



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 2, 1972

DOT 50-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the release of a report, A Study of the Effects of Inland Freight Rates and Services on the St. Lawrence Seaway.

The objective of the study was to determine whether the railroad freight-rate structure was "unreasonable or unduly prejudicial" to ports located on the Great Lakes and to the entire St. Lawrence Seaway system.

Although the overall rate levels standing alone do not present evidence sufficient to find the existing rate structure in violation of Section 1(5) and 3(1) of the Interstate Commerce Act, the study concluded these rate levels when combined with other tariff provisions do establish a general rate prejudice toward Seaway ports.

Additional factors prejudicing the Seaway, according to the report, are (1) The absence of multiple carload rates to Lake ports while such rates exist for Atlantic Coast ports, and (2) the absence for Lake traffic of export/import rates with their more generous car demurrage provisions--again a condition existing at Atlantic Coast ports.

Correction of the pervasive disadvantage facing Seaway traffic due to the rate structure the study concluded can best be remedied through the use of the general investigative power of the Interstate Commerce Commission, rather than through complaints and actions alleging undue preference and prejudice. The study recommends a general investigation by the Commission on its own motion. Any interested party could petition the Commission to institute such a proceeding. The principal reasons for preferring the use of the general investigatory powers are the broader range of statutory provisions and issues that might be considered, the nature of the evidence and the absence of a burden of proof requirement.

-MORE-

The conclusions of the study are based on an analysis of comparative freight rates and costs for ten commodity groupings shipped between specifically-identified points. They are soybean meal, corn, fabricated iron and steel articles, TOFC Plan II 1/2 freight all kinds, household appliances, grading and road-making implements, agricultural implements and parts, automobile parts, fibre, and brass and bronze bars.

A comparative cost analysis of the individual movements studied was made to determine whether any discovered differences between freight rates to Seaway destinations versus East and Gulf Coast points could be justified by the cost of the respective services.

Subsequent to the rate and cost analysis, the study evaluated the lawfulness of the freight rates against two sections of the Interstate Commerce Act and reviewed a number of cases where the Commission interpreted the key wording of those sections.

The study was conducted by Snavelly, King and Tucker, Inc., a Washington, D. C. based economic consulting firm.

The study will be made available through National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22151

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 2, 1972

DOT-R-31
Phone: (202) 426-4321

The needs of the transportation dependent will be the subject of a three-day conference to be held June 19-21, 1972, on the campus of the American University, Washington, D.C., Secretary of Transportation John A. Volpe announced today.

The Department of Transportation approved a grant of \$57,132 to American University. The funds, made available through the Department's Urban Mass Transportation Administration (UMTA), will enable the University to conduct the three day conference.

Federal, State and local government officials will join transit industry officials, academic representatives and members of transit-dependent groups for the three day sessions.

Secretary Volpe said: "More than 50 million Americans are dependent upon public transportation. These are the elderly, the handicapped, the poor, and the very young. This conference will focus on their needs."

The grant is part of the service development program of UMTA. "President Nixon has called upon all Federal agencies to do all they can to enable the aging and the handicapped citizen to participate in the mainstream of American life," UMTA Administrator Carlos C. Villarreal said, "and Secretary Volpe has called upon UMTA to make this one of our highest priorities."

During the conference, participants will explore and analyze methods that are, or could be, employed by public transit bodies to meet the special needs of those persons who lack regular access to an automobile.

Administrator Villarreal said: "The conference is expected to result in new information regarding the problems and solutions connected with the special needs of transit dependent groups." It should produce an increased awareness among the public of DOT-sponsored programs relating to the needs of these groups." Recommendations produced by the conference will be carefully considered by Federal, state, local, university and industry groups, the Administrator added.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

June 2, 1972

DOT 51-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today two developments in connection with a proposal to establish a new major airport to serve the Greater St. Louis Area.

Secretary Volpe reported that the Federal Aviation Administration will conduct public hearing on a request for Federal aid to construct in Illinois an airport which would serve the Greater St. Louis Area.

The FAA was petitioned to hold the hearing by the State of Missouri, the Missouri-St. Louis Metropolitan Airport Authority and the St. Louis County, Missouri.

Simultaneously, the Secretary revealed the contents of a report submitted to him by Admiral Russell R. Waesche, the Department of Transportation Secretarial Representative in Region VII.

