



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
March 4, 1976

DOT 15-76
Phone: (202) 426-4321

SLSDC ADMINISTRATOR BEGINS SECOND TERM

Incumbent St. Lawrence Seaway Development Corporation Administrator David W. Oberlin today began a new term of office.

Legislation enacted in January, 1975, prescribes a seven-year term for the administrator in order to insure management continuity for long-range Seaway programs.

Nominated to the newly authorized term by President Ford and sworn into office today by Secretary of Transportation William T. Coleman, Jr., Oberlin has held the office since August, 1969. Under his leadership the Seaway Corporation has established new tonnage records and extended the navigation season.

Before joining the Seaway Corporation, Oberlin from 1967 to 1969 was director of the Seaway Port Authority of Duluth, Minn. He was associated with the Toledo-Lucas County Port Authority (Ohio) from 1957 to 1967, where he was assistant secretary and fiscal officer and served as manager of trade development for five years.

Oberlin, 56, is a native of Kansas and a graduate of the University of Michigan. During World War II, he served in the Navy's submarine service and returned for two years of active duty during the Korean conflict. He is a recipient of the Silver Star.

In 1973, Oberlin received the department's Outstanding Achievement Award, with Gold Medal, for leadership in international maritime affairs. In 1975, he was charged with the additional duty of temporarily heading and organizing the department's newly created Office of Deepwater Ports.

Oberlin represents the department on the Great Lakes Basin Commission, is vice president and a director of the bi-national Seaway International Bridge Corporation and is a U.S. member of the Permanent International Commission of the Permanent International Association of Navigation Congresses.

The St. Lawrence Seaway Development Corporation is responsible for the development, operation and maintenance of the Seaway within the United States. It is self-sustaining -- financed by income received from tolls and other charges for the use of its facilities.

For further information contact: William W. Bishop
(202) 426-4321

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FOR IMMEDIATE RELEASE

DOT 16-76
Phone: (202) 426-4043

A \$15,176,000 grant to Metropolitan Dade County, Florida for engineering costs related to the first stage of construction of Miami's proposed rail transit system was announced by U. S. Secretary of Transportation William T. Coleman, Jr.

The Secretary termed the grant, made by the Department's Urban Mass Transportation Administration (UMTA), "a major step forward" for the Miami proposal. Citing the UMTA grant approval letter, Secretary Coleman said that this action represented a Federal "commitment in principle to participate in financing construction of the first stage of a transit system." He noted that the commitment is subject to reduction of first stage costs and resolution of a number of issues spelled out in the UMTA letter.

The first stage of the rail transit system, as proposed by Dade County officials, consists of 22.4 miles of rail construction and the completion of 3.1 miles of exclusive busway into downtown Miami, completing the I-95 busway. The entire proposed system would consist of almost 48 miles of rail rapid transit, some 31 miles of express bus service on major thoroughfares and 3.1 miles of exclusive busway. Preliminary engineering, including an analysis of local transportation alternatives, was completed with the aid of UMTA technical study funds.

Secretary Coleman praised the "leadership of Dade County and Greater Miami" and said that their good work plus the commitment of local and state officials have resulted in a movement forward "toward your objective of a modern, efficient metropolitan transit system."

UMTA Administrator Robert E. Patricelli described the Dade County transit alternatives analysis as "consistent with the principles of UMTA's policy on major urban mass transportation investments." In a letter to Dade County Manager R. Ray Goode, Patricelli noted that UMTA's decision to support the further development of a rail transit system in Miami as "a prudent investment" is based on a number of factors, notably the County's intensive planning efforts over the past four or more years and a County governmental structure which can assist in the planning, construction and operation of a regional transit system. The County's master plan regards a rail transit investment as an integral part of regional development goals.

Other factors include the large projected population growth of the Miami metropolitan area combined with a high proportion of elderly and other transit-dependent persons, a local decision to prohibit further freeway construction within the area, and a strong local commitment to balanced transportation and support of mass transit. "The availability of the local capital share adds credibility to the area's commitment to the proposed transit project," Patricelli said.

The UMTA Administrator advised Dade County that "a number of questions remain to be resolved" before UMTA can make a funding commitment for construction of the first stage of the new transit system. Items to be covered in the engineering work under the new UMTA grant include various analyses designed to lower the cost of the initial phase of the project by a significant amount. State action on its matching funding is also not yet complete.

In his letter Mr. Patricelli also asked Dade County to take a variety of actions in preparing an amended capital grant application to UMTA for construction funding of the system's first phase. These actions include appropriate transportation system management measures to assure access to and maximum use of the system, an assurance of mechanisms to fund future operating deficits, and explanation of the feasibility of recapturing for transit financing some of the increases in real estate values generated by the new system.

