



DEPARTMENT OF TRANSPORTATION

HO-1
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
October 1, 1971

DOT -- 20271
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the completion of a study and analysis of the factors affecting safety in general aviation.

"I directed this study in the effort to improve the safety record of general aviation which in 1970 experienced 4,927 accidents resulting in 1,270 fatalities," Secretary Volpe said.

"I am primarily interested in determining that we in the Department of Transportation and particularly our Federal Aviation Administration are taking all reasonable steps to foster improved safety procedures in general aviation in order to insure that the accident rate will continue to decline.

"I have reviewed the report, the Secretary said, "and have sent it to Federal Aviation Administrator John H. Shaffer with a request for his comments and plans for implementation of the 10 recommendations for improving safety in general aviation made by the study group."

The study was prepared under the direction of Assistant Secretary of Transportation for Safety and Consumer Affairs Benjamin O. Davis, Jr.

The general aviation industry consists of approximately 133,814 small, single-engine aircraft, 16,000 multi-engine aircraft, 2,229 jets, 33,992 flight instructors, 2,170 FAA-approved flight and ground schools and 732,729 pilots of which 195,861 are students. The industry in 1970 accounted for more than 25 million flight hours and almost 4 billion miles flown.

The study, begun in March 1971, concentrated on the qualifications of the general aviation pilot and flight instructor, pilot proficiency requirements, the ground support available for general aviation operations, certain regulations governing those operations and the organizational structure of the Federal Aviation Administration supporting the needs of general aviation.

The study group made ten recommendations for the improvement of safety in general aviation. They are:

1. A regulation should be developed to require a biennial flight review of pilot competency conducted by a certificated flight instructor or a pilot designated by the FAA. The regulation should include a requirement for a review of the pilot's knowledge of current regulations and operating practices.

(Presently, an individual who has not flown for years can validate his pilot certificate simply by passing a medical examination. He may fly an aircraft without demonstrating competency and may legally carry passengers if he has made five solo takeoffs and landings within the past 90 days.)

2. The General Aviation Accident Prevention Program of the FAA should receive priority support at all levels. The Program Coordinator should be given more direct management control including participation in the selection of regional and local accident prevention specialists. The Accident Prevention Program should receive nationwide publicity directed at the flying public. The program should stress flight safety problems such as alcohol usage. Consideration should be given to establishing a National Accident Prevention Committee to act in an advisory capacity.
3. The skill, knowledge, and experience requirements for the certification of the flight instructor as covered by Part 61 of the Federal Aviation Regulations should be increased. The FAA should determine the additional training standards, skills and number of hours of experience that will increase the professional qualifications of the certificated flight instructor. The FAA should also develop programs to enhance the position of the qualified flight instructor in the general aviation community and encourage his retention in this field.
4. Part 61 of the FAA regulations covering certification of pilots and flight instructors and Part 141 covering flight schools should be reviewed and upgraded to reflect the increasing complexity of the modern aircraft and its operating environment. The FAA should conduct a study to determine the qualification requirements necessary to produce a safe private pilot and establish certification standards to the level that will ensure achieving such requirements. A standardized curriculum for each flight training course should be developed and made a part of the appendix for Part 141 to eliminate variance and conflict between districts and regions.

(The basic certification requirements for pilots have changed little since 1938, the study found.)

5. The FAA's Flight Service Stations should be modernized and reconfigured to meet the needs of General Aviation. The proposed current National Aviation System Plan recognizes this and outlines many suggested improvements. Modernization should include an allocation of funds for increased staffing and for modernization of facilities and equipment as required.

(The Flight Service Stations function as the general aviation pilot's operations office. Flight service stations conduct preflight and enflight weather briefings to pilots as well as collecting and broadcasting weather reports and notices to airmen.)

(In addition, the Flight Service Stations provide a major input for IFR flight plans and a majority of the VFR flight plan system.)

(In addition to these duties, Flight Service Stations act as a backstop to the IFR traffic system and provide emergency assistance to any aircraft in distress.)

6. The FAA should accelerate and implement those actions now being contemplated that would improve the reporting of real time weather information.

(The importance of adequate weather briefing is emphasized by the fact that of the 621 fatal general aviation accidents during 1970, 201 were identified as weather-caused.)

7. The FAA should strengthen general aviation's position in its headquarters organization by reviewing the organizational structure and initiating changes to assure adequate emphasis.

8. Part 91 of the FAA regulations covering general operating and flight rules should be completely rewritten and organized to insure clarity and ease of understanding by the aviation community.

(The operating rules and regulations are difficult to interpret by the users and particularly by the general aviation private pilot engaged in noncommercial pleasure flying. A simplification of the operating regulations and subsequent better user understanding would enhance the safety import of the rules.)