On March 27, 1972, Secretary Volpe asked the admiral to confer with the authorities of Missouri and Illinois, who sharply disagreed over the airport's location, and determine whether a basis for agreement on a site could be found.

Admiral Waesche reported back to the Secretary that "there is no basis upon which all interested jurisdictions might agree on the site proposed in the St. Louis Metropolitan Area Airport Authority's application, nor do I believe it reasonable to expect that agreement is possible on an alternative site now or in the near future."

The application for an airport to be located in Illinois was submitted to FAA on January 14, 1972 by the St. Louis Metropolitan Area Airport Authority.

That authority held a series of public hearings in Illinois and Missouri on the proposed project as required by the Airport and Airway Development Act of 1970.

The hearings brought into the public's view the sharp disagreement between the governmental officials of the two states.

In spite of the previous hearings held by the Illinois site sponsor and the consultations conducted by the Secretarial Representative, the Administrator determined that, in view of the unique situation which exists with respect to the proposed airport project, an additional public hearing under the auspices of the Federal Aviation Administration was appropriate to make the record as complete as possible, and to assure that all viewpoints and all relevant information could be fully presented.

The hearing will be conducted in St. Louis by the Regional Director of the Central Region of FAA.

The time, place, and details of the hearing will be announced by the FAA's Regional Director.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 5, 1972

DOT 52-72
Phone: (202) 426-4321

A research firm proposed today that the Department of Transportation sponsor a program for developing a feeder service operating within the Great Lakes/St. Lawrence Seaway System as a means of increasing utilization and revenue.

The feasibility study by Manalytics, Inc., of San Francisco, California, was jointly sponsored by the Department of Transportation's Office for Policy and International Affairs and the St. Lawrence Seaway Development Corporation.

DOT Assistant Secretary for Policy and International Affairs John L. Hazard stated, "This study has given potential operators of a feeder system much valuable information to assist them in their analysis of potential system applications. We will continue to explore alternatives for increasing transport and trade route efficiency and service in the interest of regional and national transportation development."

The research firm looked into the technical and economic feasibility of establishing a containerized cargo feeder system that would collect general cargo and transport it to an ocean port for consolidation into a larger carrier. Some of our modern ocean vessels are too large to enter the Seaway and much cargo has been moving to ocean ports by land.

Different types of feeder vessels were studied as well as the number and location of ports to operate within the Great Lakes system. The optimum feeder vessel design was recommended to be a tug/barge that would carry 840 containers at 14 knots.

The study indicates that a feeder system is feasible. There are, however, a number of critical variables to the development of such a system including the need for investment capital, the support of the shipping community, the availability of port facilities, the problem of inland access, and ship construction support. The study recommends that DOT and SLSDC encourage terminal operators, port authorities, user groups and other organizations to work with government to develop an improved container movement system.

SLSDC Administrator D. W. Oberlin said, "This study continues our efforts for full utilization of the Great Lakes/St. Lawrence Seaway System with its contribution to the economy of the mid-Western region it serves."

The study dated March 1972 is available from the National Information Service, 5285 Port Royal Road, Springfield, Virginia, 22151.

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FOR RELEASE WEDNESDAY
June 14, 1972

DOT 54-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of a \$118,820 two-year research grant to the Center for Acoustical Studies at North Carolina State University at Raleigh to discover how noise is generated by pneumatic truck tires.

"High on President Nixon's domestic agenda is the problem of noise pollution. In his desire to enhance the environment of this nation, the President has launched a program for noise abatement," Secretary Volpe said.

"Truck tire noise is one of the most disturbing highway problems we face today," Secretary Volpe pointed out. "With some 18 million trucks in operation, truck tire noise becomes a major environmental problem."

Specifically, the project is aimed at what causes truck tires to become noisy at high speeds. Radio telemetry techniques will be used to obtain actual truck tire vibration data, which in turn may lead to the design of quieter tires in the future.

For two years, the Department of Transportation has held extensive field measurements of truck tire noise variables through an interagency agreement with the National Bureau of Standards. The North Carolina State research results will complement and add to these field measurements, according to Secretary Volpe.

The truck tire noise program is being managed by the Assistant Secretary of Transportation for Systems Development and Technology through the Office of Noise Abatement.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE
June 15, 1972

WASHINGTON, D.C. 20590

DOT 55-72
Phone: (202) 426-4321

Theft and pilferage of cargo in the United States cost the transportation industry, and the public, more than \$1 billion a year, according to a Department of Transportation report announced today by Secretary John A. Volpe.

