



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 5, 1976

DOT R-52-76
Phone: (202) 426-4321

DOT ANNOUNCES SITE OF HEARING ON I-40 CONSTRUCTION PROPOSAL

The location of the public hearing in Memphis, Tenn., on November 23 on the proposed construction of a 3.6-mile section of Interstate highway 40, including one mile through Overton Park, will be the Holiday Inn Rivermont, U.S. Deputy Secretary of Transportation John W. Barnum announced today.

The hearing will be held from 10 a.m. to noon and from 2-4 p.m. at Holiday Hall in the Holiday Inn Rivermont, 200 W. Georgia Ave., Memphis.

Deputy Secretary Barnum, who will conduct the hearing, today issued a series of questions in five major categories that he said are relevant to the decision and should help to focus the presentations at the hearing.

These issues divide into (1) the major transportation issues, (2) the effects on Overton Park, (3) other environmental and social effects, (4) the proposal's consistency with overall planning and (5) legal issues raised by the proposal.

Among the transportation issues he said should be discussed at the hearing are the possible transportation benefits to Memphis from completion of I-40, any significant reduction in traffic congestion in midtown Memphis during peak and off-peak hours, the effect on use of private autos and public transit in the Memphis area, and alternatives to the proposal, such as new construction or improvement of existing transportation facilities.

The possible short and long-term effects on Overton Park from construction of I-40 also should be addressed, Barnum said. The Tennessee Department of Transportation (TDOT) has submitted a proposal for a fully-depressed, partially-covered design through Overton Park.

The Overton Park questions include whether this proposal provides sufficient protection to the park and if not, should more cover be provided. Also, what would be the impact of constructing a fully-covered, single-level or two-level tunnel through the park? In addition, what is a reasonable cost estimate of TDOT's proposal and other designs?

Regarding other environmental and social effects, he said he would like to hear testimony on how seriously the construction would disrupt the community and affect noise and air quality, and whether any actions can be taken to reduce any adverse impacts, such as construction of noise abatement barriers?

"Should possible DOT approval of the project be conditioned on such actions?" he asked.

In regard to overall planning, the hearing should discuss whether the proposal is consistent with the goals of Memphis and Shelby County and plans to revitalize downtown Memphis, and whether other transportation alternatives would better meet the planning objectives of the region and its communities, Barnum said.

On legal issues, Barnum said testimony should focus on whether federal law requires him to disapprove the proposal. He also must determine if the proposal was developed through the required comprehensive planning process and if it will meet legal requirements for consistency with metropolitan development goals and plans to achieve air quality standards.

In addition, does it meet the requirements of the Department of Transportation Act on the use of public parkland?

He also wants to know if there are other significant issues which should be evaluated in arriving at the decision.

A selected set of important documents relating to the proposal, including key relevant judicial and administrative decisions, will be available for public review, beginning November 10, in the office of Frank P. Polumbo, Director of Public Works for the City of Memphis, 125 Main Street (Room 602), Memphis 38103.

A limited number of copies of the proposed environmental impact statement also can be obtained at that office by citizen groups, businesses and governmental bodies potentially affected by the decision.

Interested elected public officials and representatives of civic organizations will have the opportunity to express their views, Barnum said. The hearing's agenda will be:

- | | | |
|----------------|----|--|
| 10 - 11 a.m. | -- | elected public officials favoring construction; |
| 11 a.m. - noon | -- | elected public officials opposed to construction; |
| 2 - 3 p.m. | -- | representatives of civic groups favoring construction; |
| 3 - 4 p.m. | -- | representatives of civic groups opposed to construction. |

Participants will be permitted a maximum of 10 minutes for each presentation. Those with the same point of view have been asked to combine their presentations. Written copies of presentations are helpful, but are not required.

Any elected public official or representative of a civic, public interest or industry group wanting to participate in the hearing should write to the Deputy Secretary of Transportation (I-40 Hearing), 400 Seventh Street, S.W., Washington, D.C. 20590. Phone: 202-426-4357. The request should be received no later than November 10 and should contain the following information:

1. Name.
2. Address.
3. Phone number during normal working hours.
4. Capacity in which presentation will be made (i.e., public official or civil, public interest, or industry group representative, with name of group represented.)
5. Position - pro or con.
6. Time desired for presentation (maximum of 10 minutes).

In addition, written presentations by any interested persons, including those who may not have sufficient time to express their full views at the hearing, may be submitted directly to Deputy Secretary Barnum. (Send the material, to be received no later than November 30, to the Deputy Secretary of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590. Write I-40 Presentation on the envelope.)

For further information, contact: Howard Coan
Office of Public Affairs
202-426-4321

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
November 11, 1976

DOT 83-76
Phone: (202) 426-4321

DOT SEES MILITARY FARE DECISION AS PRECEDENTIAL ON CHARTER ISSUE

Fares which permit military personnel to fly on scheduled carriers at charter rates could be modified to make them lawful and allowable, the Department of Transportation today told the Civil Aeronautics Board.

A CAB Administrative Law Judge's decision of October 8, 1976, found that Category Y rates, which permit the substitution of scheduled service at charter rates for Military Airlift Command charter passengers, are unjust and unreasonable and should be cancelled.

Pan American World Airways and Northwest Airlines requested a review of the Administrative Law Judge's decision. The airlines claim the Category Y program will permit them to save the costs and fuel associated with operating charter aircraft by carrying the traffic in what would otherwise be empty seats on their regularly scheduled services.

In its filing with the CAB, DOT said, "The development of rate criteria for Category Y tariffs will have a precedential impact on other issues before the board, including charter transfer tariffs, other part-charter concepts and the carriage of low-rated traffic on international services."

The department stated its belief that it is possible to construct long-term charter type tariffs on scheduled international services which are nondiscriminatory.

"The board's final order should establish the underlying concepts applicable to charter-type tariffs on international services," DOT said.

While agreeing that the judge's decision with regard to the legality of the Category Y tariffs is basically correct, DOT pointed out the tariffs can be modified so as to meet his objections.

