



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 5, 1972

DOT 103-72
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today ordered the expansion and strengthening of security practices to deter hijacking and extortion efforts against U.S. air carriers.

Secretary Volpe's rulings were made at the direction of President Nixon.

"I have instructed the Federal Aviation Administration to issue immediately an emergency order and to amend procedures under existing regulations to carry out the intent to the President's directive," Secretary Volpe said. "The action will have the effect of tightening security at all the Nation's 531 airports which serve scheduled air carriers and at all foreign airports at which passengers board scheduled U.S. carrier flights."

The emergency security procedures will require:

- * Airport operators to station armed local law enforcement officers at passenger check points during periods when passengers are boarding or reboarding.
- * Electronic screening of all passengers by the airlines as a condition to boarding.
- * Inspection by the airlines of all carry-on items accessible to passengers during flight.

"We have determined that the most effective procedures possible must be instituted as a means of preventing acts of piracy, which are showing an increasing disregard for human life," Secretary Volpe said.

-more-

The emergency rule requiring the stationing of armed guards at check points by airport operators will require the operators to submit their plans within 30 days and to provide full implementation within 60 days.

The airlines must fully implement the measures covering the electronic screening of all passengers and the inspection of all carry-on items by January 5.

In the case of flights originating outside the U.S., it is expected that foreign governments will provide law enforcement support similar to support provided foreign carriers operating in the U.S. If the expectation is not met, the burden of arranging for such support will fall upon the individual carrier.

"I want to emphasize," said Secretary Volpe, "that while the responsibility for initiating and managing these security measures will fall on the airlines and the airport operators, it is our position that the costs should be recovered from the traveling public."

Law enforcement support for airline and airport security programs is now provided by Federal officers at 40 of the Nation's larger airports. Additionally, local law enforcement officers perform this role at more than 80 other airports. The new emergency measure requires airport operators to arrange for the presence of local armed law officers at all 531 air carrier airports. The Federal forces will be maintained until local support is in place.

"The Department of Transportation has purchased 1,100 walk-through detectors and 1,185 hand-held units and is prepared to buy enough additional screening devices to equip all airports." Secretary Volpe said.

The Federal Aviation Administration of the Department of Transportation is responsible for assuring compliance of airlines and airport operators with security regulations.

#####

REMARKS BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE,
ANNOUNCING AIR TRANSPORT SECURITY PROGRAM, TUESDAY,
DECEMBER 5, 1972

I have been directed by the President to institute immediately new security procedures at the Nation's airports to further protect American air travelers against threats and acts of violence by air hijackers.

Accordingly I have instructed the Federal Aviation Administrator to issue immediately an emergency order and to amend procedures under existing regulations to carry out the intent of the President's directive. The action will have the effect of tightening security at all the Nation's 531 airports which serve scheduled air carriers. It will also increase the security on all scheduled U.S. carrier flights originating abroad.

Under the emergency order airport operators will be required to station armed local law enforcement officers at passenger checkpoints during periods when passengers are boarding or reboarding. Through amendment of procedures already in force under existing regulations, all passengers must be screened electronically as a condition for boarding or reboarding. These revised procedures also will require that all carry-on luggage and other items accessible to passengers during flight be inspected prior to boarding.

The new security measures regarding the electronic screening of all passengers and the inspection of their luggage require implementation not later than January 5, and the responsibility for carrying them out will be that of the air carriers. The emergency rule requiring the stationing of armed guards at passenger checkpoints by airport operators requires the operators to submit their plans within 30 days and to be in full compliance no later than 60 days.

I want to emphasize that, while the responsibility for initiating and managing these security measures will fall on the airlines and the airport operators, it is our position the costs should be recovered from the traveling public. Those costs are legitimate business expenses and should be borne by the people who benefit from the service.

These actions result from the President's insistence that the most effective procedures possible be instituted as a means of preventing acts of piracy which are showing an increasing disregard for human life. I share that concern.

