



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
March 16, 1977

c-2
MAR 18 1977

DOT 35-77
Phone: (202) 426-4321

Expected levels of river traffic do not demand early action to install a 1200-foot lock in Locks and Dam 26 on the Mississippi River near Alton, Illinois, the Department of Transportation has told the Subcommittee on Water Resources of the Senate Public Works Committee.

"Review of the traffic projections and of the capacity question leads to the conclusion that existing capacity will suffice at least until 1990," DOT said. Referring to the entire river system, the department added, "the whole question of the desirable level of capacity on this waterway system should be the subject of a major and extensive study of the whole system. There is ample time in which to conduct such a study."

Examining the proposal to replace the existing structure of one 600-foot lock and one 360-foot lock with a single 1200-foot lock from an engineering standpoint, DOT noted the U.S. Army Corps of Engineers' assertion that replacement or rehabilitation of the existing facility is required now.

"If this is indeed the case," DOT said, "it is very likely that a single 1200-foot lock would be constructed as part of such an effort at relatively low additional cost. If so, it would be economically desirable to construct such a 1200-foot lock since the capacity of the existing facility will almost certainly be reached in this century, and 1200-foot locks are already in place at the dams above and below Alton."

There is, however, considerable controversy about the engineering aspects of the matter, DOT said, and until engineering questions are satisfactorily resolved the department cannot submit a final report recommending an appropriate course of action.

The Department of Transportation's report, The Replacement of Alton Locks and Dam 26, responds to a request from the Subcommittee on Water Resources for an economic analysis of the Corps of Engineers' single lock proposal. The study was completed in 120 days.

"Clearly, a four months study of the Corps' single lock proposal cannot fully resolve all the economic issues inherent in and associated with the replacement or rehabilitation of Locks and Dam 26," DOT said. "In particular, a comprehensive systemwide intermodal assessment of transportation requirements in the midwest region, widely perceived as a prerequisite for sound long-range plans of overall river system capacity, will require a major analytical effort over several years," the report states. "Nothing in this report should be viewed as replacing or negating the desirability of such a regional transportation study. Thus, this brief study has made no attempt to address the economic justification for increasing the navigational capacity of the entire river system."

The principal findings of the report are:

Impact of a Single 1200-foot lock on Railroad Revenues:

- The impact of the proposed single 1200-foot lock on railroad revenues does not appear to be significant.
 - A single 1200-foot lock at Alton, Illinois will not cause significant diversion of existing rail traffic to the waterways.
 - If the lock capacity at Locks and Dam 26 is expanded, the railroads will lose the opportunity to carry the traffic that they might otherwise get if a capacity constraint stopped the river traffic from growing. As far as the consequences of government action with regard to Locks and Dam 26 are concerned, this is traffic that would go to the railroads only if a decision were made to hold the capacity at Alton at its present level indefinitely.

Traffic Forecasts:

- While the commercial traffic on this river will continue to grow, the projections used by the Corps in its benefit evaluations can only be met under the most optimistic of circumstances.
 - Lockage data for the years 1972-1976 show that, with the exception of grain, most commodities have failed to obtain predicted growth rates.
 - Estimates of future demand for coal and petroleum suggest that movements of these goods through Locks and Dam 26 will continue to fall short of forecasted levels.
 - Even if grain movements maintained recent very high growth rates, they would have difficulty offsetting the current observed trends for other commodities.

Lock Capacity:

- The overall locking capacity of the current facility at Alton, Illinois, appears to be in the range of 75-85 million tons per year in light of current trends in tons per tow and the possibilities for technological and operational improvements.
- The capacity of a single 1200-foot lock appears sufficient to handle waterway traffic well into the next century, given the present capacity of the rest of the locks and dams on the upper Mississippi River and Illinois waterway. On the basis of this study, DOT cannot estimate how long the capacity of a single 1200-foot lock would be adequate if the rest of the system were expanded.
- A single 1200-foot lock, in and of itself, should not generate any pressure to expand capacity on other segments of the river system.

The report was sent to Congress on March 11. It is being printed for public release and copies are expected to be available on or about March 21 from:

Office of Public Affairs (S-80)
Office of the Secretary
U.S. Department of Transportation
Washington, D.C. 20590
Telephone: 202-426-4321

For further information:
W. W. Bishop

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WASHINGTON, D. C. 20590

C-2
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March 16, 1977

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DR. SCOTT ELECTED CHAIRMAN OF DOT ADVISORY COUNCIL

Dr. Basil Y. Scott of New York has been elected chairman of the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council.

The Council advises the Secretary of Transportation on federal motor vehicle safety standards and programs administered by the department's National Highway Traffic Safety Administration.