"DOT believes a properly conditioned Category Y program can provide substantial benefits to the carriers, the traveling public, and the national defense. Category Y service should result in the reduction of carrier costs which will, in turn, benefit commercial passengers and will conserve scarce fuel resources. In particular," DOT said, "Category Y tariffs should be related to the costs of providing the service, must be nondiscriminatory to other air travelers, must not permit the turning away of on-demand traffic, must not increase pressures on carriers to add capacity and must not unduly harm supplemental carrier operations."

DOT said a sound Category Y program is consistent with the Statement of International Air Transportation Policy of the United States issued by the President in September 1976, which recognizes the desirability of using unused capacity on scheduled services with charter-type traffic.

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
November 17, 1976

DOT R-53-76
Phone: (617) 494-2227

NATIONAL FREIGHT CONFERENCE
SET FOR CAMBRIDGE, MASS., DEC. 1-2

CAMBRIDGE, MASS. -- Freight movement in the 1980's and 1990's by rail, truck, barge, air and pipeline, is the subject of a two-day national conference sponsored by the U.S. Department of Transportation's Systems Center here December 1 and 2.

About 300 representatives of government, carriers, researchers, manufacturers, bankers, shippers, universities and consumers will attend the conference whose theme is: "America's Freight System in the 80's and 90's -- But How to Get There?"

Site of the conference, the Transportation Systems Center, is the Department's research and development center which provides DOT with analytical and research support and has a direct concern with freight problems and similar transportation problems of the future. Dr. James Costantino, Center Director, will welcome the attendees at the outset and speak at the concluding session.

The conference will focus on long-range technological needs of inter-city freight transportation and consider the forces that will shape technological development. It will also explore ways of overcoming current economic and institutional barriers to technological development.

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Deputy Secretary of Transportation John W. Barnum will deliver the keynote address and discuss the implications of freight transportation as envisioned in the world of the next 25 years.

Richard L. Terrell, Vice Chairman of General Motors Corporation, will deliver the dinner address December 1 on the future challenges transportation faces.

Hamilton Herman, Assistant Secretary for Systems Development and Technology, U.S. Department of Transportation, is the luncheon speaker on opening day and will discuss "Capitalizing on Technology in Freight Movement."

Luncheon speaker December 2 is Alan S. Boyd, Vice Chairman, Illinois Central Gulf Railroad, and the first U.S. Secretary of Transportation. He will speak on "The Promises and Pitfalls of Advanced Technology."

Charles Baker, President of Harbridge House, a multi-national management consulting firm, and William D. Owens, Deputy Assistant Secretary for Systems Development and Technology, U.S. Department of Transportation, will head panels to critique earlier presentations. Judith Connor, Assistant Secretary for Environment, Safety and Consumer Affairs, U.S. Department of Transportation, and Dr. John Meyer, Professor of Logistics, Harvard Business School, will deliver papers for discussion by panels of experts on "Issues Facing Transportation and Opportunities Implicit for Technology."

Jerry D. Ward and Lawrence P. Greene of the Department of Transportation, will co-moderate a series of presentations on advanced developments and needs in transportation.

A panel of experts under Louis W. Roberts of the Transportation Systems Center will discuss the abilities of new technological areas to meet the problems raised in previous conference sessions.

Dr. Costantino will lead a discussion on formulation of specific plans on the theme, "Where Do We Go From Here?" in the final conference session.

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EDITORS: Coverage is invited. For further details, contact: Frank Donoghue, Public Information Officer, Transportation Systems Center, (617) 494-2227.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

COLEMAN ANNOUNCES POLICY
ON AVIATION NOISE ABATEMENT

FOR RELEASE THURSDAY
November 18, 1976

DOT-8476
Phone: (202) 426-4321

Actions needed to significantly reduce aviation noise levels are set forth in a policy statement made public today by Secretary of Transportation William T. Coleman, Jr., and Federal Aviation Administrator John L. McLucas.

"In addition to reducing aircraft noise at its source as directed by President Ford on October 21, our policy statement promotes safe operational procedures to abate the impact of noise on populated areas and the attainment of compatible land uses in areas adjacent to airports," Secretary Coleman said.

The Aviation Noise Abatement Policy establishes a schedule under which all jet aircraft in domestic service must comply with noise levels specified by Federal Air Regulation 36 (FAR-36) within six to eight years, starting January 1, 1977.

Promulgated in 1969, FAR-36 applied originally to type certificates of new aircraft such as the L-1011, DC-10, and later versions of the 747. The regulation was subsequently broadened to include all jet aircraft coming off production lines after December 31, 1974.

Under the federal action plan contained in the policy statement the Federal Aviation Administration (FAA) will issue a rule requiring that subsonic jet airplanes with maximum gross takeoff weights in excess of 75,000 pounds that do not meet FAR-36 noise levels must be retired from the fleet or modified ("retrofitted") to meet those levels according to the following phased-in schedule:

747s within six years, with one-half to be completed within four years.

727s, 737s, DC-9, BAC 1-11s within six years, with one-half to be completed within four years.

720s, 707s, DC-8s, CV-990s within eight years, with one-quarter to be completed within four years, and one-half to be completed within six years.

- more -

The time period will start on January 1, 1977.

The policy statement points out the potential advantages of replacing older aircraft rather than retrofitting them.

"Many of the four-engine jets are old and relatively inefficient to operate. After weighing the advantages of retrofit and replacement of these aircraft, we have concluded that it is in the best public interest that most of these aircraft be replaced by new airplanes because of the benefits of reduced noise and pollution emission levels, energy efficiency, advanced technologies, increased employment opportunities, the improved competitive position of the American aerospace industry and other national objectives that replacement would serve," Secretary Coleman said.

Secretary Coleman on November 2 scheduled a public hearing for December 1 on the financing needed by aircraft operators to meet more stringent noise standards either by plane replacement or retrofitting.

INTERNATIONAL CARRIERS

The 6 to 8 year schedule under which jet aircraft in domestic service must meet noise reduction requirements does not apply to U.S. aircraft in international service or to the aircraft of foreign carriers. In regard to international carriers, the policy statement says: "The United States will work through the International Civil Aviation Organization to reach agreement with other nations on means to abate aircraft noise. If agreement is not reached in three years, aircraft flown by carriers of other countries will be required to meet Part 36 noise levels at the end of five additional years. During the initial three years, aircraft operated by foreign carriers and the proportion of the fleet of U.S. carriers that are used in international service will be exempt from the noise regulations issued pursuant to this statement."