9. The FAA regulations should be published in separate parts in lieu of the present volume format.

(With the advent of the volume system, the user became unable to obtain only the specific parts required for his needs. He is unable to obtain parts at an equitable price since the pilot must purchase several volumes in which regulations pertinent to general aviation are in random arrangement.)

10. A standard traffic pattern for uncontrolled airports should be adopted as soon as possible.

(This recommendation is now being implemented by the FAA through the standard rulemaking procedure. In July 1971, a Notice of Proposed Rulemaking was issued. Early implementation of a rule should do much to reduce the possibility of midair collisions in the vicinity of uncontrolled airports.)

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
October 4, 1971

DOT -- 20371
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of a \$491,000 contract -- the lowest bid received -- to the Walter Truland Corp., Arlington, Virginia, to install the basic electrical, water, and sewer systems for the U. S. International Transportation Exposition - TRANSPO 72 - to be held at Dulles International Airport May 27 through June 4, 1972.

"This contract provides us with the spine, nerve and circulatory system of TRANSPO 72," Secretary Volpe said. "The complex structure of an Exposition of this kind requires thousands of interlocking pieces - with this major component contracted for we can now assemble the others in an orderly fashion."

The utilities contract follows one earlier this summer for clearing and grading the TRANSPO 72 site. This work began August 8th and is expected to be completed in October. Actual work on the utilities installation is scheduled to start in early October and be completed within 120 calendar days. The contract also includes installation of underground conduits for telephone and public address system lines.

The U. S. International Transportation Exposition - TRANSPO 72 - is the first of its kind. It is a total transportation exposition, where the latest in transportation equipment and techniques - land, sea, air and space - will be assembled in one spot, a 300-acre rectangular area adjacent to the Dulles main, north-south runway.

"The total Exposition site including parking lots and outdoor display area consists of approximately 6½ million square feet; 320,000 square feet of which is covered, indoor exhibit space," Chester C. Spurgeon TRANSPO 72 Managing Director said. He explained that the Exposition will have four demountable steel structure exhibit halls, each measuring 200 x 400 feet. These structures are 20 feet high at the centerline, 14 feet at the eaves, and are floored with asphalt. After the Exposition the buildings can be disassembled and stored for future government use.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

October 6, 1971

DOT -- 20471

Phone: (202) 426-4321

First Deputy Minister Ivan Dmitryevich Sosnov of the Soviet Ministry of Transport Construction, at the invitation of Secretary of Transportation John A. Volpe, today begins a 21-day tour of the United States.

The visit is a result of continuing discussions between officials of the initiated Ministry and Department in 1970 by a U. S.-Soviet exchange program on bridging and tunneling.

The Soviet delegation will spend the first week of its visit in Washington during which time discussions will be held on proposals to broaden transportation research cooperation between the United States and the Soviet Union.

Following their visit to Washington, Mr. Sosnov and his party will inspect transportation projects and facilities throughout the U. S. The inspection tour will be arranged by members of the staff of Assistant Secretary of Transportation for Policy and International Affairs Charles D. Baker.

The Soviets are particularly interested in projects involving tunneling under water and will observe American techniques in that field at projects in New York and San Francisco.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
October 7, 1971

DOT -- 20571
Phone: (202) 426-4321

Ambassador Lucet of France and Secretary of Transportation John A. Volpe today signed an agreement under which France and the United States will cooperate in the development of experimental safety vehicles. The United States is already developing experimental safety vehicles in the standard size family sedan class. France will concentrate on smaller size safety vehicles.

With the new agreement, France joins the Federal Republic of Germany, the United Kingdom, Italy and the United States in the group of NATO countries sponsoring safety vehicle developments as part of NATO's broad attack on environmental and social problems through its Committee on the Challenges of Modern Society (CCMS). The United States has also already signed a similar ESV agreement with Japan, and is conducting exploratory discussions with Sweden for its entry into the program.

"Particularly gratifying" Secretary Volpe said "is the French entry into cooperative experimental safety vehicle developments with us. Highway deaths and crippling injuries are worldwide tragedies, and will be corrected only by a worldwide effort. France, by its history of engineering and management excellence, adds an important new dimension in this all-out effort to reduce traffic deaths through safer vehicle design."

Russell Train, Chairman of the Council on Environmental Quality and the U.S. Delegate to NATO-CCMS, hailed the new French-American agreement as another tangible indication of the soundness of President Nixon's proposal several months after he took office, that NATO broaden its programs to environmental and social problems of worldwide concern, in addition to problems of defense. "In less than two years," Chairman Train said "the CCMS has sparked this major new worldwide support of automotive safety research in the ESV developments. This is an achievement of major proportions."