Dr. Scott, Administrative Director of the New York State Department of Motor Vehicles, succeeds Dr. B. J. Campbell of North Carolina, who served as Council chairman for the past two years.

A member of the Council since 1975, Dr. Scott also served a 3-year term on the Council's sister advisory group, the National Highway Safety Advisory Committee.

The Advisory Council's next meeting is scheduled for April 12-14 in Washington, D. C. The highlight of that meeting will be a seminar on motor vehicle head and neck injuries.

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WASHINGTON, D.C. 20590

TRANSPORTATION
e-2
MAR 18 1977

FOR RELEASE WEDNESDAY
March 16, 1977

DOT 34-77
Phone: (202) 426-4321

U.S. Secretary of Transportation Brock Adams said today he will personally review the decision made by former Secretary William Coleman concerning the selection of Columbia-Waterloo, Illinois, as the site of a new airport to serve the St. Louis metropolitan area. He intends to issue a written decision on the matter not later than March 31.

"The question of a new major airport to serve the St. Louis region is of great importance to the residents of the affected area and has far-reaching implications for the quality of commercial and general aviation service at St. Louis," Secretary Adams said.

"Since becoming Secretary, I have had the opportunity to study former Secretary Coleman's written decision paper approving the Columbia-Waterloo site. I have discussed the question of a new airport for the region in meetings held on February 25 with public officials of Missouri and Illinois. I also have received written submissions from both groups, as well as from the air carriers and members of the public."

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"Because of these reasons, and since the major portion of funding for land acquisition for the proposed new airport in the Columbia-Waterloo, Illinois, area would be funded by the current Administration, I have decided to personally review and clarify the Department of Transportation's position in this matter. I intend to issue a written decision not later than March 31," the Secretary said.

The Columbia-Waterloo site was approved by Coleman on September 1, 1976. It has been a subject of controversy among state and local officials and citizens of both Missouri and Illinois.

The specific approval by Coleman was of a request by the St. Louis Metropolitan Area Airport Authority (SMAAA) for a grant of federal funds to acquire land at the Columbia-Waterloo site. The grant would be made under provisions of the Airport and Airway Development Act of 1970, as amended.

On January 20, 1977, DOT through its Federal Aviation Administration concluded with the SMAAA an initial grant agreement for \$100,000 to begin land acquisition.

The new airport, if built, would be expected ultimately to replace Lambert-St. Louis International Airport, which is located in Missouri, as the major air carrier airport for the St. Louis metropolitan area.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
March 18, 1977

DOT 36-77
Phone: (202) 426-4321

Secretary of Transportation Brock Adams told a Senate committee today that the Carter Administration's proposals to prevent oil pollution and improve tanker safety would depend on a combination of new regulations, legislation and international agreements.

Testifying before the Senate Committee on Commerce, Science and Transportation, Adams said he will send to Congress the President's proposed legislation to establish a \$200 million fund for compensation of victims of oil pollution. Adams noted that much of what is being proposed by the President and the Department of Transportation follows the lead of Senator Warren G. Magnuson, chairman of the committee, who was an early proponent of tanker safety measures.

Acting at the President's request, the Secretary will develop within 60 days new regulations for oil tankers of more than 20,000 deadweight tons that enter U.S. ports.

Adams said these regulations will include:

- Segregated ballast and, in the case of new vessels, double bottoms;
- Inert gas systems to lessen the risk of explosion;
- Backup radar with collision avoidance equipment;
- Improved steering standards.

The Secretary pointed out that on January 31 he had taken certain steps to improve navigational safety and had established a special task force in his office to create maritime safety policy for the department.

New regulations, he said, would require appropriate phasing-in periods.

"There would be appropriate phasing-in periods for these requirements," Adams said, "and we shall be receptive to new technology that can provide equivalent pollution protection. These measures would help reduce the danger

of spills from groundings and collisions and minimize ocean pollution. They would reduce the hazard of fire and explosion during oil transfer and tank cleaning operations and provide for safer navigation."

In addressing the question of compensation for oil spills, Adams commented, "The Comprehensive Oil Pollution Liability and Compensation Act of 1977, which I shall submit to the Congress on the President's behalf, should replace the current overlapping system of federal and state oil spill liability and compensation funds. It will propose a single national framework with one standard of strict liability for oil spills -- either from vessels, pipelines, terminals or offshore facilities.

"Its intent is to fully compensate victims, whether individuals or municipalities, for virtually all oil pollution damages," the Secretary said.

In the international arena, Adams noted that 85 percent of the oil annually spilled into the oceans from marine transport sources results from operational discharges, which usually take place on the high seas beyond national jurisdiction.