Through Presidential directives and resulting actions by the Department and the air transport industry, much has been done since the onset of the current wave of air piracy to curb these criminal acts. A cooperative Government-industry program for screening passengers and protecting aircraft from extortionists has been established.

Electronic screening devices of some type are now available at all airports affected by the new orders. The Department of Transportation has purchased 1,100 walk-through metal detectors and 1,185 hand-held units, and is prepared to buy enough additional walk-through screening devices to equip all airports. The program established by the President in September 1970 has provided 1,500 Federal officers to enforce security at 40 of the country's larger airports, and local law officers have provided similar protection at more than 80 other airports.

We don't know just how many hijackings were prevented by this program. We do know that during one three-month period this year more than 1,500 passengers were prevented from boarding flights, more than 500 were arrested and hundreds of weapons ranging from pistols to knives were turned in by passengers before boarding.

But the recent atrocities committed by two groups of criminals show that this program, broad as it has been, is still not enough to deter the type of desperate air pirates with whom we now must deal. That is the reason for the expanded and intensified program we are initiating today. And I should emphasize that the President's directive to me included instructions that the new procedures be enforced with all possible vigor.

When, in September 1970, President Nixon assigned to me primary responsibility for civil aviation security with instructions to coordinate and consult with the various Cabinet officers and agency heads, I sponsored the creation of an interagency committee. General Benjamin O. Davis was named to head that committee and to coordinate and plan our program for combatting air hijacking. General Davis now serves as Assistant Secretary of Transportation for Safety and Consumer Affairs and continues to chair the interagency committee. He has directed, and continues to direct, our air security program. So I now turn this station over to him for further remarks on our expanded program.

####

REMARKS BY GENERAL BENJAMIN O. DAVIS, JR., ASSISTANT SECRETARY
OF TRANSPORTATION FOR SAFETY AND CONSUMER AFFAIRS, AT NEWS
CONFERENCE ON EXPANDED AIR SECURITY PROGRAM, TUESDAY,
DECEMBER 5, 1972

I want to emphasize at the outset that the program which has just been outlined for you by Secretary Volpe is not a new program. It is an expansion of the program we have been working with for more than two years and which has produced a record of increasing success.

In 1969, 83 percent of the hijacking attempts in this country were successful. In 1970, the first year we put our program into operation, that figure dropped to 64 percent. It dropped again in 1971 to 44 percent, and thus far this year, only 32 percent of the attempts have been successful.

So, it is demonstrated that our countermeasures improved as we went along. Unfortunately, we now are encountering a new breed of hijackers. They are people unequalled in their ruthlessness and their wanton disregard for human life. Where a simple screening of passengers might have deterred hijackers in the earlier stages of this period of aerial piracy, we now must be ready to forcefully stop them at the boarding gate. So we are tightening up all our procedures, including the physical searching of carry-on baggage to keep weapons off our passenger planes. And the armed guards at the boarding gates should provide a powerful deterrent to hijackers who might be inclined to forcibly board our aircraft.

We learned early in our experience with these criminals that the best place to prevent a hijacking is on the ground before the plane goes into the air. That is why the force of about 1,500 sky marshals recruited in 1970 to ride the planes now is employed primarily on security functions at our principal airports. Some still are riding our planes on selected flights.

When the Federal force is replaced by a very much larger force of locally recruited law enforcement officers, guarding every gate through which passengers board at every airport in the country, and we have armed guards at the foreign stops of our airliners, we think we will have a system which should frustrate the most desperate hijacker.

I want you to think about this for a moment. With the new procedures in full effect, every passenger will be screened with electronic detectors before being allowed to board. His carry-on items will be inspected at the gate. And throughout this procedure an armed guard with the authority to arrest will be at hand.

This is a very large order. It will require a large force of law enforcement officers and it will require millions of dollars worth of detection equipment. But it is going to be done. And it is going to start at the earliest possible moment. President Nixon has directed this and has instructed all of those with responsibilities in this program that he expects rigid enforcement. I give you assurance now that those instructions will be followed to the letter.