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The unprecedented international program for experimental safety vehicle developments is being spearheaded by the United States with the specific purpose of speeding up the development and exchange of new safety technology. To accomplish this transfer of technology, cooperating countries participate in a broad program of activity ranging from multi-lateral international meetings to plant visits and working seminars. As the various prototype vehicles are completed by each country, engineers from the cooperating countries will participate in performance testing and evaluation. The resulting information and data are to be shared by all.

The cooperative ESV program has been underway for some time with a number of exchange visits between engineering teams of participating countries already having taken place. In addition, DOT sponsored a multi-lateral international ESV meeting last January hosted by the French Government in Paris. Over 100 of the world's leading engineers attended. The second such meeting is to take place the end of this month in Stuttgart, Germany, and will be hosted by the Federal Republic of Germany.

To further expedite the two-way exchange of ESV information as it is developed, DOT has established a public information file through which the latest ESV technological advances will be made available to anyone interested in the development of safer vehicles. All information will be placed in this ESV public file as soon as DOT receives it, unless specifically forbidden to do so by the manufacturers or the foreign governments supplying this information. Necessary measures will be taken for the protection of patent rights that result from the ESV programs. Secretary Volpe is calling upon all foreign governments to join the U.S. in persuading everyone working on new ESV safety developments to make the results of their progress publicly available as rapidly as possible.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

FOR SUNDAY RELEASE
October 10, 1971

WASHINGTON, D. C. 20590

DOT -- 20671
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe will participate in the Second International Experimental Safety Vehicle Conference to be held in Stuttgart, Germany, beginning October 26. Following his attendance at the Conference, the Secretary will make official visits to Italy, Romania, and Poland during the course of a 13-day European trip.

In Romania and Poland, it is anticipated that Secretary Volpe will conclude arrangements and sign agreements concerning cooperation in transportation research and development and will confer with his counterparts and other high government officials.

The Stuttgart conference is part of the U. S. Road Safety Pilot Study for NATO's Committee on the Challenges of Modern Society, and is being hosted by the Federal Republic of Germany and its automotive industry. Secretary Volpe and Minister of Transport Georg Leber will deliver the opening addresses.

In this far-ranging international ESV program, the United States is concentrating on standard size family sedans in the 4000-pound class. Under agreements signed by Secretary Volpe, the Federal Republic of Germany, Japan, Italy and the United Kingdom, and most recently France, are working on experimental safety vehicles in the compact and sub-compact classes.

All of the nations represented at Stuttgart will present reports of progress in their safety vehicle developments. For the United States,

presentations will be made by the four ESV contractors for the Department of Transportation: Fairchild-Hiller Corporation, AMF, Inc., General Motors Corporation and Ford Motor Company.

In Italy, Secretary Volpe will confer with officials of that nation on problems of mutual concern, and will be inducted into the Catholic lay order, the Knights of Jerusalem.

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WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY P.M.
October 15, 1971

DOT-R-46
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of a \$68,416 contract to Ralph M. Parsons Company of Los Angeles to study the feasibility of establishing "Transportation Facilitation Centers."

"The movement of goods in both domestic and international commerce is too frequently delayed by poor handling, lack of inter-modal coordination and communication and the absence of government inspection facilities at the time and place needed," Secretary Volpe said.

"The concept of the Transportation Facilitation Center appears to offer important opportunities to alleviate transportation and distribution problems in such areas as terminal congestion, containerization in domestic transport, transportation equipment control systems and documentation management procedures and techniques.

"This study will evaluate these and other concepts and will contribute to our effort to provide better coordinated transportation service," the Secretary said.

The study is being supervised by the Department's Office of Facilitation.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 21071
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe asked Congress today to authorize \$170 million in additional funds for the National Railroad Passenger Corporation (AMTRAK) for purchasing equipment and financing its operations over the next two years.

Secretary Volpe said the funds are "urgently needed if AMTRAK is to preserve its momentum and if the capital program is to move forward to insure improved service." He said he believes AMTRAK is developing the service improvements and management capability needed to demonstrate that rail passenger service can be an attractive, efficient, and viable mode of transportation.

The Secretary also noted that under the Act which created the Corporation, AMTRAK is required to continue service on the Basic System until July 1, 1973. After that date, he said, the Corporation can reexamine its responsibilities and finances, but in the interim AMTRAK will need the \$170 million to meet its planned program.