FUTURE DESIGN AIRCRAFT

The FAA will complete by March 1, 1977, its consideration of new and more stringent noise standards for new aircraft designs that reflect recent advances in noise suppression technology. Regulations resulting from the analysis will be applicable to all subsonic aircraft type certificated after the effective date of the regulation.

SUPERSONIC AIRCRAFT

The aircraft noise reduction requirements are not applicable to supersonic aircraft (SSTs). In regard to SSTs, the statement says: "Using information that is now available on a continuing basis from the Concorde demonstration, the FAA will, within 30 days after the conclusion of the 16-month demonstration period, act to promulgate a noise rule applicable to supersonic aircraft that is necessary to protect the public health and welfare and that is consistent with

the statutory requirement that the (FAA) Administrator consider technological practicability, economic reasonableness and appropriateness to aircraft type."

OPERATING PROCEDURES

To maximize, through practical procedures, the noise reduction benefits of new aircraft and retrofitted aircraft, consistent with the highest degree of safety, the FAA has completed rulemaking on a number of EPA proposals for aircraft noise operating abatement procedures including minimum altitude rules and approach procedures. Departure rules will be developed within one year.

AIRPORT DEVELOPMENT AND PROGRAMS

Under new authority granted in the 1976 amendments to the Airport and Airways Development Act, the FAA will establish a high priority for the allocation of discretionary trust funds for airport land acquisition for compatible usage, the purchase of noise suppressing equipment, the construction of physical barriers and other noise reduction activities.

In appropriate cases, the FAA will encourage the development of new airports to replace older airports in areas with large populations adversely affected by noise. In new airport development, federal financing will be conditional on effective noise abatement planning and require all reasonable steps to be taken to assure that the use of land areas exposed to serious levels of noise around airports is restricted to uses compatible with airport operations projected for the foreseeable future.

The FAA will request Congress to amend the Airport and Airway Development Act to include among airport proprietor activities eligible for federal-aid funding the acquisition, installation and operation of airport noise monitoring equipment.

AIRPORT NOISE

The FAA is promulgating an airport noise policy to encourage airport proprietors to develop aggressive noise abatement programs for their airports, to assist them through federal air traffic control actions in attaining their noise abatement goals, and to advise them on how their proposed plans affect the overall air transportation system.

Although arguments that the FAA advisory program on airport use restrictions should fully preempt the legal authority and responsibility of airport proprietors to limit the noise impacts around their airports were fully considered, that program was designed not to do so.

The FAA will consider preliminary proposals from airport sponsors for comprehensive noise abatement plans and will fund a select number of innovative noise abatement model plans and demonstrations.

LOCAL ACTIONS

The FAA will encourage airport proprietors to assess the noise problem in surrounding communities and, where local authorities determine that there is a significant problem, to develop an action plan to reduce the impact of noise. That action plan should include a program to provide maximum land use compatibility with airport operations and consequent airport noise, both by the acquisition of easements or other rights in the use of land or airspace and by encouraging local governments to adopt and enforce zoning or other land use controls.

State and local governments are directly and uniquely responsible for ensuring that land use planning and zoning, and land development activities in areas surrounding airports attain the objective of land use that is compatible with present and projected aircraft noise exposure in the area. They should support airport land use programs developed by airport proprietors, and regulate the construction of buildings to ensure insulation from aircraft noise and provide for insulation of public and residential buildings.

State and local governments also should require that appropriate notice of airport noise exposure be provided to the purchasers of real estate and to prospective residents in areas near airports to ensure awareness of the nature of the airport environs.

EPA CONSULTATION

All the new rules are being developed in consultation with the Environmental Protection Agency, which supports the Part 36 compliance rule as an important step, but will continue to offer additional measures in other areas for FAA consideration. In particular, the EPA has proposed a more comprehensive airport noise regulation, which will appear in the Federal Register November 22.

FINANCING NEEDS HEARING

In a separate but related action, Secretary Coleman today outlined the major issues to be covered at a public hearing in Washington on December 1 on the financing needed by aircraft operators to meet FAA standards of aircraft noise emissions.

The Secretary said the four major issues that should be discussed are:

1. Whether there is a need for special financing provisions to enable aircraft operators to meet the deadlines stipulated in the new standard.
2. Whether it is desirable to meet the noise standards by replacing some or all 707s and DC-8s with new technology aircraft rather than by modification.

3. What specific financing arrangements, should any be found necessary, are most desirable.
4. Whether foreign flag carriers should be included in a financing program.

In a notice to be published in the Federal Register, the Secretary will set forth the matters bearing on the main issues and discuss them at length.

The December 1 public hearing will be held in the Departmental Auditorium, Constitution Avenue, between 12th and 14th Streets, and will begin at 10:00 a.m.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
November 23, 1976

DOT 86-76
Phone: (202) 426-4321

ENERGY STATISTICS COMPILED BY DOT

The U.S. Department of Transportation (DOT) today announced publication of the 1976 edition of Energy Statistics -- A Supplement to the National Transportation Statistics, developed as part of DOT's information program to improve availability of transportation-related statistics to industry and government.

The report is compiled and updated annually by the Department's Transportation Systems Center in Cambridge, Mass., for the Office of the Assistant Secretary for Policy, Plans and International Affairs. It contains statistics relating to (1) the role of transportation in the energy supply infrastructure, (2) transportation as a consumer of energy, and (3) additional data placing transportation in the overall context of the national energy picture.

The report brings together financial, inventory and activity-related statistics concerning the transportation of energy commodities, estimates of U.S. proved crude oil reserves, time-series on natural gas reserves and production, U.S. oil refinery capacity and yields and U.S. energy consumption statistics.

The data compiled in the report has been gathered from the Department of Transportation, the Interstate Commerce Commission, the Department of the Interior, the American Petroleum Institute and other primary sources.