As Secretary Volpe told you, the intensified passenger screening procedures will begin almost immediately. Airlines are now applying the profile to all passengers, and they are required to search all selectees, with a hand held electronic device if it is available or by physical search if it is not available. As of January 5, all airlines will be required to search all carry-on baggage and to search all passengers with a hand held detector at gates where a walk through electronic detector is not available.

The goal is to have the walk through electronic detectors available at all gates. We have earmarked \$2.5 million to purchase as many additional devices as needed and they will be delivered as fast as they can be produced. In the meantime, the airlines will have to do with what they have, making sure that the requirements of the program are met. If physical search is required then physical search it will be.

The scope of the job facing the industry-government team is demonstrated by the fact that there are 531 airports serving scheduled air carriers. And at these 531 airports there are 2,800 boarding gates.

In a further effort to grasp the full dimensions of the job before us, consider a few additional facts. There is a fleet of 2,200 jet transports making daily flights into these 531 airports and using the 2,800 boarding gates. These jets make 15,000 flights every day, carrying 500,000 passengers who have with them more than a million parcels and pieces of luggage, some of which they carry on the plane and are therefore subject to inspection.

All that in just one day of this great, booming air transport industry of ours. Think about the thousands of people who must man the gates, screen the passengers, inspect the luggage and other items that are carried aboard into the passenger compartment. Think about all that and you will begin to get the full impact of the job that has to be done.

Once this new system gets rolling it should cause very little inconvenience to air passengers. A walk-through detector can handle about 15 persons per minute. A hand-held detector is not that efficient, but that type of device will be used only on an interim basis until all the walk-through units have been delivered.

I would like to say something about the responsibilities for carrying out this expanded anti-hijacking program. As I already have told you, Federal funds will be used to acquire the necessary electronic equipment. The rest of the program -- the passenger screening and the placement of armed guards -- will be the responsibility of the air carriers and the airport operators.

The routine screening and the searching of carry-on items must be done entirely by airline personnel, in the presence of armed guards. The placement of the guards is the responsibility of the airport operators. Means may be developed for shifting the cost of these guards to the users of the airlines, but the responsibility for seeing to it that they are there falls on the airport operators.

There is nothing unusual about the placement of this responsibility except that it is new to aviation. The Nation's railroads have been policing their own facilities for years. Banks provide their own guards and facilities for protecting themselves against robberies, and the local communities provide the back-up law enforcement force.

That is all we are asking in this case, and we are insisting in the most emphatic way possible that it be done and be done at the earliest possible moment. I might remind you that the regulations under which these procedures are being established provide for rather substantial fines for violations. When we are instructed by the President to see to it that the terms of the program are rigidly enforced, that means application of penalties for violations.

I am confident, however, that there will be little or no need for such actions. We are putting our trust in the airlines and the airports, and all their thousands of employees, to respond to the needs of the time. This great industry is under assault by a very small criminal element. The President has called for action and we are confident of a positive response.

####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 7, 1972

DOT R-94
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that during the first quarter of Fiscal Year 1973 the Department has awarded a record number of contracts to minority firms.

Forty-one minority contractors shared in contracts totaling \$8,219,451, the Secretary revealed, during the period of July 1 to October 1.

"The Department of Transportation is second only to the Department of the Army among Federal agencies in dollar volume. It is third, behind GSA and the Department of the Air Force, in number of contracts awarded," he said.

"This accomplishment," Secretary Volpe said, "is in line with President Nixon's commitment to accomplish opportunity for minorities by deeds.

"During the past four years, I am proud of many accomplishments, but none has been as rewarding as our social achievements.

"On the job front, in grants to black colleges, our minority contract program, our innovations to the housing relocation program, and our internal civil rights efforts have all been praised. This expression is not based on my personal beliefs but upon the opinions of experts, many of whom are supercritical of Federal social programs," Secretary Volpe said.