In a report prepared for the Department by the firm of Braddock, Dunn and McDonald, Inc., the total cost of theft related losses in the trucking industry was estimated at \$850.5 million; maritime, \$85.5 million; rail, \$54.5 million; and air cargo, \$15.4 million.

Further analysis by the Department's Office of Transportation Security, working with the cargo industry, indicates that for all modes of transport except rail, 85 percent of the theft-related losses are internal in origin.

The study of cargo theft patterns and practices suggests that four-fifths of the merchandise stolen or pilfered during the transportation process goes "out the front door" in caseload or less than caseload quantities.

The report on the extent of cargo crime was commissioned by the Department following the first National Cargo Security Conference held in June 1971. In calling that Conference, Secretary Volpe said that "whoever steals from transportation steals from a major segment of the U.S. economy, and - ultimately - from the consumer. Cargo crime is a crime against commerce -- a furtive hand picking the pocket of every purchaser. It must be stopped."

Noting the "very real lack of hard data on transportation crime," Secretary Volpe authorized a study to measure the magnitude and illuminate the problem of cargo theft. A wholesale reduction in cargo theft and pilferage is one of the objectives of President Nixon's program to improve the means of mobility and make transportation "a better servant of the people."

The report resulting from that study puts the 1970 annual cost of cargo theft at \$1,005,900,000 -- an estimate that analysts describe as "conservative".

Benjamin O. Davis, Assistant Secretary for Safety and Consumer Affairs, explains that the research contractor was instructed to include only "provable" data in the report.

"Braddock, Dunn and McDonald explored all the modes and examined all the available records," General Davis said. "By taking known losses (direct and indirect) as a base and applying the lowest conceivable confidence factor, they arrived at the \$1 billion-plus figure -- a total we believe is probably low because it is based only on losses that can be authenticated as 'theft-related.' We know, for example, that many 'unaccountable losses' undoubtedly include some goods lost to thievery or pilferage, but can't be proven."

As a further result of studying the cargo theft problem, the Department and the transportation industry have concluded that 13 categories of commodities account for nearly 90 percent of all thefts from the transportation "pipeline."

The commodities preferred by cargo thieves are the ones most easily sold on the "no questions asked" market, and include clothing, electric appliances, auto parts and accessories, hardware, alcoholic beverages, tobacco and food products.

In addition to validating the extent of the cargo theft problem, by collecting, analyzing and documenting loss data, the cargo theft report provides a benchmark against which progress in cargo security can be measured. A follow-on phase of the contract will identify data collection and dissemination requirements for a continuing cargo loss information management system.

An economic model has been developed to provide a systematic means of estimating the national cost of cargo losses. The model is being refined by the Department for use by individual transportation companies in evaluating their cargo security programs.

In addition to the cargo theft report, Federal regulatory agencies have initiated a system of quarterly loss and damage reports to assure receipt of accurate and uniform loss data on a regular basis.

The full achievements of the Government's Interagency Committee on Transportation Security and the industry's Transportation Cargo Security Council will be outlined by Secretary Volpe at the second annual Cargo Security Conference to be held in Washington June 20 and 21, 1972.

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DEPARTMENT OF TRANSPORTATION

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FOR IMMEDIATE RELEASE
June 15, 1972

DOT 56-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe will deliver the opening address at the Second Annual Cargo Security Conference to be held on June 20 and 21 at the Statler Hilton Hotel, Washington, D. C.

The Conference, entitled "Cargo Security - A Progress Report," is jointly sponsored by the Department of Transportation and the Transportation Association of America.

Conference co-chairmen are Harold F. Hammond, President of the Transportation Association of America and Chairman of the Transportation Security Council, and Assistant Secretary for Transportation for Safety and Consumer Affairs Benjamin O. Davis who is also the Chairman of the Interagency Committee on Transportation Security.

A report recently released by the Department of Transportation stated theft and pilferage of cargo in the United States cost the transportation industry and the public more than \$1 billion a year. The Conferees will review these findings and outline their plans for countering the serious problems of cargo theft.

Joining Secretary Volpe will be Congressman Harley O. Staggers (Dem., W. Va.), who will also deliver an opening address.

"I am delighted that Congressman Staggers accepted my invitation to share with me the opening of the Conference," Secretary Volpe said. "Speaking from experience as chairman of the House Committee on Interstate and Foreign Commerce, he can offer a sound basis for discussion during the Conference."