In adopting the Rail Passenger Service Act of 1970 last October Congress approved a \$40 million Federal grant to the Corporation and authorized the Secretary of Transportation to guarantee up to \$100 million of its debt. Mr. Volpe said that by providing the additional \$170 million Congress would "bring the initial Federal contribution more in line with the unique start-up costs being encountered by the Corporation."

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT • MAY 27-JUNE 4, 1972



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE
October 18, 1971

WASHINGTON, D.C. 20590

DOT -- 20771

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today he has rejected requests to delay beyond September 1, 1973, a requirement that all new passenger cars be equipped with front and rear bumpers capable of sustaining barrier crashes at 5 miles per hour.

Secretary Volpe said his decision to deny requests for the delay, made by auto manufacturers, was based on estimates of comparative costs and benefits to the public. He said the National Highway Traffic Safety Administration has concluded that the benefits to the public of a 5 mile-per-hour rear bumper protection will outweigh the costs involved.

The Secretary also said that with one exception all cars produced after September 1, 1973, must comply with 5 mile-per-hour pendulum tests for front and rear bumpers. He said that because of special problems in compliance for one class of vehicles the effective date for the pendulum test on these has been fixed at September 1, 1974. This class includes passenger cars with a wheelbase of 115 inches or less; provided they are convertibles, vehicles with no back seat, or "hardtops" (vehicles with no "B" pillar above the bottom of the window opening). All others must comply by the 1973 date.

"The provisions of this standard," said Secretary Volpe, "are in the interests of the American motoring public. They will contribute significantly to our major goal of increasing safety on the Nation's streets and highways."

The 5 mile-per-hour barrier and pendulum tests, which carry out the Department's proposal to raise rear-end impact speeds to 5 miles per hour by September 1, 1973, are the second stage of the bumper standard. The first stage goes into effect September 1, 1972, and requires bumpers capable of sustaining frontal barrier crashes at 5 miles per hour and rear barrier crashes at 2 1/2 miles per hour without damage to critical safety systems. The 5 mile-per-hour barrier crash required for front bumpers is roughly equivalent to a 10 mile-per-hour crash into a stationary car.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
October 20, 1971

DOT -- 20871
Phone: (202) 426-4321

The Department of Transportation announced today that an additional \$5 million has been released for distribution to the States to finance their highway safety programs.

The new money brings to a total of \$80 million the funds available during fiscal 1972 for the various highway safety programs conducted by the States. A continuing resolution enacted earlier by Congress made \$75 million available for obligation. The 1972 Department of Transportation Appropriation Act increased the amount to the \$80 million figure, all of which, less administrative costs, is now available for distribution.

After the deduction of administrative costs, a total of \$76.3 million will be distributed to the 50 States, the District of Columbia and Puerto Rico on a 50-50 matching basis. They will be used to implement the 16 Highway Safety Standards administered by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). Of the fiscal 1972 funds \$63.8 million will be administered by NHTSA and \$12.5 million by FHWA. They will be made available to the States as follows:

Alabama	1,367,103	Kansas	1,314,792
Alaska	254,533	Kentucky	1,246,655
Arizona	712,317	Louisiana	1,287,356
Arkansas	950,427	Maine	388,319
California	6,371,996	Maryland	1,224,776
Colorado	993,696	Massachusetts	1,728,870
Connecticut	936,556	Michigan	3,065,287
Delaware	254,533	Minnesota	1,702,685
Florida	2,326,377	Mississippi	967,253
Georgia	1,795,338	Missouri	1,903,996
Hawaii	254,533	Montana	606,655
Idaho	433,187	Nebraska	889,222
Illinois	3,763,966	Nevada	346,887
Indiana	1,906,472	New Hampshire	278,063
Iowa	1,377,740	New Jersey	2,152,717

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New Mexico	532,407	Tennessee	1,497,589
New York	5,593,239	Texas	4,387,948
North Carolina	1,860,233	Utah	497,926
North Dakota	618,912	Vermont	254,533
Ohio	3,525,631	Virginia	1,607,544
Oklahoma	1,280,217	Washington	1,331,054
Oregon	1,064,873	West Virginia	632,101
Pennsylvania	3,874,350	Wisconsin	1,765,808
Rhode Island	290,841	Wyoming	299,213
South Carolina	1,034,561	Dist. of Col.	254,533
South Dakota	576,296	Puerto Rico	777,884

76,360,000.00

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FOR IMMEDIATE RELEASE
October 20, 1971

DOT -- 21271
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe presented medals for heroism and awards for outstanding accomplishments to 39 members of the Department at the Fourth Annual Awards Assembly.

The ceremony was held Wednesday, October 20 at the American Film Institute Theater, L'Enfant Plaza, 10th and D Streets, S.W. in Washington.