#####



**DEPARTMENT OF
TRANSPORTATION**

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

SPOTMASTER 71-131

Broadcast: Tuesday, December 12, 1972

This is the U.S. Department of Transportation Broadcast News Service for Tuesday, December 12. The following are excerpts from a speech by Deputy Under Secretary John Olsson on the change in transportation planning needed in the Northeast Corridor. Mr. Olsson was speaking in New London to the Connecticut section of the American Society of Civil Engineers.

"The growing urbanization in the Northeast Corridor has shifted priorities in transportation planning. The megalopolis, stretching from Boston to Washington, is the most extensively urbanized region in the nation. Clearly, local, State and Federal priorities must develop together with one overall objective - to balance transportation interests and initiatives in all modes. We must think of highways as a connecting link to our urban transportation systems, not necessarily as the means best suited to serve the cities and the suburbs."

This has been the Transportation News Report for Tuesday, December 12.

#####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 13, 1972

DOT 104-72
Phone: (202) 426-4321

The bicycle boom that finds more than 80 million cyclists pedaling about the nation has a tragic side, Secretary of Transportation John A. Volpe pointed out today.

In praising the National Safety Council for its new bicycle safety program, Secretary Volpe noted that last year 550 bicyclists 5 to 14 years of age were killed in traffic mishaps, while thousands of others were injured.

The Safety Council's program entitled "All About Bikes" is designed to provide safe bicycle handling instructions for elementary school children.

"With the disturbing figures of cycling fatalities," the Secretary said, "it is obvious that the need for the National Safety Council's safety training is most critical at the elementary school level."

"All About Bikes" was pre-tested by 80 elementary school teachers in 30 school districts before being put in final form by the National Safety Council, a Chicago based, nonprofit, public service organization.

NSC President Howard Pyle, former Arizona governor, said: "The program incorporates all necessary basic bicycle safety instructional material with recommendations for a teacher's use in the effective learning process. We believe that 'All About Bikes' not only will equip children with the know-how to make the right decisions as bicycle drivers, but will help prepare them for meeting traffic problems as car drivers in the years to come."

Instructional materials for "All About Bikes" are eligible for federal funding under the Elementary and Secondary Education Act (Title II, Public Law 89-10). A brochure explaining the program in detail is available from the National Safety Council. School officials and community leaders can write National Safety Council, 425 N. Michigan Avenue, Chicago, Illinois, 60611, for a copy.

#####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
December 16, 1972

DOT 105-72
Phone: (202) 426-4321

The Department of Transportation today released a report documenting progress in the project to establish a standard transportation commodity description and code system for use in domestic and international commerce.

The report, A Standard Transportation Commodity Description and Code System -- Phase II Report, was prepared for the Department by the Transportation Data Coordinating Committee, a non-profit organization established by industry. TDCC is constructing the standard system under a continuing contractual relationship funded by the Department.

The joint Government-industry project goal is to complete by July 1973 a harmonized coding system. It will eliminate a shipment being subject to as many as 17 different descriptions and coding systems now in active use. An ultimate annual savings of \$1.2 billion for government and industry is predicted.

The Office of Facilitation in the Office of the Assistant Secretary of Transportation for Policy and International Affairs is directing the project to ensure a transportation commodity description and code system that is compatible with the Customs Cooperation Council's (CCC) Brussels Tariff Nomenclature. The CCC is developing a worldwide system by the same approach as is being employed in the United States.

The Phase II Report contains commodity descriptions covering farm products; fresh fish or other marine products; tobacco products; printed matter; leather or leather products; office, computing or accounting machines; and copper and nickle selections. The report also details a plan for maintaining the system and recommendations to provide the potential cost savings to shippers, carriers and other members of the transportation community.

