolved to provide opportunities for their citizens. Today, because they lack good public transportation, most of our cities isolate people from jobs, education, entertainment, cultural activities and community affairs. With the start of the Metro system, Washington begins the road back.

"A dream of nearly half a century is now to be a reality."

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FOR IMMEDIATE RELEASE

DOT - 25169  
Phone: (202) 963-5105

Transportation Secretary John A. Volpe has announced the awarding of a \$30,000 grant to the City of Cleveland, Ohio, to demonstrate the feasibility of a special downtown bus line over the Christmas Holidays.

The grant from the Urban Mass Transportation Administration will be matched by \$35,000 in local funds to finance the Santa Loop, a continuous circulating bus system along set corridors in downtown Cleveland. The system will connect three major activity centers -- Public Square, Playhouse Square and Erieview Center.

Carlos C. Villarreal, Administrator of the Urban Mass Transportation Administration, said of the project, "Downtown circulation is one of our biggest national urban transportation problems. Too often there are ways of getting downtown, but no way to move around in a large spread-out shopping area.

"If our cities are to thrive, if downtown commerce is to grow at all, inner circulation must be improved. The Santa Loop is an excellent way to encourage people to come downtown to shop and buy. Hopefully, this service will be extended. Hopefully, its success will be an example to other cities."

Funds for the Santa Loop will be used to add 12 buses to the system, to circulate through the loop between November 28 and December 24. Santa Loop buses will be specially marked, and special loop stops will be set up.

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Buses will run every five minutes in two directions. The system will operate from 9:30 a.m. to 9:30 p.m., Monday through Saturday. The fare for the Santa Loop will be ten cents. This should help attract shoppers to the new service.

HUB of the loop will be Public Square, the only entry point downtown for the Cleveland Transit System commuter rail lines.

A unique feature of this project is the working relationship between the city, its merchants and the Urban Mass Transportation Administration. The Santa Loop idea was developed from an earlier UMTA financed study of the downtown Cleveland circulation system. A retailer-oriented marketing program will handle publicity for the project.

The local funds for the project will come from the Cleveland Transportation Action Program, the agency established by Mayor Carl Stokes to administer transportation programs in Cleveland.

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11/28/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
November 28, 1969

DOT - 24969  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe has sent to Congress a proposed Federal Safe Boating Bill that would allow him to establish minimum safe standards for boats and associated equipment.

The Bill also would provide a five-year Federal financial assistance program to encourage the states to increase their safe boating efforts.

"The emphasis placed on safety in this Bill is consistent with the Department of Transportation's effort to improve the quality of safety in all of the programs administered by it," Secretary Volpe said.

"Other recent examples of our safety effort are the Railroad Safety Bill, now before Congress, the Airport/Airways Bill, recently passed by the House and which will greatly improve the efficiency of air traffic control, and recent actions of the National Highway Safety Bureau to strengthen safety requirements in the manufacture of cars and tires."

Secretary Volpe said the proposed Safe Boating Bill will attack the problem of boating safety on two fronts. It will help assure that the public is offered safe boating products and --- probably more important -- it will stimulate greater participation at state and local levels.

"This is not only more cost effective but is also a good example of the intention of the Nixon administration to make state and local forces more important in our government," Secretary Volpe said.

As drafted, the legislation calls for a \$5 million annual Federal participation in state boating safety programs, and will broaden the impact of Federal efforts to include the manufacturers as well as owners and operators of boats.

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# DEPARTMENT OF TRANSPORTATION

TAD-49

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY  
November 30, 1969

DOT - 25369  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe has ordered a comprehensive review of the Department of Transportation's pipeline safety functions and organization.

The 1966 act which established the Department of Transportation placed responsibility for liquid pipeline safety in the Federal Railroad Administration. The 1968 Natural Gas Pipeline Safety Act put the responsibility for natural gas pipelines directly with the Secretary of Transportation.

Secretary Volpe has established a Task Force to examine in depth the responsibilities and functions of the Office of Pipeline Safety in the Office of the Secretary and the Federal Railroad Administration's responsibilities and functions pertaining to liquid pipelines.

The Task Force will also identify those activities and functions relating to the Department's responsibilities which are performed by other Federal agencies, State and local governments and private and public organizations.

It will recommend to the Secretary whether the pipeline safety functions should be combined into a single office and, if so, where it should be placed in the departmental organization.

The Task Force is to report to the Secretary by December 23.

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