"In my nearly three years in the Department, nothing has been more impressive than the high caliber of Department of Transportation employees," Secretary Volpe said. "I am extremely proud to honor those who have demonstrated courage and excellence to a greater degree than expected. They have accepted the challenge of their work; they have performed with distinction and have set an example for us all."

The Award for Outstanding Achievement is granted by the Secretary in recognition of exceptionally outstanding leadership or service that is distinguished by achievements of marked national or international significance and which reflect great credit on the Department and the Federal Government.

Two recipients of this award were:

J. Thomas Tidd, Deputy General Counsel, Office of the Secretary, Washington, D.C. and

John B. Kemp, Regional Administrator, Federal Highway Administration in Kansas City, Missouri.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The Award for Meritorious Achievement is given by the Secretary in recognition of exceptionally meritorious service to the Department or for exceptional achievement which substantially contributed to accomplishment of the Department's mission or major programs.

Seventeen employees received this award, they were:

James A. Heath, Chief, Safety Staff, Aeronautical Center, Federal Aviation Administration, Oklahoma City, Oklahoma;

Theodore N. McDowell, Secretarial Representative for Region Four, with headquarters in Atlanta, Georgia; formerly Director of Public Affairs, Office of the Secretary;

Robert H. Kessler, Office of Budget, Office of the Secretary, Washington, D.C.;

Robert E. Parsons, Office of Supersonic Transport, Office of the Secretary, Washington, D.C.;

Lee W. Huff, Director, Office of Policy and Plans Development, Office of the Secretary, Washington, D.C.;

Myron Miller, Office of Systems Analysis and Information, Office of the Secretary, Washington, D.C.;

William K. Byrd, Director of Hazardous Materials, Office of the Secretary, Washington, D.C.;

Lawrence R. Shipp, Office of Logistics and Procurement, Office of the Secretary, Washington, D.C.;

Robert L. Keller, Naval Engineering Division, U.S. Coast Guard, Washington, D.C.;

Robert J. Lakey, Hazardous Materials Division, U.S. Coast Guard, Washington, D.C.;

Oscar Bakke, Associate Administrator for Plans, Federal Aviation Administration, Washington, D.C.;

Mary E. Healy, Manager of Headquarters Operations, Federal Aviation Administration, Washington, D.C.;

George S. Moore, Associate Administrator for Operations, Federal Aviation Administration, Washington, D.C.;

Phillip M. Swatek, Director, Pacific Region, Federal Aviation Administration, Honolulu, Hawaii;

Frede Gloersen, Office of Engineering and Operations, Federal Highway Administration, Washington, D.C.;

William R. McCallum, Office of Program and Policy Planning, Federal Highway Administration, Washington, D.C.; and

Jack L. Goldberg, Acting Associate Administrator for Planning and programming, National Highway Traffic Safety Administration, Washington, D.C.

The Citation for Achievements in Equal Opportunity is given in recognition of exceptional service toward achievement of the Department's equal opportunity goals. The recipients this year were:

Nathan Cutler, Director of Audits, Office of the Secretary, Washington, D.C.;

Herbert A. Scurlock, Chief, Personnel Programs Division, Office of the Secretary, Washington, D.C.

Clay W. Hedges, Area Manager, Federal Aviation Administration, Cleveland, Ohio;

Paul R. McAfee, Air Traffic Division, Federal Aviation Administration, Los Angeles, California;

Mrs. Carmen E. Turner, Chief, Division of Internal Programs, Urban Mass Transportation Administration, Washington, D.C.;

Clifford G. Wavrinek, Civil Rights Specialist, Federal Highway Administration, Homewood, Illinois.

The Award for Valor is the highest Departmental award for acts of heroism or courage involving great personal risk by civilian employees under unusual circumstances. To be eligible for this award, an employee must have demonstrated heroism or courage in an emergency on or off duty. This years recipients were:

Robert C. Emerson, Locomotive Mechanic Helper, Alaska Railroad, Federal Railroad Administration, Fairbanks, Alaska;

Byron W. Haley, General Yardmaster, Alaska Railroad, Federal Railroad Administration, Fairbanks, Alaska;

Leo E. Olendorff, Jr., Car Inspector, Alaska Railroad, Federal Railroad Administration, Fairbanks, Alaska;

John T. Smith, Engineer, Alaska Railroad, Federal Railroad Administration, Fairbanks, Alaska; and

Ronald J. Livaudais, Air Traffic Control Specialist, Federal Aviation Administration, New Orleans, Louisiana.

The Secretary also presented nine decorations to U.S. Coast Guard personnel, including one posthumously, for extraordinary achievement, heroism, and meritorious service in many parts of the world.