Others expected to participate in the Conference are:

- Henry E. Peterson, Assistant Attorney General of the United States.
- Milford Barron, Executive in Charge of Production Control-Procurement - Logistics, General Motors Corporation.

- more -

- Eugene T. Rossides, Assistant Secretary of the Treasury for Enforcement, Tariff and Trade Affairs and Operations.
- Richard F. Lally, Director of Transportation Security, Department of Transportation.
- R. R. Manion, Vice President of Operations and Maintenance, Association of American Railroads.
- James P. Fernan, Director, Trucking Industry Committee on Theft and Hijacking, American Trucking Association, Inc.
- Stuart G. Tipton, President, Air Transport Association of America.
- Captain Robert E. Herzog, Massachusetts State Police, Massachusetts Port Authority.
- John B. Ricker, Jr., President, American Institute of Marine Underwriters.
- William K. McCardell, Chairman of the Executive Committee, Inland Marine Underwriters Association.
- Chester H. Smith, Staff Director and Chief Counsel, Senate Select Committee on Small Business.
- H. Michael Dye, Special Assistant for Transportation and Technology, Council of State Governments.
- Dan Curlee, Legislative Counsel, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers Union of America.
- Vincent F. DeCain, Deputy Assistant Secretary for Safety and Consumer Affairs, Department of Transportation.

Reservations for attending the 1972 National Cargo Security Conference may be made by contacting Edward Sanborn at the Transportation Association of America, 1101 17th Street, N. W., Washington, D. C. 20036; telephone (202) 296-2470.

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NOTE TO EDITORS: Media representatives wishing to attend the Conference should contact William W. Bishop, Office of Public Affairs, Department of Transportation, Washington, D. C. 20590; telephone (202) 426-4321, no later than June 19.

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TAD - 493



DEPARTMENT OF TRANSPORTATION

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FOR IMMEDIATE RELEASE

DOT-R-34-72
Phone: (202) 426-4321

Miss Geri G. Gonzales, of Las Vegas, Nevada, was sworn in this week as a member of a youth advisory committee on highway safety by Secretary of Transportation John A. Volpe.

The Committee, known as YOUTHS, an acronym for Youth Order United Toward Highway Safety, was formed in November 1970 to advise the Department's National Highway Traffic Administration (NHTSA) on ways to generate support from young people in the battle against highway deaths and injuries.

Last October, YOUTHS sponsored and conducted a national conference -- "Survival '71" -- involving a cross section of young delegates between the ages of 15 and 24 from all 50 States. The delegates who attended that conference are now members of the YOUTHS Order, a confederation of youth groups and concerned young people with a strong interest in highway safety. The Order is represented at the national level by the 15-member YOUTHS Highway Safety Advisory Committee.

"These young people," Secretary Volpe said, "are bringing us new ideas and represent an effective and creative force in combating the slaughter on our highways. With their help, we hope to meet President Nixon's commitment for improved highway safety programs."

In addition to meeting with Secretary Volpe, the new members of YOUTHS will discuss safety issues and problems with officials of the Department of Transportation and the Traffic Safety Administration.

Miss Gonzales is 17 years old and will attend the University of Nevada in Reno as a **freshman** this **fall**. She was a member of the Governor's Traffic Safety Association and Chairman of the Nevada Safety Council. She received the American Legion Outstanding Student Award in 1969 and the Elks' Most Valuable Student Award in 1972.

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FOR IMMEDIATE RELEASE

DOT-R-35-72

Phone: (202) 426-4321

Steven F. Wakefield, of Harvey, Illinois, was sworn in this week as a member of a youth advisory committee on highway safety by Secretary of Transportation John A. Volpe.

The committee, known as YOUTHS, an acronym for Youth Order United Toward Highway Safety, was formed in November 1970 to advise the Department's National Highway Traffic Safety Administration (NHTSA) on ways to generate support from young people in the battle against highway deaths and injuries.

Last October, YOUTHS sponsored and conducted a national conference -- "Survival '71" -- involving a cross-section of young delegates between the ages of 15 and 24 from all 50 States. The delegates who attended that conference are now members of the YOUTHS Order, a confederation of youth groups and concerned young people with a strong interest in highway safety. The Order is represented at the national level by the 15-member YOUTHS Highway Safety Advisory Committee.