Copies of the report may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price per copy is \$2.00, Stock Number 050-000-00122-9.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE NOON E.S.T.
WEDNESDAY, NOVEMBER 24, 1976

DOT-87-76
Phone: 202-426-4321

LOCKHEED EXTENDS CLOSING OF HOLLYWOOD-BURBANK AIRPORT

Lockheed Aircraft Corporation's decision to continue operating the Hollywood-Burbank Airport until December 31, 1977, measurably increases the chances that the airport will not have to close at all, Secretary of Transportation William T. Coleman, Jr., said today.

In a letter to Robert Haack, Chairman of Lockheed, Secretary Coleman said an environmental impact statement must be prepared and evaluated before the Department of Transportation and its Federal Aviation Administration can decide whether to support the effort of local communities to purchase the Hollywood-Burbank Airport from Lockheed and continue its operation. Pointing out the inability to speak for his successors and the fact that no federal official can make any major decision before a final environmental impact statement is prepared and studied, Secretary Coleman said a decision should be reached by August 1, 1977.

Lockheed in May 1976 announced its intention to close the airport in June 1977. Under legislation enacted in California in September 1976, a joint authority consisting of the municipalities of Burbank, Pasadena and Glendale was authorized to purchase the Hollywood-Burbank Airport and to continue its operation.

Secretary Coleman said the Department of Transportation is also exploring means of implementing a possible decision favorable to the California cities if the results of the environmental review process make it desirable to proceed. "One means," he said, "is the use of funds from the Airport and Airway Trust Fund. This would be effected by a grant agreement between the FAA and the Joint Powers Authority to assist the Authority in purchasing the airport. If this alternative is utilized," Secretary Coleman said, "every effort would be made to assist in the financing of this project within the limits of the national program. The sale price would, of course, be subject to FAA audit."

Lockheed's decision to extend the closing date enables the continued operation of the airport while the FAA undertakes a complete environmental analysis, Secretary Coleman said.

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FOR RELEASE MONDAY
November 29, 1976

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TRANSPORTATION ADVISORY COMMITTEE WILL CONSIDER
PUBLIC USES FOR ABANDONED RAILROAD RIGHTS-OF-WAY

Public policy alternatives regarding the re-use of abandoned railroad rights-of-way will be considered by the Citizens' Advisory Committee on Transportation Quality when it meets on December 6 and 7, 1976.

More than 70,000 miles of railroad rights-of-way have been abandoned in the United States since 1920. Additionally, another 6,000 miles are pending abandonment by railroads upon approval of the Interstate Commerce Commission.

The DOT will submit a report on the possible alternate uses of abandoned rights-of-way to Congress by February 1, 1977, as required by the Railroad Revitalization and Regulatory Reform Act of 1976. Harbridge House, Inc., of Boston, Massachusetts, has been contracted by the department to do a study on alternate uses. The study will form the basis of the report.

The public also has been invited to submit suggestions on alternate uses and to recommend policy changes that will encourage the re-use of the rights-of-way. The advisory committee's deliberations will provide additional consumer input on the issue.

The 21-member advisory committee recommends transportation initiatives to the Secretary of Transportation and assesses transportation policy from a consumer's viewpoint.

Sessions on both days will begin at 9 a.m., in Room 10214 of the Department of Transportation building, 400 Seventh Street, S.W., Washington, D.C. The meeting is open to the public. Persons wishing additional information should contact Gail Boyle in the department's Office of Consumer Affairs, (202) 426-4542.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
November 29, 1976

DOT 89-76
Phone: 202-426-4321

Deputy Secretary of Transportation John W. Barnum in a 42 page decision today announced that he has granted a waiver of Department of Transportation standards for three girth welds on the Trans-Alaska Pipeline and has denied requests for waivers on 31 other welds.

After Alyeska Pipeline Service Company had discovered earlier this year that the radiographs of some 3,955 girth welds on the Trans-Alaska Pipeline were missing or disclosed that the welds did not meet DOT standards for such welds, Alyeska started to repair the defective welds and to replace the missing radiographs. Later Alyeska petitioned the Department to waive its requirements for 612 defective welds which had not yet been repaired.

In its petition Alyeska claimed that the structural integrity of individual welds could be determined by fracture mechanics analysis, and that it should not be required to reexcavate certain welds in order to bring them into literal compliance with the DOT standards.

Fracture mechanics analysis is the study of the effects of defect size and orientation on the ability of a structure containing cracks to resist fracture. It permits quantitative estimation of the growth of cracks during the lifetime of a structure.

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Although DOT standards do not specifically include the use of fracture mechanics analysis, the method is widely used to determine the integrity of structures and in the design of aircraft and space vehicles, electrical power generating equipment, nuclear pressure vessels, and ship cargo tanks used to carry liquefied natural gas.

With regard to the three welds for which a waiver was granted, Barnum said, "Let me make it clear that DOT standards for pipeline integrity have been maintained. The waiver has been granted only after exhaustive analysis by the National Bureau of Standards and an independent panel of experts in the fields of fracture mechanics analysis, radiography, welding and non-destructive testing methods, as well as our own experts at DOT. As a result of these analyses and the testimony received at the October 28, 1976, public hearing I am satisfied that the defects in these welds which have been identified do not endanger the integrity of the pipeline."

"All of these analyses agree," Barnum said, "that fracture mechanics analysis can properly serve as a basis for granting exemptions for individual welds when such analysis provides a convincing estimate of the structural integrity of a particular pipeline connection."

The three welds for which exemptions were granted are located in the area of the crossing of the Koyukuk River. Barnum decided that to require repair of the welds would result in some adverse environmental impact. Because of a high water table and the nature of the stream bed, any repair of the three welds would require large bell holes and considerable risk of siltation to the stream and consequent impact on fish.

Although Alyeska originally petitioned for waivers on 612 welds, by November 24 it had repaired all but 34 welds. Of the 31 welds for which waivers were denied, eight were found unacceptable under fracture mechanics analysis and two welds could not be evaluated by fracture mechanics analysis because insufficient data was submitted.

