



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY, P.M.
November 1, 1972

DOT 95-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of an \$834,198 contract to TRW, Inc., of McLean, Virginia, as a second phase in the development of concepts for an Advanced Air Traffic Management System (AATMS).

"The purpose of this and related studies is to plan for the 1980's and 1990's when air traffic will be many times greater than it is today, according to our forecasts," Secretary Volpe said. "President Nixon has charged us with the responsibility of being prepared with the technology to smoothly control that increased air traffic and now is not too soon to begin concept studies."

The TRW contract calls for determination of how much and what type of automation will be required under AATMS, plus identifying viable back-up alternatives.

TRW's effort is a follow-on to the two first phase studies done for DOT by the Boeing Commercial Airplane Division of Seattle and the Autonetics Avionics and Sensors Division of North American Rockwell of Anaheim, Calif. Neither first phase study has been selected as the best solution but each has been accepted as that contractor's approach.

Although the Boeing and Autonetics studies took different directions, both firms were instructed not to be constrained by current practices and concepts but to develop innovative approaches for research and development programs. These programs, however, have to be supported by a realistic assessment of post-1985 technology. These concepts, together with others currently being generated, will be evaluated by the Office of Systems Engineering of the Department in conjunction with the FAA and the Transportation

Systems Center in Cambridge, Massachusetts. By mid-1973, a comprehensive research and development plan will be developed recommending concepts to be pursued to meet the air traffic needs of the 1990's.

The two technical reports can be obtained from:

National Technical Information Service
5285 Port Royal Road
Springfield, Virginia 22151

Ask for:

DOT-TSC-306-1 -- "Study and Concept Formulation of a Fourth
Generation Air Traffic Control System"
(Boeing, 5 volumes)

DOT-TSC-304-1 -- "Fourth Generation Air Traffic Control Study"
(Autonetics, 4 volumes)

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FOR IMMEDIATE RELEASE

November 6, 1972

DOT 96-72

Phone: (202) 462-4321

The Department of Transportation has agreed to help fund a study by the National Association of Insurance Commissioners of the cost and price implications of first party, no-fault automobile insurance reform, Secretary of Transportation John A. Volpe announced today.

Under terms of the \$75,000 contract, the NAIC will develop a computer model to help State legislatures "price out" no-fault auto insurance reform alternatives. This will be done after reviewing current cost estimate methods and preparing cost estimates for selected alternative proposals.

"The existing tort liability system poorly serves the accident victim, the insuring public and society at large," Secretary Volpe said. "It is inefficient, overly costly, incomplete and slow. It allocates benefits unevenly, discourages rehabilitation and overburdens the courts and legal system. Both on the record of its performance and the logic of its operation, it does little if anything to minimize crash losses.

"President Nixon, in line with his other transportation initiatives, has long advocated automobile insurance reform, including no-fault as a national objective to be achieved by the States' own action. I join with him in believing that 'no-fault insurance is an idea whose time has come.'"

The NAIC is to complete its work by March 1, 1973, so that the results can be used by reform-minded State legislators.

Secretary Volpe noted that 49 State legislatures are to meet in 1973 and that most will consider automobile insurance reform. Thus far, seven states -- Massachusetts, Illinois, Delaware, Florida, New Jersey, Connecticut, and Michigan -- have enacted forms of no-fault auto insurance. Several other States have enacted reform not wholly embracing the no-fault concept.

Massachusetts, the first State to adopt no-fault insurance, claims its auto accident court cases have been cut about 50 percent at the district court level since the reform was adopted. Massachusetts Governor Frank Sargent also said that Massachusetts motorists received a total of \$59 million in reduced premiums and rebates on their 1971 auto insurance rates.

"I continue to believe that adoption by the states of a form of no-fault auto insurance is the correct manner to proceed," Secretary Volpe said.

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FOR RELEASE FRIDAY
November 10, 1972

DOT-97-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe will give the closing address at the International Conference on Infrastructure Relating to Transportation in Developing Countries which will convene in Merida, Yucatan, Mexico, on November 13.

Following the Conference the Secretary will pay official visits to Venezuela and Brazil where he will convey greetings from President Nixon to the leaders of those countries.

In addressing the Conference, Secretary Volpe will join with Mexico's Secretary of Public Works, Luis Bracamontes, in signing a Memorandum of Understanding concerning Mexican-U.S. research cooperation in the fields of highway planning, design, construction and maintenance.

The Secretary will be accompanied by Ralph R. Bartlesmeyer, Acting Federal Highway Administrator; Irwin P. Halpern, Deputy Assistant Secretary for Policy and International Affairs; Albert J. Gravellese, Deputy Assistant Secretary for Environment and Urban Systems and Ed Forman, Secretarial Representative for the Southwest Region.

Representatives of two Secretarial offices and three members of the Federal Highway Administration will present technical papers at the Conference. They are:

William Goodman, Director of the Office of Urban Transportation Systems and Robert E. Burns, Senior Economist in the Office of Policy and Plans Development.