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In addition to meeting with Secretary Volpe, the new members of YOUTHS will discuss safety issues and problems with officials of the Department of Transportation and the Traffic Safety Administration.

Mr. Wakefield is a Junior at the University of Illinois in Urbana where he is an education major in Speech and Psychology. He has been active as a Headstart Volunteer, a coach for the Little League and a member of the Black Student Association Tutorial and Remedial Reading Program. Mr. Wakefield is the recipient of several scholarships and is a Dean's List student.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
June 21, 1972

DOT-R-36
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today accepted on behalf of President Nixon two volumes of the writings of Simon Bolivar, considered Latin America's greatest patriot and liberator.

The presentation of the two bound volumes was made at the White House to Secretary Volpe by Mrs. Mercedes Meyer, a direct maternal descendant of Bolivar.

"We hope this will renew lines of communication between the United States and Latin America," Mrs. Meyer said. She made the presentation on behalf of the Sociedad Bolivariana de Venezuela, an exclusive intellectual society dedicated to perpetuating the memory of Venezuelan-born Bolivar (1783-1830).

Secretary Volpe noted the appropriateness of the occasion by saying: "Simon Bolivar was the George Washington of Latin America, and a country was named in his honor. Here we are in the Capital of the United States named for our great patriot and liberator, George Washington."

This is not the first time Secretary Volpe and Mrs. Meyer have met in an official ceremony. In 1967, when Volpe was still Governor of Massachusetts, Mrs. Meyer presented him with a replica of the coat of arms of Caracas in honor of the Venezuela Capital's 100th birthday. In return, Volpe gave her a bracelet charm depicting the seal of Massachusetts.

Ceremonial guests included Venezuelan Ambassador Andres Aguilar, Charles A. Meyer, Assistant Secretary of State for Inter-American Affairs, and Pedro Rincones, president of the Sociedad.

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DEPARTMENT OF TRANSPORTATION

TAD-493
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FOR IMMEDIATE RELEASE

DOT-R-37
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe joined in a twin tribute to the memories of J. Edgar Hoover, late Director of the Federal Bureau of Investigation, and to Charles J. Bonaparte, the Bureau's founder. The commemorative program was sponsored by the Italian Historical Society of America on the occasion of the 102nd anniversary of the establishment of the Department of Justice.

Secretary Volpe serves as Honorary Chairman of the Italian Historical Society Committee. In his remarks prepared for the luncheon, held June 21 in the Great Hall of the Justice Department, Secretary Volpe said:

"It is my privilege to serve on the National committee of the Italian Historical Society of America, and to add my signature to the sentiments being expressed here today.

"The FBI bears the imprint of two great men: Charles J. Bonaparte, who had the wisdom and the foresight to create a permanent agency for the protection of America's rights and liberties; and J. Edgar Hoover, who -- in President Nixon's words -- 'kept steel in America's backbone and the flame of freedom in America's soul.'"

Principal speakers at the luncheon were Attorney General Richard G. Kleindienst, and Acting FBI Director L. Patrick Gray III. A commemorative wreath was presented by John N. La Corte, Director of the Italian Historical Society of America.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
June 23, 1972

DOT 57-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today sent to Congress proposed legislation to reduce ocean oil pollution.

The proposed bill would amend the Oil Pollution Act of 1961 by incorporating into the domestic law the 1969 and 1971 amendments to the International Convention for the Prevention of Pollution of the Sea by Oil.

"The legislation today sent to Congress reflects President Nixon's determination to bring about environmental improvement wherever possible," Secretary Volpe said.

"The imposition of more stringent constraints on oil and oily mixture discharges is another advancing step toward the remedy of ocean oil pollution -- a major international as well as national environmental problem," the Secretary said.

The ratification of the 1969 amendments to the Convention has been consented to by Congress. The 1971 amendments have been sent to the Senate.

The 1969 amendments to the Convention abandon the prohibited zone concept which prohibited discharges within the zones (generally within 50 miles of land) and which discouraged but did not prohibit indiscriminate discharges in the open sea beyond the zones.

Under the 1969 amendments and the proposed legislation, discharges will be prohibited anywhere unless certain conditions are met. The conditions relate to discharge rate, oily mixture dilution, total quantity of oil discharged and distance from land. For example, a tanker will be prohibited from any discharge within 50 miles of land. Beyond that distance it may only discharge while proceeding enroute and so long as a discharge of oil content does not exceed 60 liters per mile and provided that the total quantity of oil discharged on a ballast voyage does not exceed 1/15,000 of the total cargo-carrying capacity of the vessel.