Barnum found that 21 of the 31 welds were acceptable on the basis of fracture mechanics analysis, but since they had already been reexcavated to expose the welds in preparation for their repair, there was not any compelling reason to grant waivers. "Because of their reexcavation," Barnum said, "most of the environmental and cost impacts, upon which Alyeska based its waiver petition, cannot be avoided by granting waivers for these welds. Requiring Alyeska to complete the repair of those 21 welds will not have any effect on the price consumers will pay for Alaska petroleum products."

"Until such time as the principles of fracture mechanics are incorporated into existing standards, waiver requests based on such analysis should be granted only if the analysis provides a convincing and conservative demonstration of structural integrity and there is some compelling reason to waive literal compliance with existing standards for girth welds."

In making his decision, Barnum weighed the consequences of the damage to the environment which would result from requiring Alyeska to excavate and reweld pipeline connections in which the flaws which were detected by radiography were also determined through fracture mechanics analysis not to pose any risk of failure of the pipeline as they were.

"It should not be considered implicit in this determination that fracture mechanics analysis is an adequate general substitute for existing standards," Barnum said. "Fracture mechanics analysis is an estimated measure of performance requiring engineering judgment on each weld. Existing DOT standards are designed to ascertain a sufficient level of workmanship in day-to-day welding operations."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
November 30, 1976

DOT 90-76
Phone: (202) 426-4321

DOT TO SPONSOR INTERNATIONAL SYMPOSIUM ON BUILDING PIPELINES TO MOVE FREIGHT

Pipelines offer the potential for economical movement of commodities other than oil, natural gas and coal. To further explore the possibilities of building pipelines to move such freight as agricultural products, minerals and small packaged goods, an international symposium will be held in Washington, D.C., December 6-8, sponsored by the U.S. Department of Transportation.

The conference will be conducted at the Washington Hilton Hotel by the University of Pennsylvania's Department of Civil and Urban Engineering under a contract awarded by DOT's Office of University Research.

The symposium is designed to instruct transportation planners, and government and industry leaders, in the potential uses of pipelines, and create a climate in which eventually this mode may be introduced worldwide in situations where it would be the most efficient transportation system.

Research and experiments in carrying freight by pipelines will be discussed at the symposium by technical experts and educators from the United States, the Soviet Union, England, Germany, Japan, India, Canada and Iran.

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Among the newer pipeline technologies are pneumo-capsule and hydro-capsule pipelines. Pneumo-capsule systems use air or some other gas to propel capsules through the pipeline, while hydro-capsule systems use water as the propellant.

In slurry pipelines solid particles, crushed into small pieces, are suspended in water and transported to the destination. About 100 slurry pipelines exist in the United States.

Among the symposium speakers will be Hamilton Herman, Assistant Secretary of Transportation for Systems Development and Technology, who will discuss transportation research and development policies and opportunities at the conference dinner on December 6. At the opening session, James T. Curtis, director of DOT's Materials Transportation Bureau, will discuss the bureau's evaluation of future prospects for freight pipeline applications.

V. Rodger Digilio, acting program director in the transportation assessments program of the Congressional Office of Technology Assessment, will speak at the luncheon meeting on December 7 on a technological assessment of the coal slurry pipeline.

In addition, on December 7 a University of Pennsylvania research team, which is conducting a DOT-sponsored research project on transportation of solid commodities by pipeline, will discuss the progress of its work.

Case studies at the symposium will include transportation of refuse by pipeline in Memphis, Tenn., and an analysis of pneumatic pipeline transmission of coal with fuel gas.

The advanced registration fee is \$40. Further information on the symposium is available from David C. Ryan, Jr., Office of Research and Development Policy, U.S. Department of Transportation, Washington, D.C. 20590. Phone: (202) 426-4208.

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
December 6, 1976

DOT 91-76
Phone: 202-426-4321

SECRETARY COLEMAN CALLS FOR LARGE-SCALE DEMONSTRATION OF PASSIVE RESTRAINT SYSTEMS

Secretary of Transportation William T. Coleman, Jr., today called on automobile manufacturers to join the Federal government in conducting a large-scale, nationwide demonstration of the life-saving and injury reducing capabilities of passive restraint systems in automobiles. He asked the U.S. casualty insurance industry to make firm and public commitments to offer premium reductions on passive restraint-equipped cars. He also ordered a program to promote greater use of seat belts.

The Secretary's plan would make available to the general public at least 500,000 cars equipped with air bags or other passive restraints beginning in the Autumn of 1978.

The purposes of the demonstration program are to assure that cars equipped with passive restraints are available to the public in large numbers at the earliest possible date, to provide the public with an opportunity to become more familiar with such systems before a decision is made whether to require them in every car, and to further the development of this promising safety technology, the Secretary said.

Stating his conviction that passive restraint systems are technologically feasible, would provide substantially increased protection to the driving public, and could be sold for about \$100 a car at full production, the Secretary nonetheless rejected at this time the option of immediately requiring such systems in all new cars because of the danger that the American people would reject such a mandate unless they first have a chance to become familiar with the benefits of passive restraints.

- more -

"Rejection by the public would lead to administrative or Congressional reversal of a passive restraint requirement that could result in hundreds of millions of dollars of wasted resources, severe damage to the nation's economy, and, equally important, a poisoning of popular sentiment toward efforts to improve occupant restraint systems in the future," the Secretary stated.

"I believe that a demonstration program will increase significantly the chances that passive restraints will ultimately prove acceptable, and I am convinced that their potential safety benefits warrant this action," he said.

Secretary Coleman cited two further reasons for proposing a demonstration program instead of requiring passive restraints in all cars at this time. He said that the government owes the public more exposure to the operation of passive systems than we usually require before issuing a Federal safety standard because passive restraints incorporate new technology concerning which there is widespread public apprehension, would be among the most costly auto safety measures that have been Federally required to date, and would be replacing lap and shoulder belt restraints that are effective when used.

Furthermore, the Secretary said, a demonstration program could make a passive restraint requirement unnecessary by creating sufficient consumer demand so that manufacturers would voluntarily equip some or all cars with them. Likewise, the Department's efforts to increase belt use might lead to a conclusion that much higher belt use than we now predict could be achieved.

Secretary Coleman noted that the best available evidence indicates that the present lap and shoulder belt system, when used, is about as effective as existing passive restraint systems.

