



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
April 15, 1976

DOT 23-76  
Phone: (202) 426-4321

A Loran C Applications Project has been established in the U.S. Department of Transportation under the Assistant Secretary for Systems Development and Technology Hamilton Herman. Project manager is Coast Guard Commander William B. Mohin.

Loran C is a long range radio navigation system developed for ship and aircraft navigation. The current construction of Loran C stations for navigation of maritime commerce in the coastal regions of the U.S., coupled with existing stations, will make the highly accurate Loran C signals available inland over two thirds of the United States. In effect, Loran C is a broadcast system capable of providing position information to an unlimited number of Loran C users.

Preliminary DOT investigation indicates that highly productive terrestrial applications of the positioning accuracy of Loran C in both the public and private sectors are virtually unlimited.

Potential federal agency users in addition to DOT, include Justice, Commerce, Agriculture and Treasury. Wide application is also possible by many individual state and local agencies.

Recent and ongoing developments in Loran C receiver technology are continuing to significantly reduce price, size and power requirements, making widespread use economically feasible.

The Loran C Applications Project will:

- Assure that the intermodal and interagency interests in Loran C are properly and promptly accommodated.

- Determine and coordinate technical requirements of users of Loran C services (system standards, charting, etc.).
- Assure that accurate and useful information concerning Loran C applications and potential is available and disseminated.
- Develop the broad assessment of benefits and costs of extending coverage to the mid-continent.

Cdr. Mohin has been in the Loran C program for the past nine years including a three-year tour as manager of the Coast Guard operated European Loran C chains. He is a Coast Guard Academy graduate and performed graduate work in electronic engineering at the Navy Post Graduate School.

Existing Loran C stations are operated by the Coast Guard with signal coverage in Northern Europe, the Mediterranean, the North Atlantic, U.S. East Coast, the Western Pacific and the Aleutians and Bering Sea. New stations are being constructed to provide coverage on the West Coast, Gulf of Mexico and Gulf of Alaska.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
April 20, 1976

DOT 24-76  
Phone: (202) 426-4321

The U.S. Department of Transportation today announced the publication of three panel reports for a joint federal task force on long-range goals for motor vehicles.

The reports discuss motor vehicle safety; air quality, noise, and health; and marketing and mobility. They are revised versions of the first drafts which were distributed for criticism last fall, and reflect a response to that criticism.

In the report released today the safety panel evaluated the effects of different levels of vehicle safety design and equipment on highway accidents, injuries, deaths and vehicle damage and, where possible, quantified the benefits of those measures which had the greatest potential for increased highway safety. The panel discussed alternative methods of improving highway safety including automotive inspections and maintenance strategies and assessed their benefits.

Under Environmental Protection Agency direction the panel on air quality, noise and health analyzed the implications through the year 2000 of a variety of different alternatives dealing with air pollutant and noise emission limits.

The report considers changes in levels of carbon monoxide, photochemical oxidants and nitrogen dioxide, pollutants for which national ambient air quality standards have been developed. Alternative methods for improving air quality and reducing noise are identified and their benefits assessed.

The marketing and mobility panel developed a model of future consumer automobile and travel demand which is designed to serve the needs of the interagency task force. The model takes into consideration such items as vehicle purchase price, fuel cost, fuel economy and personal income. Forecasts of automobile and travel demand beyond 1980 resulting from the model will be included in the task force report.

Four other revised panel reports will be released for public comment in the next few weeks. The first two on automotive manufacturing and maintenance, and national-industry-consumer economics will be available to the public on April 23. Publication dates for the reports on fuels and materials resources and automotive design will be scheduled later.

The panel reports and the information and advice received from the public about them will form the data base for the interagency task force report on motor vehicle goals beyond 1980 to be submitted to the Energy Resources Council on June 1.