The Distinguished Flying Cross was awarded to:

Lieutenant Commander Hugh Huleatt, U.S. Coast Guard, 1st District;

Lieutenant Preston H. McMillan, U.S. Coast Guard, 14th District;

Chief Hospital Corpsman Odell Fowler, U.S. Coast Guard, 17th District;

The Coast Guard Medal was awarded to:

Lieutenant Terry W. Sinclair, U.S. Coast Guard, 12th District;

Senior Chief Boatswain's Mate Wayne G. Gage, U.S. Coast Guard, 13th District;

Chief Electrician's Mate Andy P. Hogue, U.S. Coast Guard, 12th District;

Boatswain's Mate First Class Edward A. Warren, U.S. Coast Guard, 1st District;

A Posthumous Coast Guard Medal was presented to the widow of Hospital Corpsman First Class Angus C. Duke, Jr., U.S. Coast Guard.

The Philippine Legion of Honor was awarded to Captain Shirl J. Stephany, U.S. Coast Guard.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 20, 1971

DOT-R-78
Phone: (202) 426-4321

During a three-day visit to Warsaw in November, Secretary of Transportation John A. Volpe will sign an agreement with Poland to cooperate in transportation research and development.

Secretary Volpe will confer with Polish Minister of Communications Jerzy Zajfryd and other high government officials during his stay in Poland from November 2 through November 4.

"I hope by this visit to Poland to establish a firm working relationship with my counterparts and I look forward to mutually helpful sharing of information, effort and ideas," Secretary Volpe said.

"I have found in my travels throughout the world that transportation problems today facing governments are broadly similar. We need to harness the world's best brainpower to reach solutions to these common problems. As a result of the agreement I will sign in Warsaw we shall enlist in this effort the Nation that gave us the scientific leadership of Copernicus at about the time that America was being discovered," the Secretary said.

In addition to Poland, Secretary Volpe will visit Romania, Italy and West Germany during a 13-day European trip beginning October 26.

On the first day of the trip, the Secretary will address the Second International Experimental Safety Vehicle Conference in Stuttgart, Germany.

(more)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4 1972

While in Italy, Secretary Volpe will have an audience with Pope Paul and will be inducted into the Catholic lay order of the Knights of Jerusalem.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 20, 1971

DOT-R-79
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe will spend three days in Italy during the course of a 13-day official business trip to Europe that will begin on October 25.

While in Rome on October 27 through October 29, Secretary Volpe will confer with Italian Minister of Transport Italo Viglianesi on transportation problems of mutual concern and on the two Nations' transportation research and development cooperation program.

The Secretary also will have an audience with Pope Paul and will be inducted into the Catholic lay order of the Knights of Jerusalem.

One of the major cooperation programs being conducted by the United States and Italy is the production of experimental safety vehicles.

The U.S. is concentrating on standard size family sedans. Italy is working on safety cars in the compact class.

Secretary Volpe on October 26 will address the opening session of the Second International Experimental Safety Vehicle Conference in Stuttgart, Germany.

The American and Italian automotive industries will present reports of progress in safety vehicle developments at the Conference, as will industry representatives from Germany, Japan, the United Kingdom and France.

Following his trip to Italy, Secretary Volpe will make official visits to Romania and Poland. He is scheduled to return to Washington on November 6.



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-R-80
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe has announced the appointment of retired Coast Guard Rear Admiral Russell R. Waesche, Jr., as the Secretarial Representative for Region Seven, with headquarters in Kansas City, Missouri.

Admiral Waesche, 58, will represent Secretary Volpe in the midwest region which encompasses the States of Iowa, Missouri, Kansas and Nebraska. "I am extremely pleased that Admiral Waesche agreed to accept this appointment as the Department's representative in the midwest. He is a skilled administrator and has had an outstanding and distinguished 35 year career with the Coast Guard," Secretary Volpe said.

The post of Secretarial Representative involves working with the Federal Regional Council, serving as the Departmental contact for State and local officials and the public, as well as coordinating Departmental field activities involving two or more of the Department's seven operating administrations. The Department of Transportation, along with the other socio-economic-oriented Cabinet Departments, has regional headquarters in each of the ten standard Federal regions.

Admiral Waesche retired from the Coast Guard July first of this year after serving as Second Coast Guard District Commander in St. Louis. Waesche is a graduate of the Coast Guard Academy in New London and is the son of the late Admiral Russell Randolph Waesche, who was Commandant of the Coast Guard from 1936 through 1945. The new DOT regional representative is married to Janet Thorn of Greenport, New York. They have four children; Judith, Marilla, Russell Randolph Randolph III and Jillian T.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY P.M.
October 22, 1971

DOT -- 21371
Phone: (202) 426-4321

Establishment of a joint Department of Transportation/
National Aeronautics and Space Administration Office of
Noise Abatement was announced today by Secretary of
Transportation John A. Volpe and NASA Administrator James C.
Fletcher.