-MORE-

The 1971 Convention amendments and the proposed legislation deal with tank arrangements and tank size for new tank vessels in the effort to limit the quantity of oil which can escape into the sea as the result of collision or other vessel casualty.

Also, the 1971 amendments apply the distance from land criterion for discharges of oil and oily mixtures to the area of Australia's Great Barrier Reef as if it were land.

The proposed legislation would provide civil penalties for more flexible and effective enforcement of the Oil Pollution Act, in addition to the criminal penalties now provided.

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SPOTMASTER

BROADCAST: Tuesday, June 27, 1972

This is a public service presentation of the U.S. Department of Transportation for Tuesday, June 27, for immediate release.

Transportation Secretary John Volpe has approved the largest Federal grant to date under the Federal Aviation Administration's Planning Grant Program. It provides \$853 thousand for a comparative study of a proposed jetport in Lake Erie near Cleveland and several land sites. Deputy Under Secretary of Transportation John Olsson commented on airport improvements:

"The Federal Aviation Administration's Planning Grant Program will provide for 181 projects during the 1972 fiscal year. But, the major activity is under the Airport Development Aid Program -- where improvements are actually carried out. This amounts to \$280 million during the year. This expenditure of funds follows in President Nixon's desire for an improved airport and aviation network in the United States."

This has been the Transportation News Report for Tuesday, June 27. For further information call (202) 426-0434. This report is changed Monday thru Friday at 12:00 noon. Weekend service is available at 5:30 P.M. Friday. All times Eastern Daylight.

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DEPARTMENT OF TRANSPORTATION

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SPOTMASTER

BROADCAST: Wednesday, June 28, 1972

This is a public service presentation of the U.S. Department of Transportation for Wednesday, June 28, for immediate release. The fiscal year now ending has been a record year for Federal expenditures in the field of public transportation. Urban Mass Transportation Administrator Carlos Villarreal discusses the expenditures:

"During the fiscal year ending the last day of June, we will have obligated \$575 million for our capital grant program and for research and development. And then, on July 1, which begins the new fiscal year of 1973, we plan to obligate \$1 billion.

"This money is going for a variety of purposes. It will fund rapid transit systems, it will go toward rescuing faltering bus systems, it will go toward developing personal rapid transit systems, and to provide transportation services for the aged and the handicapped.

"It's all a question of priorities. We are acting with the emphasis that President Nixon has placed on improving public transit services and getting on with the job of providing good alternatives to the automobile. You're aware that Secretary of Transportation John Volpe has said that solving the public transportation problems in the cities was his number one priority. So that it is this type of priority that has made this program go from \$150 million in 1959 to \$1 billion in fiscal year 1973."

This has been the Transportation news report for Wednesday, June 28. For further information call (202) 426-4043.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

BROADCAST: Thursday, June 29, 1972

This is a public service presentation of the U.S. Department of Transportation for Thursday, June 29, for immediate release. Secretary of Transportation John Volpe signed two contracts today with Vernon Jordan, Executive Director of the National Urban League, totalling nearly a million dollars for a continuing effort to improve job opportunities for minority groups.

(Secretary Volpe)

"I am delighted to award these two contracts to the National Urban League. The first is aimed at increasing the number of minority employees working on our Federal-aid highway construction programs. This contract will get unemployed, underemployed and disadvantaged workers into the on-the-job training programs set up by State contractors under our Federal-aid highway programs. And once in the training programs, this contract will expand opportunities for permanent work. The second contract has a double purpose -- to put more minority individuals in jobs at airports and to increase the number of minority firms doing business at these airports."

(Vernon Jordan)

"First of all I want to express my personal appreciation and the appreciation of the entire Urban League movement to Secretary Volpe for not only his commitment to the cause of the Urban League and the development of, and the conceptualization of these contracts. What this represents is a continuation of a new and, I think, a marvelous creative partnership with the Federal government and the Urban League."

This has been the Transportation News Report for Thursday, June 29. For further information call 426-4321. This report is changed Monday through Friday at 12 noon. Weekend service is available at 5:30 p.m. Friday. All times Eastern Daylight.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

June 29, 1972

DOT-58-72

PHONE: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of two contracts totalling nearly a million dollars to the National Urban League in a continuing effort to improve job opportunities for minority groups.