The joint federal task force was formed in April 1975 with Secretary of Transportation William T. Coleman, Jr., as chairman and it consists of representatives from DOT, the Energy Research and Development Administration, the Environmental Protection Agency, the Federal Energy Administration, the National Science Foundation and other agencies. The task force manager is Hamilton Herman, Assistant Secretary of Transportation for Systems Development and Technology.

The task force will develop alternative long-range goals for motor vehicles compatible with the nation's environmental, safety and economic objectives. Among other areas the task force is directed to determine feasible levels and a timetable for motor vehicle emissions, noise, safety, crash resistance and fuel economy in the decade beginning in 1980, and the means by which these objectives can be reached. It will evaluate alternative policies and their benefits and costs.

Single copies of the panel reports are available from Paul Long, chief, Facilities Management Branch, TAD-433, U.S. Department of Transportation, Washington, D.C. 20590. Phone: 202-426-9654.

For further information: Howard C. Coan  
Phone: (202) 426-4321

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
April 21, 1976

DOT 25-76  
Tel. 202-426-9550 (HP)

A new tax on alcoholic beverages to support highway safety counter-measures against drinking drivers has been recommended to the U. S. Secretary of Transportation by the National Highway Safety Advisory Committee.

The recommendation was among several position papers forwarded to Secretary William T. Coleman, Jr., by the Advisory Committee after a recent meeting in Washington, D. C. The committee is a 38-member group that advises the secretary on matters relating to highway safety activities.

The tax proposal calls on the secretary to urge Congress to levy an additional federal tax on alcoholic beverages. The money would be used for alcohol rehabilitation, education and drinking-driving programs.

The Advisory Committee also endorsed additional funding for drinking-driving programs because of the enormous cost (estimated at \$5 billion annually) to society of alcohol-involved crashes.

### Other recommendations included:

**Mandatory Belts** -- The committee reiterated its position of a year ago calling on the secretary to encourage the states to enact mandatory safety belt use legislation.

**CB Radio** -- The popular use of Citizens Band (CB) radios, an outgrowth of the energy crisis, has, in effect, established a highway-oriented radio network at no cost to the government. While the committee recognizes that CB radios are often used to avoid the 55 mile per hour national speed limit, the network also is contributing to public safety and transportation efficiency by alerting authorities of crashes, disabled vehicles and criminal acts.

Highway Safety Construction -- The committee recommends that steps be taken to ensure that new highways are built in accordance with the latest safety standards (i.e. guardrails, break-a-way poles, etc.).

National Data Center -- The committee endorsed, and asked for DOT support, for the Hathaway Bill (S.2606) which would create a National Data Center for the collection, analysis and dissemination of highway safety statistics.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
April 27, 1976

DOT 27-76  
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr. today announced that the Department will submit to the Congress a revised legislative proposal to modernize Federal yacht documentation procedures and to require yacht owners using this service to bear the cost. The proposal is a part of the Administration's effort to improve the effectiveness and fairness of Federal regulation and ongoing programs, Coleman said.

The revised legislation would correct a presently inequitable situation in which owners of yachts of over five tons may document their craft with the U. S. Coast Guard free of charge while nearly all States require that owners of small pleasure craft pay for registration by a State agency.

Legislation sent to the Congress last November would have ended Federal documentation of large yachts. While all but three States now have Coast Guard-approved pleasure boat numbering systems, many large yacht owners have continued to document their craft with the Federal Government. There are more than 33,000 Federally documented yachts and about 4,600 yachts are added to the list each year.

In response to this proposal, the National Boating Federation, the Boating Industry Associations, the National Association of Engine and Boat Manufacturers and other interested groups have cited a number of reasons why the option of Federal documentation should be retained. For example, they argue, Federal documentation permits instant recognition of U. S. registry by harbor masters in foreign ports; Federal documentation deters vessel thefts because there is a central depository (the Coast Guard) of ownership; state-numbered boats may be stolen, numbers removed and sold to unsuspecting buyers more easily; and financing of Federally documented vessels is more acceptable to financial institutions.