The current DOT Office of Noise Abatement is being
upgraded by having its role broadened and its staff expanded
with NASA personnel, Secretary Volpe explained.

Charles R. Foster, who now heads the DOT Office of Noise
Abatement, will be Director of the new office. Deputy
Director will be Walter F. Dankhoff, who is transferring here
from NASA's Lewis Research Center in Cleveland, where he was
Chief of the Office of Operations Analysis and Planning.

"These actions represent fulfillment of some of the
recommendations in the Civil Aviation Research and Development
(CARD) Policy Study," Secretary Volpe said. The study was a
joint DOT/NASA accomplishment.

The new office will be directly responsible to Robert H.
Cannon, Jr., Assistant Secretary of Transportation for Systems
Development and Technology, and Roy P. Jackson, NASA Associate
Administrator for Advanced Research and Technology.

(more)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

Purpose of the new office is to provide overall leadership and to act as a focal point for a national program to attack the noise problems associated with current and planned transportation systems.

In addition to internal DOT and NASA noise abatement activities, the new office also will be responsible for integrating programs with other agencies through an ongoing Interagency Aircraft Noise Abatement Program.

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FOR RELEASE SATURDAY A.M.
October 23, 1971

DOT -- 21171
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today named William C. Steber as Deputy Assistant Secretary for Systems Development and Technology.

"Steber brings to the Department an exceptional background of many years of technical and management experience in large military hardware systems," Secretary Volpe said. He currently is chief engineer of missile systems for the Columbus, Ohio division of North American Rockwell Corporation.

In his new role, Steber will assist Robert H. Cannon, Jr., Assistant Secretary of Transportation for Systems Development and Technology, in providing executive direction for the overall research and development program of the Department.

Steber, 54, is a native of Wheeling, West Virginia. He earned his Bachelor of Science degree in general engineering from the University of West Virginia in 1938 and a B.S. degree in electrical engineering from the Massachusetts Institute of Technology in 1940.

Following graduation from MIT, he began his career as an engineer for Bell Telephone Labs. A year and a half later, he entered the Navy and served for the next 4 1/2 years as a radar and communications officer.

Discharged from the Navy in May 1946 as a Lieutenant Commander, he joined the Radiation Division of Sperry Rand Corporation as a project engineer. During the next 12 years he earned a series of promotions, rising to head of the Engineering Department with responsibility for design and development of radar equipment and control systems for the military services.

In January 1958 he became assistant chief engineer, later advancing to plant manager and finally chief engineer. He was responsible for planning development and design as well as sales of radar, sonar, computers, displays and related systems for all military services.

Steber was named his firm's program manager for the Navy Terricer-Talos Program in July 1962. He was promoted to assistant manager of Sperry's Radiation Division in October 1963 and to division manager in July 1964.

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He left Sperry in September 1965 to become director of engineering and chief engineer of missiles systems in the Columbus division of North American Rockwell.

Steber is a member of the Institute of Electronic and Electrical Engineers, the Association of the U.S. Army, the American Society of Naval Engineers and the American Ordnance Association.

He and his wife, Sally, are the parents of three sons and a daughter.

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Dave Brown

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WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
October 24, 1971

DOT -- 21471
Phone: (202) 426-4321

Advanced or daylight saving time ends for most Americans at 2 a.m. on Sunday, October 31, when clocks should be turned back one hour.

The annual ritual of turning back the clock will be ignored in Arizona, Hawaii, Michigan and Indiana -- those states that have exercised the option to exempt themselves from the use of advanced time.

Except in those states exercising the exemption, under the Uniform Time Act of 1966 the nation observes alternate six-month periods of regular and advanced times.

Standard time is advanced one hour at 2 a.m. on the last Sunday in April and remains advanced until 2 a.m. of the last Sunday in October.

The law creating the Department of Transportation and the Uniform Time Act of 1966 became effective on the same date -- April 1, 1967. At that time all functions, powers, and duties of the Interstate Commerce Commission arising under both the 1918 Standard Time Act and the Uniform Time Act of 1966 were "transferred to and vested in the Secretary of Transportation."

Incidentally, the Uniform Time Act of 1966 makes no reference to "daylight saving."

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WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
October 26, 1971

DOT -- 21571
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today called on the governors of all 50 States to join the Federal Government and the transportation industry in a coordinated "get tough" program to combat the alarming rise in cargo theft and pilferage.