Copies of A Standard Transportation Commodity Description and Code System -- Phase II Report may be obtained from:

Office of Facilitation (TPI-40)
Department of Transportation
Washington, D.C. 20590
Phone: (202) 426-4350

####



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 19, 1972

DOT-107-72
Phone: (202) 426-3421

Secretary of Transportation John A. Volpe today said 1972 was representative of the four-year drive to improve urban mass transit and provide a balanced transportation system. Both are major transportation goals of President Nixon.

In reporting the Department of Transportation's efforts to achieve these goals this past year, Secretary Volpe cited:

- Initiating an aggressive effort to add a new dimension of flexibility to the Highway Trust Fund so portions could be used to finance urban mass transportation, including rapid rail projects.

- Producing the 1972 National Transportation Report, the first Nationwide Government-industry assessment and forecast of transportation needs -- a forerunner to comprehensive, multi-modal planning.

- Establishing a \$4 million university research program to increase university involvement in the solution of transportation problems involving all modes.

The annual review for 1972 also noted such major accomplishments as:

- Holding TRANSP0 72, the world's first and largest multi-modal transportation exposition, held for nine days last summer. Some 57 international delegations were represented at the exposition at Dulles International Airport, including 33 representatives from the Soviet Union.

- Initiating the Bay Area Rapid Transit (BART) system at San Francisco, the first new regional rail rapid network in the United States in half a century.

-more-

-- Stepping up efforts to further reduce aircraft hijacking, cargo thefts and pilferage.

-- Modernizing the airport and airway systems.

-- Accelerating research to reduce transportation noise and air and water pollution.

During 1972, the Department established Denver as the site for the second Personal Rapid Transit (PRT) system and earmarked \$11 million for this program; toughened air charter operations requirements through "truth in leasing" clauses, flight plans and more rigid inspections; sought financial and regulatory relief for the surface transportation industry; intensified efforts to meet the special transportation problems of the elderly, handicapped and disadvantaged; concluded an agreement with Sweden on Experimental Safety Vehicle development; and took the leading role in promoting international cooperation for safer highway transportation.

"But these and other achievements are only beginnings," Secretary Volpe pointed out. "We need to continue completion of the Interstate Highway System, now more than 80 percent done, while seeking ways to establish better means of providing public transportation while protecting and enhancing our environment."

Secretary Volpe said additional programs are needed to bring all transportation modes into proper balance, including funds for capital investment and modernization of regulatory practices. He noted, however, that significant progress has been made to reach these goals.

Another matter for urgent local consideration is no-fault insurance. "If states continue to lag, however, increasing pressure for Federal action can be anticipated," the Secretary warned.

Increased use of rapid rail systems to balance transportation needs will be strongly pursued by the Department, the Secretary said. This includes consideration of implementing recommendations of the Northeast Corridor Report covering high-speed train service between Washington, D.C., and Boston.

Secretary Volpe reported vigorous action by all of the Department's operating administrations during 1972:

FEDERAL AVIATION ADMINISTRATION -- Hijacking of U.S. aircraft fell to 32 percent successful from 83 percent in 1969. Secretary Volpe noted that the air traveling public may have to bear the cost of newly required increased ground security procedures. Meanwhile, cargo security programs are being toughened. The American airport/airway system is benefitting from the greatest expansion and modernization program in history. The Lockheed L-1011, newest wide-body airbus, was certificated with its quieter, cleaner engines. And air traffic controllers were provided new, early retirement benefits.

U.S. COAST GUARD -- New responsibilities were assumed under the Port and Waterway Safety Act and the Boating Safety Act (including establishment of a National Boating Safety School). A National Strike Force was established to respond to pollution-producing accidents. And new oil spill prevention techniques were developed, along with new technology for shipboard sewage disposal systems.

FEDERAL HIGHWAY ADMINISTRATION -- Sent to Congress the third and most comprehensive 1972 National Highway Needs Report, which contained the suggestion to fund both highway and mass transportation programs from the Highway Trust Fund; continued to stress the need for environmental integrity for all highway construction projects while continuing on schedule the Interstate program.