The U. S. Coast Guard carefully reviewed those comments. Based on this Coast Guard review, Coleman said that "although we retain our original belief in the need for modernization and reform of the laws pertaining to documentation of vessels, we do recognize the merit of some of the arguments raised in opposition" to the proposed elimination of Federal documentation of pleasure boats.

Secretary Coleman pointed out that while it may be necessary to continue Federal involvement in such documentation, "we must not lose sight of the fact that this involvement benefits relatively few citizens. Therefore, if this service is to be provided, those receiving this privilege should pay for it."

As a result, the Secretary is proposing to retain the current Federal documentation option, but to allow the Coast Guard to set fees which fairly represent the cost to the Federal Government of documentation, recording mortgages, renewals, transfers and other similar transactions. Furthermore, the Department is proposing to make the current documentation process more efficient by removing outmoded, unnecessary restrictions in existing law.

This revised position was supported as a reasonable compromise in recent testimony by responsible spokesman such as the National Boating Federation. The Department hopes that its support for this compromise will permit expeditious action by the Congress to correct the current inequitable situation.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
April 30, 1976

DOT 29-76  
Phone: (202) 426-4321

The U.S. Department of Transportation today asked the Civil Aeronautics Board to issue a tentative decision in the Transatlantic Route Proceeding and to reopen the record so that all interested parties can respond by submitting new evidence.

The proceeding, in which hearings were held in 1974, involves U.S. air carriers' applications for renewals of temporary authorities and the granting of new authorities for routes over the North Atlantic.

A CAB administrative law judge has rendered a recommended decision on which the board has not yet acted.

DOT pointed out that the evidentiary hearing in the Transatlantic Route Proceeding used base data for the year 1972 and forecast data for the year 1975.

"Recent data," DOT said, "show that actual traffic and financial results for 1975 fell considerably short of the forecast shown in the record and on which the administrative law judge rendered his recommended decision."

Citing its own studies of North Atlantic aviation markets and the economic viability of new routes, DOT said it "has concluded that certain of these new routes could not be profitably operated because of significant economic developments which have occurred after the completion of evidentiary proceedings in this case.

"In addition," DOT said, "the transatlantic markets have undergone major structural and other alterations of the basic economic underpinning of the original record which have further reduced its value. Changes in service patterns have occurred on certain of the routes in issue resulting from a far-reaching route exchange of TWA and Pan American approved by the board after the record in this case had been compiled. Unilateral service suspensions have also resulted in changes in service patterns. In addition, the regulations governing charter operations have been substantially liberalized."

Regardless of the board's disposition of DOT's motion, the department said it intends to make public any studies and data other than that contained in the record which it will use to develop its recommendation to the President after the board reaches its decision.

"We would prefer," DOT said, "to give our views first to the board so that it may take proper account of them in an opinion that will have the best prospects of being sustained by the President."

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FOR RELEASE FRIDAY  
April 30, 1976

DOT 28-76  
Phone: (202) 426-4321

Policies to prevent DOT regulations from imposing unnecessary costs on industry, consumers and government have been initiated by Secretary of Transportation William T. Coleman, Jr.

"The new policies on departmental regulation respond to President Ford's expressed concern that government regulation is too burdensome and too costly," Secretary Coleman said.

"While we are spearheading the effort to bring about regulatory reform of the transportation industries, we shall at the same time exert no less effort to reform the regulatory reform process within our department," the Secretary said. "These policies will reinforce efforts already being made by the department's administrations to improve the effectiveness of our regulations."

The new policies, which become effective May 1, 1976, require:

- Administrators to calculate and consider costs to consumers, the private sector and government, as well as other impacts, before proposing new regulations, and that a summary of such analysis be published in the Federal Register when the regulation is proposed.
- Administrators to notify the Secretary of the need for, and the substance and anticipated consequences of costly and controversial regulations at least 30 days before they are proposed.
- Each element of the department to establish a systematic means of reviewing existing regulations to assure they remain effective and justifiable.

The complete text of the new policies was printed in the Federal Register of April 16, 1976.

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