Noting that the loss resulting from such thefts amounted to an estimated \$1.5 billion in 1970, Secretary Volpe declared that "the general public suffers because such losses are passed directly on to the public through increased prices."

In a personal letter to all the governors, the Secretary asked them for their "support and personal involvement as a team member." He pointed out that a 12-point Cargo Security Program already has been developed, approved and coordinated by the Federal Government, the transportation industry and labor organizations but lacks State and local participation.

As a means of implementing the Cargo Security Program, Secretary Volpe urged the governors earmark for this purpose a proportionate share of Federal grant funds made available to the States by the Law Enforcement Assistance Administration (LEAA). LEAA, an agency of the Department of Justice, has some \$600 million it can grant in Fiscal Year 1972 to strengthen State and local law enforcement systems.

Enclosed with the letter is a report of the proceedings of the Joint Conference on Cargo Security which convened in Washington, D.C., last summer. This report (*), "Impact of Crime on Small Business -- 1970-71," is a compilation of the best ideas and recommendations of top officials of Government, Congress, industry and labor on the cargo theft problem.

Secretary Volpe urged the governors to appoint a senior official for continuous liaison with the Department's new Office of Transportation

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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Security, which reports directly to Benjamin O. Davis, Jr., Assistant Secretary of Transportation for Safety and Consumer Affairs. This contact, the Secretary pointed out, is essential as the program moves from Washington, D.C., out to the States, cities and communities.

The governors were told that new cargo security measures and activities will appear soon throughout the country. He noted that the four major operating agencies in the Department of Transportation -- Aviation, Highway and Railroad Administrations as well as the Coast Guard -- will be incorporating cargo security with their established safety inspection responsibilities. He added that the Treasury Department's Bureau of Customs already has tightened its procedures to provide increased protection for international cargoes and now is expanding this program to the limits of its resources and authority.

"This is the start toward the objective to build an effective theft deterrent program throughout the nation's transportation system," Secretary Volpe declared in his letter. "New regulations and laws will be considered only where voluntary efforts fail to protect the public from the increasing diversion of private and national resources to thieves and organized crime."

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*Available for \$1.25 a copy from Government Printing Office, Superintendent of Documents, Stock No. 5270-1217, Washington, D.C., 20402.

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FOR RELEASE THURSDAY
October 28, 1971

DOT -- 21671
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the Department will develop standards needed for the automation of freight movement data.

"We have assumed the lead agency role in this effort at the request of the Office of Management and Budget," Secretary Volpe said. "It is our responsibility to determine, develop and implement the freight data coding standards needed by the Federal Government in its activities of promoting, regulating and using freight transportation."

"In carrying out this responsibility, we shall work closely with all affected Federal agencies and industry organizations to obtain maximum benefit for all concerned," the Secretary said.

The Department's new assignment is closely related to ongoing work of its Office of Facilitation.

Secretary Volpe in June 1971 announced the award of a contract to the Transportation Data Coordinating Committee to jointly develop with the Office of Facilitation a uniform intermodal commodity description and code system for use in domestic and international commerce.

The Transportation Data Coordinating Committee is a non-profit organization formed by U. S. industry to develop standard automation techniques for transportation.



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In the absence of a uniform commodity description and code system a single cargo shipment may be redescribed as many as 17 times in order to satisfy industry and government requirements imposed on transportation from point of origin to point of exportation.

The Office of Facilitation estimates a potential saving to shippers and carriers of \$1.2 billion annually by the use of a uniform intermodal commodity and code system and the resulting elimination of wasteful and duplicative effort.

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FOR IMMEDIATE RELEASE
October 28, 1971

DOT -- 21771
Phone: (202) 462-8955

Secretary of Transportation John A. Volpe today announced the award of a \$388,600 contract to the Regal Construction Co., Upper Marlboro, Md., for soil stabilization for the U. S. International Transportation Exposition - TRANSP0 72.

"The work to be done under this contract puts TRANSP0 72 on a firm footing, and I mean this very literally - Regal will treat 400,000 square yards of the Exposition area to give us a solid, weather-proof surface for TRANSP0," Secretary Volpe said.

The treatment is necessary because of the deep clay characteristic of the Dulles region.

The soil stabilization technique uses a machine which churns up the soil and mixes it with cement and water. It is then compacted, rolled, and sealed with a waterproofing compound. The result is a surface firm enough within seven days to accommodate loads up to 300 pounds per square inch. The strength of the covered areas increases with age as the mixture dries out.

The area to be stabilized includes the indoor as well as the outdoor exhibit areas, and comprises the subfloor in the four main exhibit halls, which will then be surfaced with asphalt.

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