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FOR RELEASE SATURDAY A.M.
November 11, 1972

DOT 98-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the first National Transportation Safety Education and Manpower Training Workshop, to be held November 13-17 at Florida Technological University in Orlando.

"This workshop will bring together some 60 multi-modal transportation managers, operators, government decision makers and educators with the main purpose of mounting a broad attack on safety problems through education," Secretary Volpe said. "This is the first time that such a group has been assembled with this objective in mind. It will give them the opportunity to discuss the training and education necessary to produce the proper mix of trained people to improve transportation safety, a high-priority challenge which President Nixon has given us."

The workshop is co-sponsored by the U.S. and Florida Departments of Transportation and Florida Technical University. Additional support is coming from the Departments of Health, Education and Welfare as well as Labor.

Main objective of the conference is to develop requirements for education and training plus providing broad guidelines to develop transportation safety programs at each educational level.

The guidelines will be observed for:

- * Educational institutions providing instruction in transportation related fields.
- * State agencies involved in developing manpower training plans.
- * Federal agencies developing detailed curriculum guidelines for occupations involved in specific transportation modes.

* Transportation associations involved in setting standards, establishing requirements or engaged in training.

* Transportation industries.

"If on the one hand we can develop a transportation safety education and awareness program in the schools, and on the other develop skillful transportation safety workers, then we cannot help but achieve a reduction in transportation accidents," Secretary Volpe pointed out.

"But we will not stop with this one workshop. This is just the beginning. We are going to place heavy emphasis on follow-on efforts and continuing review."

The workshop is being directed for the U.S. Department of Transportation by the Office of the Assistant Secretary for Safety and Consumer Affairs. Keynote speaker at the workshop will be Vincent F. DeCain, Deputy Assistant Secretary of Transportation for Safety and Consumer Affairs.

There will be five workshops in the Conference:

- * Parameters of Transportation Safety
- * Skills and Disciplines Required for the Safety Program
- * Organizational Considerations for the Safety Program
- * Education and Training Requirements for Transportation Safety Occupations
- * Education and Training Requirements for Safety Awareness, Career Education, and Professional Education

Each workshop will conclude with a report for the entire conference. The entire final report will be published early in 1973.

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FOR RELEASE WEDNESDAY A.M.
November 15, 1972

DOT 99-72
Phone: (202) 426-4321

A recently completed study indicates that approximately half of the \$33 million in loss claims payments reported to the Interstate Commerce Commission (ICC) of 1972 Class I general freight motor carriers were crime-related.

"The cost of these losses almost certainly is passed on to the consumer in the form of higher prices," Secretary of Transportation John A. Volpe said. "The collection, analysis and evaluation of meaningful cargo loss statistics such as these is a necessary and vital step in the development and implementation of effective cargo security programs, which is one of President Nixon's priorities."

This estimate of cargo loss, based on the regularly scheduled Quarterly Reports of Freight Loss and Damage Claims, applies only to motor common carriers of general freight having average annual operating revenues of \$1 million or more that are regulated by the ICC. These carriers account for approximately 12 percent of nationwide operating revenues earned for movement of truck freight.

An analysis of the \$33 million in loss claim payments shows:

- . 42% from undetected shortages;
- . 6% from reported theft;
- . 2% from hijacking;
- . 50% from cargo claims for concealed or visible damage, wreck or catastrophe and some damage due to delay, heat, cold, water or other causes.

Five commodity groups accounted for about half the theft-related losses; 25 percent of that one-half was clothing, shoes and textiles; 11 percent was electrical appliances (household items, radio/tv, etc and supplies; 6 percent was automotive parts and accessories; 5 percent was metal hardware and fabrication; and 3 percent was sporting goods and toys.

In dollar value, claims paid for reported theft-related losses were highest in the mid-Atlantic Region (Delaware, New Jersey, New York, Pennsylvania, Maryland and West Virginia), Central Region (Illinois, Indiana, Michigan, and Ohio) and the Southern Region (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Virginia). Theft-related losses in these regions, respectively, amounted to 12.6 percent, 11.5 percent and 7.4 percent of claims paid nationwide by Class I truck operators for all causes of loss for the reporting period. It is noted that untraceable or intangible losses in terms of lost sales and profits, claims processing expenses, increased insurance premiums, loss of customer goodwill and, ultimately, loss of jobs are not included in the above claims figures.

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FOR RELEASE TUESDAY A.M.
November 21, 1972

DOT 100-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today the first successful experimental demonstration in the United States of a system for suspending a test vehicle above a guideway with power supplied by supercooled magnets.

The experiment was conducted by Stanford Research Institute of Menlo Park, California, under contract to the Transportation Department's Federal Railroad Administration. It was designed to gain research data on a new magnetic levitation system which has the potential to permit trains to travel at speeds up to 300 miles per hour without physical contact with rails or guideway.