He directed the department's National Highway Traffic Safety Administration (NHTSA) to issue within one week an advance notice of proposed rulemaking with the goal of increasing belt convenience, comfort and reliability, and to develop reliable data on levels of future use which could be achieved by such measures. He also directed NHTSA to work with state and local jurisdictions to provide information to the public about the benefits of seat belt use and to share with them the experience of countries in which mandatory belt use laws have been enacted.

If seat belts could be improved and their use increased, these changes could have bearing on DOT's ultimate decision as to whether to mandate passive restraints for all new cars, the Secretary said.

The Secretary estimated that the cost of equipping 500,000 cars with air bag systems over a two-year period would be approximately \$71 million.

Secretary Coleman called on the automobile industry to bear a substantial part of the cost of the demonstration program saying that to ask the manufacturers to make a significant contribution to this task of making their product safe for the American consumer is an eminently reasonable request." "I have confidence that they will live up to their social and corporate responsibility and meet my request. Coleman contrasted the costs of the demonstration program with the almost \$4 billion combined corporate profits reported by domestic manufacturers and the \$600 million investment in production tooling that could be lost by an aborted passive restraint mandate," he said.

Secretary Coleman scheduled the week of December 20 to begin discussion of the demonstration program with domestic and foreign automobile manufacturers, including negotiation of a proper allocation of costs. He said that he hoped to reach agreement on the terms of the demonstration program by January 5, 1977. Before leaving office, he will report to the President, Congress, and the public the results of discussions and his recommendations for further actions, the Secretary said.

Secretary Coleman stated that the demonstration program would be based on the following terms and conditions:

- At least two manufacturers would agree to manufacture and market a combined total of 500,000 cars, 250,000 cars per year, in various model sizes equipped with passive restraints, approximately half with full-front air bags and others with driver-side-only air bags, to be available for purchase beginning September 1, 1978.
- The participating manufacturers would agree with DOT on the price at which such systems would be offered to the consumer. Based on estimated full production costs of air bags, the price is not expected to exceed \$100 for a full front air bag and \$50 for a driver-side-only system.
- The manufacturers would agree to market these passive restraint equipped cars on a nationwide basis, including promoting cooperation from their dealers.
- NHTSA would establish a procedure for complete reporting of accidents involving passive restraint equipped cars, and monitor the systems' reliability and effectiveness in reducing deaths and injuries.

The Secretary's decision followed a public hearing on August 3, 1976, during which he listened to some seven hours of argument from both proponents and opponents of passive restraints, including public officials, representatives of citizen groups, domestic and foreign auto manufacturers, insurance companies, producers of occupant restraint systems, and experts on automotive technology and safety. More than 7,000 written comments were also submitted.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 15, 1976

DOT R-75-76
Tel. 202-426-9550

NEW MEMBERS OF ADVISORY COUNCIL SWORN IN BY SECRETARY COLEMAN

Secretary of Transportation William T. Coleman, Jr., has sworn in additional members of the National Motor Vehicle Safety Advisory Council to focus attention on the problem of truck and bus safety.

Members sworn in at a recent council session are:

H. David Crowther, director of public relations, Lockheed-California Co., Burbank, Calif.

Don L. Ivey, assistant director and head, Safety Division, Texas Transportation Institute, Texas A & M University, College Station, Tex.

Berkley C. Sweet, president, Truck Body and Equipment Association, Washington, D. C.

A new member who will be sworn in at the council's next meeting is Henry J. Nave, advisor to the president, Mack Trucks Inc., Allentown, Pa.

Secretary Coleman congratulated the council for its recent review of the National Highway Traffic Safety Administration's safety defects recall program.

The secretary said the council's report was lucid, practical and a fair presentation of opposing viewpoints. He said the council, a 25-member group that advises the secretary on federal vehicle standards and programs, is having a positive impact on both government and industry officials concerned with motor vehicle safety.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 17, 1976

DOT 92-76
Phone: (202) 426-4321

COLEMAN SCHEDULES AIR BAG DISCUSSIONS

Secretary of Transportation William T. Coleman, Jr., will meet with representatives of automobile manufacturing companies during the week of December 20 to discuss their participation in a nationwide demonstration of automotive passive restraint systems.

The Secretary on December 6 called on the industry to make available to the public 500,000 cars equipped with airbags or other passive restraint systems beginning with the 1979 model year.

The meetings are scheduled as follows:

DECEMBER 20

1:30 p.m. Chrysler

4:00 p.m. General Motors

DECEMBER 21

10:00 a.m. Ford

2:30 p.m. Volkswagen

5:00 p.m. Volvo

DECEMBER 22

3:00 p.m. Mercedes-Benz

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590



FOR RELEASE FRIDAY
December 17, 1976

DOT 93-76
Phone: (202) 426-4321

RAIL STUDY AVAILABLE
FOR PUBLIC REVIEW

The U.S. Department of Transportation is making available for public review and comment part of its report to Congress under Section 902 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210).

Section 902 directs the Secretary of Transportation to analyze the effects on the railroads of policies and methods for providing federal aid to the rail and non-rail modes of transportation and to recommend to Congress future policy for providing federal aid to rail transportation.

The part of the Section 902 Study that DOT is making available is a consultant's report which analyzes the effects of federal actions and socio-economic forces on the viability of rail transportation. DOT plans to make the consultant's report an integral part of the Secretary's Section 902 Report to Congress.

Copies of the consultant's report will be available for review from Wednesday, December 22 through Wednesday, December 29 in Room 4234 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. Copies of the report will not be available for redistribution or recopying. The reading room will be open each day from 9:00 a.m. to 5:00 p.m. Anyone who wishes to visit the reading room is asked to call Mrs. Clark at 202-426-4416 to make an appointment.

DOT will accept comments on the consultant's report from December 22 through December 29. Comments are to be submitted to Robert H. Binder, Assistant Secretary of Transportation for Policy, Plans and International Affairs, either in writing or by making an appointment to talk with him.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, December 17, 1976

DOT 94-76
Phone: 202-426-4321

SECRETARY COLEMAN APPROVES APPLICATIONS FOR LICENSES TO BUILD TWO DEEPWATER PORTS

Secretary of Transportation William T. Coleman, Jr., today approved two applications for licenses to build the nation's first deepwater ports in the Gulf of Mexico off the coasts of Louisiana and Texas.