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For further information contact the UMTA Office of Public Affairs at (202) 426-4043 or Dr. John Dyer, Metropolitan Dade County, 911 Courthouse, Miami, Florida. (305) 579-5311. (UMTA Project No. FL-03-0036)



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 15, 1976

DOT 17-76
Phone: (202) 426-4321

HAZARDOUS MATERIALS SEMINAR

Two seminar workshops in which shippers, carriers, freight forwarders, container manufacturers and suppliers will be able to discuss the problem of intermodal transportation of hazardous materials will be conducted by the U.S. Department of Transportation in April.

The workshops will be conducted by personnel from the DOT's Office of Hazardous Materials Operations and the department's modal administrations. Special attention will be given to shipper problems and on training requirements for all concerned parties.

James T. Curtis, Jr., director of the DOT's Material Transportation Bureau said the seminars will be held at the Sheraton-O'Hare North, Rosemont, Illinois, (O'Hare Airport area) on April 26-27 and 28-29, 1976, as part of the continuing series of similar programs being sponsored throughout the nation by the bureau.

Workshops are free and open to the public. However, space will be limited and attendance will be on a first come, first served basis. Persons wishing to attend should make reservations with:

Operations Division, MTH-30
Office of Hazardous Materials Operations
Materials Transportation Bureau
U.S. Department of Transportation
Washington, D.C. 20590

For further information contact:
Jerry J. Clingerman
202-426-4321

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FOR RELEASE TUESDAY
March 16, 1976

DOT 18-76
Tel. 202-426-9550 (HP)

The future of motor vehicle restraint systems, safety problems of heavy trucks, and public policy and the politics of regulation will be examined in Washington, D. C. July 12-14 at public sessions of the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council.

Dr. B. J. Campbell, chairman of the Advisory Council, said the three-day symposium will be held in lieu of the council's 1976 International Congress of Automotive Safety.

The council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the secretary on federal motor vehicle safety standards and programs administered by the department's National Highway Traffic Safety Administration.

Researchers and safety experts are being invited to the symposium to discuss these subjects:

July 12 -- Truck Safety -- Aspects of the safety of large trucks and the need for motor vehicle safety standards for these trucks will be the focus of the session.

July 13 -- Public Policy and the Politics of Regulation -- Policy questions as they have evolved over the 10-year history of the federal safety agency and a look at the next decade of motor vehicle safety regulations.

July 14 -- Restraint Systems -- A series of papers on the use, effectiveness and reliability of present and future restraint systems.

All sessions will be open to the public and will be held in the Federal Aviation Administration auditorium, Seventh and Independence Ave., SW, Washington, D. C., starting at 9 a.m. each day.

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FOR RELEASE THURSDAY
March 18, 1976

DOT 19-76
Phone: (202) 426-4321

Top industry and government officials will deliver a "Report to the President" on their joint efforts to reduce the transportation cargo theft problem on March 30-31 at the Statler Hilton hotel.

They will offer their views before an audience representing industry, government and labor at the National Cargo Security Conference, co-sponsored by the U.S. Department of Transportation (DOT) and the Transportation Association of America (TAA).

At the conclusion of the two-day conference, Secretary of Transportation William T. Coleman, Jr., in a luncheon address, will make public his "Report to the President," which will include his recommendations on the future course of the cargo security program.

Paul J. Tierney, TAA president, will deliver opening remarks and act as moderator for the March 30 session of the conference. Washington, D.C. Mayor Walter E. Washington will make welcoming remarks at the opening session and Assistant Secretary of Transportation Judith T. Connor will deliver the keynote address.

W. Graham Claytor, Jr., chairman of the Southern Railway, will deliver a railroad report and Lee Sollenbarger, chairman of the American Trucking Associations and chairman of Transcon Lines, will report for motor carriers. Thomas E. Darnton, vice president for procurement of General Motors Corp. will report for shippers; Edward S. Reed, executive port director, Port of New Orleans, will report for the maritime industry; and Joseph L. Schmidt, vice president for audits and security, American Airlines, will report for the air carriers. R. V. Durham, director of safety, and health, International Brotherhood of Teamsters, will report for labor.

Henry A. Correa, president of ACF Industries, Inc., and TAA board chairman, will deliver the luncheon address. Harold F. Hammond, chairman of the industry's National Cargo Security Council, will summarize the day's progress at the end of the March 30 session.

Daniel A. Ward, director of the DOT's Office of Transportation Security, will open the March 31 session with remarks and will moderate the government presentations.

First speaker on March 31 will be Congressman J. J. Pickle (D-Tex), who has led congressional efforts in the program to reduce cargo thefts. Other government speakers will be Assistant Attorney General Richard L. Thornburgh and Assistant Secretary of the Treasury David R. MacDonald.

Tierney said the conference is important not only because it will provide a progress report to the President on cargo security but also "because it brought together in the planning stages representatives of government and industry responsible for cargo security who have submitted alternative proposals for improvement which are being carefully considered by the Secretary of Transportation as he prepares his 'Report to the President.'"