FEDERAL RAILROAD ADMINISTRATION -- Sent to Congress recommendations aimed at reducing by half fatalities at rail-highway grade crossings to cost \$750 million over the next decade. Introduced the Transportation Regulatory Modernization Act and Transportation Assistance Act. Reached agreement with AMTRAK to launch first major capital improvement program; also tested Turbo-Train in mountainous terrain. Completed first permanent building at the Department's High-Speed Ground Test Center at Pueblo, Colorado. Also began testing a tracked air-cushion vehicle and a continued tests, some at high speeds, of a non-polluting power source, the linear induction motor.

URBAN MASS TRANSPORTATION ADMINISTRATION -- Initiated exclusive bus lane on Shirley Highway and dedicated first Personal Rapid Transit (PRT) System at Morgantown, W.Va. Further extended the program of assistance for public transportation, bringing total funds spent or committed since early 1969 to more than \$2 billion.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION -- Added 26 Alcohol Safety Action Project to the 9 already operational; began an active testing program for experimental safety vehicles which will produce automotive safety features for years to come; pursued vigorously the program of checks for automotive safety defects, resulting in some 12 million vehicles being recalled; established a Consumer Response System whereby complaint letters are referred to manufacturers who must report back on actions taken to satisfy the consumer.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION -- Continued its participation with the Department's U.S. Coast Guard and State and local agencies to extend the shipping season along the Seaway and into the Great Lakes ports.

"When added to the major legislation enacted during the last four years, the achievements of 1972 represent very important progress for the American transportation dilemma of the 1970's," Secretary Volpe said. "The total picture has to be one of movement and improvement in solving the problems confronting transportation in the United States since President Nixon and I took office in 1969."

Crucial transportation legislation enacted since 1969 includes:

-- Airport and Airways Development/Revenue Act - authorizing the Department, through the FAA, to commit approximately \$600 million annually for five years to improve and modernize airports and air navigation and air traffic control systems.

-- Urban Mass Transportation Assistance Act - committing the Nation to a \$10 billion, 12-year program to strengthen public mass transit.

-- Rail Passenger Service Act - preserving railroad passenger service as an alternative transportation mode through the creation of the National Rail Passenger Service Corporation (AMTRAK).

-- Federal-Aid Highway Act of 1970 - providing the tools to meet the social challenges related to highway construction, such as support for highway safety, training programs for the disadvantaged, and funds to rejuvenate the Highway beautification program. This legislation also provided the money from the Highway Trust Fund for highway-related mass transit projects, such as the National Capital Area's exclusive busway on Virginia's I-95 (Shirley Highway) leading into the District of Columbia.

-- Federal Railroad Safety Act - establishing broad, but clear-cut authority for the Secretary of Transportation to set and enforce safety standards for the railroads, while giving new impetus to improving protection at grade crossings.

-- Saint Lawrence Seaway legislation - eliminating interest payments on the Seaway's remaining \$133 million debt, as well as on the \$22.4 million on deferred interest debt, thus insuring that tolls would not be increased and assisting in the continued growth of the Great Lakes ports and the economy of the Nation, especially the Midwest.

The Department also has greatly expanded and redirected national research, development and demonstration efforts to bring improvements and innovations in surface transportation in line with historically great efforts and achievements in aerospace.

The Department's RD&D program addresses itself to three main objectives: improving efficiency of the existing transportation systems, identifying and being ready to meet tomorrow's transportation needs, and stimulating private industry to a larger response to transportation challenges.

"We must remember," said Secretary Volpe, "that in January 1969 the Department of Transportation was less than two years old. It was composed of units that needed to be fused together so that the Nation's transportation problems could be attacked on a rational basis.

"We have cemented the relationships between modes and established a working climate in which the concept of a balanced transportation system can be discussed. This accomplishment may, in the long run, be the greatest single achievement of the past four years," he said.

#####