In approving the applications, Secretary Coleman said development of the deepwater ports will reduce the risk of environmental damage from oil spills and lower the costs of transporting oil.

The future deepwater ports are LOOP, a consortium of six oil companies which will build 18 miles south of Grand Isle, La., and Seadock, to be constructed by a group of eight oil companies and one chemical company 26 miles offshore, south of Freeport, Tex.

Both ports are designed to handle oil from supertankers and will be built in water over 100 feet deep. When all stages of construction are completed, the combined capacity of the two ports would be 7.4 million barrels of oil per day.

Secretary Coleman said he has placed certain conditions on the licenses designed to protect the national interest, including terms to protect and enhance the environment, and to promote competition. He said he will sign the licenses following a 30-day period during which they are on file with the Council on Environmental Quality. Simultaneously, he also submitted final environmental impact statements on the two deepwater ports to the council.

In making the decision, Secretary Coleman said he had relied heavily on the advice and recommendations of other federal and state agencies and the views of the public as expressed in public hearings. The application process set up in the Deepwater Ports Act of 1974 requires him to solicit the expert advice of the Department of Justice, the Federal Trade Commission (FTC) and other federal agencies.

In line with recommendations from the Environmental Protection Agency, the National Oceanic Atmospheric Administration and other agencies, the licenses will contain certain environmental conditions, including controls on any project changes and construction of pipelines, measures to minimize harm to wildlife in wetlands and environmental monitoring throughout the project's life.

Secretary Coleman said he had substantially followed the antitrust advice of the Attorney General and the FTC in approving the applications. The license conditions and continual monitoring will help to insure non-discriminatory access to all shippers and prevent any adverse effect on competition, restraint of trade or tendency toward monopoly.

Congress had shown a preference in the Deepwater Ports Act by establishing a priority for approval of applicants that are either publicly owned or not potential users of the port, the Secretary said. However, such applicants have not filed to build ports. Congress also explicitly provided that the potential users of a deepwater port could be licensees. As a result, he said he could not deny an application because "the owners of the license are potential users of such a facility, although I do recognize and address, through specific license conditions, the unique characteristics that vertical integration implies."

The license conditions place special obligations on the applicants with which they must comply, the Secretary said. "For this reason, LOOP and Seadock may not decide to accept the license and undertake the project," said Secretary Coleman. If they do not, the Secretary said he hopes other potential applicants will step forward.

Among the considerations the Secretary said he used in reaching the decision are:

- LOOP and Seadock will reduce significantly the environmental risks from imported oil. The latest technology in pollution prevention and control will be used in the ports' construction, and possible oil spills resulting from off loading, oil transshipments or harbor collisions will be reduced substantially.

- The costs of transporting crude oil will be reduced by as much as 30 percent because of the lower operating costs of the supertankers using deepwater ports. Secretary Coleman said he will condition the licenses to make sure the cost savings are passed on to the consumer.

o The United States will continue to be dependent on imports of foreign oil for the foreseeable future. The development of deepwater ports is a sound method of importing oil and not inconsistent with this nation's commitment to securing greater energy independence because the ports allow greater flexibility enabling the United States to receive supertankers, the most efficient vessels in the world tanker fleet.

o Construction and operation of the two ports will create new jobs and business for contractors. Because of an affirmative action program agreed to by both licensees, many of the jobs and contracts will be available to minorities and women.

On the antitrust issues, Secretary Coleman said he had generally accepted all of the recommendations of the Department of Justice and the FTC, save one, to reduce the anticompetitive effects of oil company ownership of the ports, and he specifically gave his reasons why he could not follow the one recommendation which he did not accept.

Secretary Coleman established the following conditions for the licenses:

(1) The ports must provide open and non-discriminatory access to all shippers, both owners and non-owners. The Coast Guard will consult with the Justice Department on conditions of service and limitations imposed by the licensee on vessels and cargoes. The operations manual for the ports will include a proration policy when the oil being delivered exceeds a port's capacity.

(2) The ports can be ordered to increase their capacity to the limits set in the application. In addition, the Secretary can compel the ports to expand an additional 25 percent in a situation where excess demand of shippers is demonstrated and the expansion is "technically practical, economically reasonable, financially feasible and environmentally sound."

In addition, policies for prorating oil volume and conditions of service will require DOT review and approval. Any shareholder or group can authorize the port corporation to expand the facilities. The license also will prohibit shareholders from preferential purchases of shares from other owners, and shares must be made available to outside shippers when a port expands and new financing is required. Moreover, shareholders at three-year intervals will readjust their interest so each owner's share equals his average volume.

(3) Effective rate regulation of deepwater ports is necessary to make sure their economic efficiencies are passed on to the consumer. Secretary Coleman said, however, that Congress explicitly vested the power in the Interstate Commerce Commission (ICC) and he could not properly duplicate that authority in the licensing process. DOT will work closely with the ICC and the Department of Justice to bring about the necessary changes in rate-making rules which will give the consumer a better break, the Secretary said.

(4) DOT will exercise some control over onshore pipelines that connect the port with the existing inland pipeline distribution network. The licenses will provide for review by DOT of joint arrangements between the ports and commonly owned or controlled pipelines. Conditions of service must be consistent with those of the port. In addition, non-owner shippers must be provided with storage for oil until it can enter connecting pipelines and the facilities for delivery of the oil to the connecting pipelines.

A deepwater port consists of clusters of single-point moorings linked to an offshore pumping station that is connected by underwater pipeline to onshore tanks and storage facilities. A super-tanker hooks up to the floating hose from a single-point mooring and pumps its oil through the hose and a pipeline to the offshore platform. Then large pumps move the oil through the pipeline to storage on the shore.

More than 100 single-point moorings are in use throughout the world.