The National Cargo Security Conference will provide a platform to report the past year's joint voluntary efforts to reduce cargo losses as directed by Executive Order 11836. The order, entitled "Increasing Effectiveness of the Transportation Cargo Security Program," was signed by President Ford on January 27, 1975, and established a National Cargo Security Program under the supervision of the Secretary of Transportation.

Although the program was formalized only last year, industry and government have engaged since 1971 in cooperative activities designed to reduce theft of cargo from the nation's transportation network. The National Cargo Security Council, which operates under the aegis of the TAA, has been the coordinator for industry participation. The Interagency Committee on Transportation Security, under DOT sponsorship, has been the coordinating agency for governmental actions to improve cargo security.

Persons seeking registration information for participation in the two-day National Cargo Security Conference should contact Edward J. Sanbourn, Transportation Association of America, Suite 1107, 1100 17th Street, N.W., Washington, D.C. 20036. Telephone: (202) 296-2470.

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY 2:00 p.m.
March 29, 1976

DOT 19-76
Phone: (202) 426-4321

A new federal program to ensure continued air service to small communities was sent to Congress today by U.S. Secretary of Transportation William T. Coleman, Jr.

The subsidy program, designed as an amendment to the Administration's proposed airline regulatory reform legislation, will halt the continuing decline in air service to small towns by encouraging low cost commuter airlines to fill the gaps left by the withdrawal of larger CAB-regulated airlines from unprofitable markets, the Secretary said.

"For more than a decade, regulated airline service to small communities has continued to decline," Secretary Coleman said. "We've spent more than a billion dollars in federal subsidies since 1960 to ensure services to these communities. But these efforts have failed, and regulated airlines have dropped nearly a third of the points they once served."

Small city service is today provided largely by scheduled commuter carriers, unsubsidized and unregulated by the Civil Aeronautics Board.

Secretary Coleman said that in most cases the points abandoned by the regulated airlines had received service from commuter air carriers.

"This emerging pattern reduces inefficiencies, since it makes little sense to schedule a stream of jets into a market enplaning only 20 to 30 passengers daily, and it eliminates high subsidy costs while providing levels of service tailored to the market," he said. "The amendment we have proposed today, provides the freedom for this pattern to continue."

Commuter airlines, virtually unknown until 15 years ago, today account for a total of 6.7 million passengers annually while providing service to 400 airports without subsidy at passenger fares "generally lower than those of regulated airlines," he said.

At 200 airports, Secretary Coleman said commuter airlines provide the only available scheduled air transportation.

The proposal is an amendment to the Aviation Act of 1975, now before the Congress.

The legislation, Secretary Coleman said, should "increase materially the quality of air service in the United States."

"It will liberalize the present exemption from economic regulation which allows the commuters to thrive so successfully and also ensure that the Civil Aeronautics Board does not impose restrictive economic regulation on commuter lines in the future," Secretary Coleman said. As air service throughout the country improves, he added, the "feeder" traffic generated by small communities should increase.

The present system of economic regulation has remained essentially unchanged since 1938. It includes, in the manner of traditional public utility regulation, control over prices, entry into markets and abandonment of service.

"I believe it has created inefficiency, resulted in higher fares for passengers and failed to benefit the regulated air carriers," Secretary Coleman said.

"Evidence indicates that the industry is naturally competitive and that fears of monopoly are groundless," said Secretary Coleman. "The existence of 200 commuter air carriers indicates that scheduled air service can be provided by small firms, that the natural barriers are not high, and that firms engaged in air carriage are capable of operating safely and profitably in an unregulated environment."

Hearings on the Aviation Act of 1975 will begin April 6 before the Aviation Subcommittee of the Senate Committee on Commerce and on April 13 before the Aviation Subcommittee of the House Committee on Public Works.

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FOR IMMEDIATE RELEASE
March 31, 1976

DOT 20-76
Phone: (202) 426-4321

DOT ANNOUNCES CONSOLIDATION OF HAZARDOUS MATERIALS REGULATIONS

The U.S. Department of Transportation today issued amendments to consolidate its hazardous materials regulations into a single volume of national standards for the rail, highway, air and water modes of transportation.

James T. Curtis, Jr., director of the department's Materials Transportation Bureau, said the amendments under Docket HM-No. 112 would provide the federal government with a better means to carry out its responsibilities for the safe transportation of hazardous materials and will aid shippers and carriers in understanding and complying with the regulations.

The revised docket also establishes four new classifications to reduce special problems related to air and water transportation.

Of special significance is the new classification which exempts limited quantities of consumer goods from labeling and packaging requirements. These goods include many common household items such as cleaning solvents, nail polish and perfume which already are subject to safety requirements by other federal agencies and present little hazard in transportation.

In addition, MM-No. 112 establishes uniform placarding requirements, standardizes the format for shipping papers and specifies many hazardous materials by name rather than generic title.

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For further information contact:

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