One contract for \$564,000 awarded by the Federal Highway Administration, is to provide support for trainees enrolled in on-the-job highway construction programs. These trainees are learning construction skills through a program made possible by the 1970 Federal-aid Highway Act.

The second contract for \$435,000 was awarded by the Federal Aviation Administration. It will provide an in-depth study of job skills required at airports in 25 key cities. These will be matched with the available employment skills of local minority groups.

Participating in the contract signing ceremony with Secretary Volpe and Vernon Jordan, newly appointed Executive Director of the National Urban League, were Federal Aviation Administrator John H. Shaffer and Federal Highway Associate Administrator Martin F. Maloney.

"These contracts reinforce President Nixon's aim of fullest possible employment for minorities," Secretary Volpe said. "This will bring to nearly \$1.6 million the amount of contracts awarded to the National Urban League by the Department of Transportation this year."

The FHWA contract will be administered over a 12-month period in California, Indiana, Oregon and Illinois. It will:

Ensure greater participation of unemployed, underemployed and disadvantaged individuals in existing and future on-the-job training programs launched by state contractors under the Federal-aid highway projects.

Provide effective recruiting, screening and counseling for the trainees to ensure a high retention rate once they have been placed in on-the-job training programs.

-more-

Establish a cooperative mechanism for the exchange of information between contractors, unions, state agencies and trainees that should facilitate continuity, completion of training and promote the full utilization of training program graduates in the highway construction industry.

Secretary Volpe noted that this program was established to help fill the need for 50,000 additional skilled workers in the highway construction industry through 1976.

The FAA contract will take nine months to complete. Surveys will be conducted at New York, Chicago, Los Angeles, San Francisco-Oakland, Washington, D.C., Dallas-Fort Worth, Miami, St. Louis, Seattle, Philadelphia, Detroit, Houston, San Diego, Memphis, New Orleans, Boston, Kansas City, Baltimore, Denver, Jacksonville, Cleveland, Pittsburgh, Las Vegas, Milwaukee and Atlanta.

Each report will contain an airport profile, identifying the various job skills required at the local airport (excluding managerial and flight crews), and a metropolitan area study of minority groups together with the job skills they represent. In addition, the survey will include identification of businesses available in the minority community that relate to the airport business potential.

Secretary Volpe said the Department of Transportation has taken a leading role in awarding contracts to minority owned firms. "We awarded a total of \$3.4 million in fiscal 71," he noted, "and this figure will be substantially increased in fiscal 72. These two contract are an example of our efforts to top the '71 total."

"President Nixon has said that we can fulfill the American dream only when each person has a fair chance to fulfill his own dreams in educational opportunity, in equal employment opportunity, in housing and business ventures," Secretary Volpe said. "The President believes America cannot be at its best as it approaches its 200th birthday unless all Americans have the opportunity to be at their best. The Department of Transportation is totally committed to helping fulfill those aspirations."

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DEPARTMENT OF TRANSPORTATION

NEWS

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SPOTMASTER

BROADCAST: Friday, June 30, 1972

This is a public service presentation of the U.S. Department of Transportation for Friday, June 30. The following are two excerpts from an address given today by Assistant Secretary of Transportation for Safety and Consumer Affairs, Benjamin O. Davis, Jr., to the Panel on Transit Priorities for the Consumer, at the Institute for Rapid Transit Annual Conference in San Francisco.

"Our consumer surveys confirm the high values people put on convenience, speed and comfort. Our main concern is to give the traveler better service by affording him some control over the summoning, the dispatch, and the direction of the public transit conveyance. That's why the personal rapid transit concept is so promising. Its central features are 'personal size' cars and an automated system that responds, Genie-style, to the wishes of the passenger.

"An objective, influenced by the consumer preference, is not to pre-empt the automobile but to link it in a useful way to public transit -- to make it a part of the system. Exclusive busways fed from collection points circumscribing a metropolitan area -- a 'beltway' of fringe parking lots and transit stations -- would serve to moderate the necessity for extensive bus routes throughout the suburbs, yet still provide an incentive for travelers to 'take the bus'."

This has been the Transportation news report for Friday, June 30. For further information call: (202) 426-0398. This report is changed Monday thru Friday at 12:00 noon. Weekend service is available at 5:30 P.M. Friday; all times Eastern Daylight.

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