The six oil companies belonging to the LOOP consortium are Ashland Oil, Inc., Marathon Oil Company, Murphy Oil Corporation, Shell Oil Company, Texaco, Inc., and Union Oil Company of California. Seadock is a joint venture backed by Cities Service Company, Continental Oil Company, Crown-Central Petroleum Corporation, Dow Chemical Company, Exxon Corporation, Gulf Oil Corporation, Mobil Oil Corporation, Phillips Petroleum Company and Shell Oil Company.

The first phase of LOOP's construction is a \$350 million terminal capable of handling 1.3 million barrels a day. The fully-completed port would cost \$738 million and could unload 3.4 million barrels a day.

The first stage of Seadock's construction is estimated to cost \$659 million. It would be capable when completed of unloading 2.5 million barrels of oil a day from supertankers. Expansion to the final capacity of 4 million barrels per day would require an additional \$206 million, making the total cost \$865 million.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
DECEMBER 23, 1976

DOT 95-76
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today announced grants totaling \$2.3 million to assist 47 states to strengthen gas pipeline safety programs.

The allocation of funds was based on the estimated cost for each state's natural gas pipeline safety activities during 1977. The funds will be used for personnel, training, equipment and other related costs associated with gas pipeline safety programs.

The amount allocated for 1977 pipeline safety programs is approximately \$750,000 greater than in 1976.

States not applying for federal financial assistance for pipeline safety programs in the coming year are Texas, Oklahoma, Louisiana, South Carolina, New Mexico and Florida.

The allocations are listed on the following pages.

<u>STATE</u>	<u>Payment Agreement No.</u>	<u>Amount of Federal Funds</u>
VIRGINIA	DOT-GB-70041	\$ 29,546
WASHINGTON	DOT-GB-70042	25,500
WEST VIRGINIA	DOT-GB-70043	68,222
WISCONSIN	DOT-GB-70044	35,103
WYOMING	DOT-GB-70045	53,061
DIST. OF COL.	DOT-GB-70046	34,100
PUERTO RICO	DOT-GB-70047	19,550
		<hr/>
TOTAL		\$2,300,000

ALLOTMENT OF FY 1977 FEDERAL FINANCIAL ASSISTANCE FUNDS TO STATE
AGENCIES FOR GAS PIPELINE SAFETY PROGRAMS
(\$2,300,000 to 47 STATES)

<u>STATE</u>	<u>Payment Agreement No.</u>	<u>Amount of Federal Funds</u>
ALABAMA	DOT-GB-70001	\$ 98,222
ALASKA	DOT-GB-70002	12,500
ARIZONA	DOT-GB-70003	19,760
ARKANSAS	DOT-GB-70004	39,888
CALIFORNIA	DOT-GB-70005	92,265
COLORADO	DOT-GB-70006	34,955
CONNECTICUT	DOT-GB-70007	35,950
DELAWARE	DOT-GB-70008	7,925
FLORIDA FM	DOT-GB-70009	29,436
GEORGIA	DOT-GB-70010	79,000
HAWAII	DOT-GB-70011	12,500
IDAHO	DOT-GB-70012	19,042
ILLINOIS	DOT-GB-70013	64,400
INDIANA	DOT-GB-70014	51,536
IOWA	DOT-GB-70015	39,070
KANSAS	DOT-GB-70016	46,162
KENTUCKY	DOT-GB-70017	70,735
MAINE	DOT-GB-70018	10,832
MARYLAND	DOT-GB-70019	21,785
MASSACHUSETTS	DOT-GB-70020	24,912
MICHIGAN	DOT-GB-70021	139,400
MINNESOTA	DOT-GB-70022	36,018
MISSISSIPPI	DOT-GB-70023	55,713
MISSOURI	DOT-GB-70024	50,136
MONTANA	DOT-GB-70025	17,480
NEBRASKA	DOT-GB-70026	42,020
NEVADA	DOT-GB-70027	12,088
NEW HAMPSHIRE	DOT-GB-70028	8,259
NEW JERSEY	DOT-GB-70029	44,520
NEW YORK	DOT-GB-70030	358,006
NORTH CAROLINA	DOT-GB-70031	56,272
NORTH DAKOTA	DOT-GB-70032	8,925
OHIO	DOT-GB-70033	74,358
OREGON	DOT-GB-70034	46,133
PENNSYLVANIA	DOT-GB-70035	99,109
RHODE ISLAND	DOT-GB-70036	39,118
SOUTH DAKOTA	DOT-GB-70037	18,508
TENNESSEE	DOT-GB-70038	84,224
UTAH	DOT-GB-70039	18,950
VERMONT	DOT-GB-70040	14,806



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 31, 1976

DOT R-7W-76
Tel. 202-426-9550

NEW MEMBERS APPOINTED TO DOT ADVISORY COUNCIL

Secretary of Transportation William T. Coleman, Jr. has announced
the appointment of nine members to the National Motor Vehicle Safety
Advisory Council.

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. The council provides a forum for
representative citizen participation in the federal regulatory process.

In filling vacancies which became due in December, the members will
serve the following terms:

(Three year terms ending Dec. 31, 1979)

William T. Birge, vice president, engineering, Bendix Corp., South
Bend, Ind.

Dr. B. J. Campbell, director, Highway Safety Research Center, Chapel
Hill, N. C.

Dr. Henry A. Hill, president, Riverside Research Laboratory Inc.,
Haverhill, Mass.

Donald L. Gibson, supervising inspector, California Highway Patrol,
Sacramento, Calif.

Warren E. Jackson, vice president and director of engineering, The
Travelers Insurance Companies, Hartford, Conn.

(Two year term ending Dec. 31, 1978)

Dr. Julian A. Waller, chairman, Department of Epidemiology and Environmental Health, University of Vermont, Burlington, Vt.

(One year terms ending Dec. 31, 1977)

Julie Candler, automotive editor, WOMAN'S DAY Magazine, Birmingham, Mich.

Louis C. Lundstrom, executive director, environmental activities staff, General Motors Corp., Detroit, Mich.

Don A. Wilson, manager, Distribution Systems, The Southland Corp., Dallas, Tex.

The 30-member Council will hold its next meeting in Washington, D. C. on Feb. 8, 9 and 10. The new and reappointed members will be sworn in during that meeting.

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