In the Menlo Park experiment a test vehicle weighing 600 pounds traveled for a distance of 250 feet above a 500-foot test track without touching it. It was held in suspension by a magnetic levitation system, known as MAGLEV, which uses chilled magnets as the source of power for the levitation.

Secretary Volpe described the successful test as a significant achievement in the Transportation Department's program for developing new transportation systems. "This concept," he said, "is an important step in development of still another system for permitting trains to travel at high speeds, free of such limiting conditions as the imperfections which exist in present-day railroad tracks. It moves a step beyond other programs such as the Department's development of the tracked air cushion vehicle which already is well advanced."

In the system used by the Stanford Research Institute scientists, magnets and their coils were chilled to a temperature of about -450 degrees Fahrenheit by immersing them in a bath of liquid helium. At this temperature, say the scientists, the coils lose their resistance to electric current and permit a current to build up and remain indefinitely without further power.

The only additional power then needed to keep a vehicle suspended is that required to keep the helium in its supercooled state. Such a power supply is described as negligible compared to that needed to operate electro magnets of the same strength.

In the California experiment the test vehicle was towed along the guideway on its four wheels until it reached a speed sufficient to generate an electric current capable of producing the levitation. Using the magnetic power which causes like poles to repel each other, the vehicle was then held in suspension during the test run.

Through the use of properly positioned magnets the vehicle is both levitated and held in the center of the guideway by the force of magnetic fields. Experimental work to further develop this system is underway both in the United States and Japan. The Stanford scientists report that an experiment similar to that they have just completed was performed successfully five weeks earlier by a Japanese team with a self-propelled three-passenger vehicle.

This new development in magnetic levitation could produce vehicles and trains almost completely pollution-free. Powered by the linear induction motor now under testing and development at the Transportation Department's High Speed Ground Test Center at Pueblo, Colorado, they could move above the surface of the ground with little noise and no polluting emissions.

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FOR WEDNESDAY RELEASE
November 22, 1972

DOT-R-93
Phone: (202) 426-4321

The Department of Transportation's Office of Consumer Affairs will hold public hearings on the problems confronting the transportation consumer in the South Bend, Indiana area on Thursday, November 30, Secretary of Transportation John A. Volpe announced today.

"President Nixon and I believe it is vital that the voice of the individual user of transportation goods and services in this country be heard at the decision making level," Secretary Volpe said. "Therefore, I have asked Miss Ann Uccello, Director of the Department of Transportation's Consumer Affairs Office, to find out what concerns transportation users throughout the nation."

Miss Uccello will conduct two hearings in South Bend. The Center for Continuing Education, on the University of Notre Dame campus, will host both the 2:00 p.m. EST and 7:30 p.m. EST hearings on November 30, 1972.

The Department of Transportation invites comments concerning the following:

- No-fault auto insurance
- Auto repairs, their cost and reliability
- Mass transportation
- Air and noise pollution from cars and planes
- Costs relating to transportation
- Transportation for the handicapped and aged
- Seat belts and other safety features

"I urge all citizens to attend these informal hearings," Miss Uccello said. "We in the Department of Transportation are interested in your thoughts and suggestions about the transportation services available to you. We will provide time for both prepared and spontaneous presentations."

For the convenience of participants, those who wish to speak at definite times during either hearing can be scheduled by calling Dr. John C. Reinbold, Associate Director, Center for Continuing Education, University of Notre Dame at (219) 283-7508.

Indiana is the twelfth state to be visited by the Office of Consumer Affairs. Hearings were held in Texas, Tennessee, Pennsylvania, Louisiana, Ohio, Georgia, New York, North Carolina, Colorado, Oregon and Washington.

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FOR RELEASE TUESDAY A.M.
November 28, 1972

DOT 101-72
Phone: (202) 426-4321

The State of Vermont was notified that 10 percent of its 1974 Federal-aid Highway apportionment will be withheld because of the State's failure in 1972 to comply with the Highway Beautification Act of 1965, Secretary of Transportation John A. Volpe announced today.

In a letter to Governor Deane C. Davis of Vermont, Secretary Volpe gave his final determination explaining that the State has 45 days in which to appeal the order to withhold funds to the U.S. District Court.

"I regret that this action has become necessary," Secretary Volpe said in his letter. "But I believe that it is the only means we have of resolving our continuing dispute regarding the 'just compensation' provision of the Highway Beautification Act."

The State's position is that:

- Vermont law does not require compensation for billboard removal,
- the State can use its police power to remove outdoor advertising, and
- the Federal law does not permit the Secretary to withhold Federal-aid highway funds on the grounds that the State is not paying "just compensation."

It is the Department of Transportation's position that Federal law requires compensation be paid upon the removal of certain signs as a condition for payment to the State of its full apportionment of Federal-aid highway funds. The Act provides funds to reimburse the States for seventy-five percent of removal costs.

The 92nd Congress adjourned before enacting a new Federal-aid Highway Act. Therefore an apportionment of FY1974 funds has not been made. When the money is apportioned, the ten percent penalty will apply.

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