He urged ratification of the 1973 Marine Pollution Convention, sent to the Senate today by the President, as the key to control of oil discharges at sea.

Secretary Adams said the United States, working through the Inter-Governmental Maritime Consultative Organization, will press for more stringent international oil tanker standards in such areas as the new regulations the department is now drafting, additional requirements for crew qualifications and additional construction and equipment measures.

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FOR RELEASE TUESDAY
March 22, 1977

DOT 38-77
Phone: (202) 426-4321

**SECRETARY BROCK ADAMS HOLDS HEARING
ON PROPOSED FUEL ECONOMY STANDARDS**

U.S. Secretary of Transportation Brock Adams today opened a public hearing on proposed passenger automobile fuel economy standards for the model years 1981 through 1984.

In his opening remarks Adams urged all public and private segments concerned with the automobile industry to "move forward together" to make the maximum possible fuel economies without sacrificing safety and emissions standards.

"I believe we must move forward together in all three areas -- fuel, emissions and safety -- and not attempt to play one standard against another. Safety standards, for example, become increasingly important as cars get smaller, and smaller, lighter cars are clearly going to be necessary if we are to get improved fuel efficiency and exhaust emission standards at the same time.

"We are, I should note, moving in the right direction. Through the industry's voluntary mileage improvement program, fleet averages have been raised in each of the last three model years. The 1976 average fuel economy level for new cars was 17.1 miles per gallon; preliminary data indicate that the figure for 1977 models will be over 18 mpg," the Secretary said.

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The hearing is being held at the Departmental Auditorium, located on Constitution Avenue between 12th and 14th Streets, NW, Washington, D.C.

The issues to be addressed are:

- The technical feasibility of various standards;
- Economic practicability of those standards;
- The effects of other Federal standards on fuel economy; and
- The national need for energy conservation.

The Motor Vehicle Information and Cost Savings Act, as amended, provides that final rules are to be issued no later than July 1, 1977, on average fuel economy standards for passenger automobiles in each of the model years 1981 through 1984.

The term "passenger automobiles" generally includes four-wheeled vehicles manufactured primarily for on-road use and for transportation of 10 or fewer passengers, such as sedans, coupes and station wagons.

The average fuel economy would represent the average fuel consumption of all passenger automobiles in a manufacturer's fleet in a particular model year.

The Act established an average fuel economy standard of 20.0 mpg for Model Year 1980 cars and 27.5 mpg for 1985 automobiles.

The standards set by the government would be for the intervening years and must be set at a level which is the maximum feasible average fuel economy level, and which would result in steady progress toward meeting the 1985 level of 27.5 mpg.

Interested persons can submit written comments until April 7. They should be addressed to the Docket Section, Room 5108, 400 Seventh St., SW, Washington, D.C. 20590.

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FOR RELEASE THURSDAY
March 24, 1977

DOT 39-77
Phone: (202) 426-4321

Truck operators saved 155 million gallons of fuel in 1976 by purchasing fuel-efficient vehicles offered by truck manufacturers, according to an informal Department of Transportation survey.

This amount of fuel could operate all the passenger cars in a city the size of Memphis, Tenn., for one year.

Installed in the new, more efficient trucks were fuel-saving engines, fan clutches, radial tires and aerodynamic devices. Sale of these items increased by as much as 400 per cent in the 1976 model year, compared to 1975, resulting in the substantial increase in fuel saving.

Initial figures for 1977 show a further increase in sales of fuel-efficient components for trucks.

The DOT survey of major U.S. truck manufacturers accounted for 108,000 of the 113,000 trucks over 26,000 pounds sold in this country during the 1976 model year.

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All major U.S. truck and bus manufacturers, three of the four major truck and bus diesel engine manufacturers and 80 of the largest motor carriers have joined with DOT, the Federal Energy Administration and the Environmental Protection Agency in the Voluntary Truck and Bus Fuel Economy Improvement Program.

Begun in 1975, the program has greatly increased the information available on fuel economy improvements for commercial vehicles and seeks to aid the effectiveness of voluntary economic incentives to save fuel.

Commercial vehicles account for about 7 per cent of U.S. petroleum consumption every year. Most motor carriers can achieve a 20 percent improvement in fuel economy by using the new devices and better operating techniques.

To the operator of one tractor-trailer combination, which travels 100,000 miles a year, a 20 per cent improvement in fuel economy can represent a \$1,850 saving in fuel cost.

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

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FOR RELEASE FRIDAY
March 25, 1977

DOT R-15-77

U.S. Secretary of Transportation Brock Adams will hold his next Town Meeting on April 20 in San Jose, California. This will be the second in a series of town meetings being held around the country to enable Secretary Adams to get a first hand view of citizens' ideas on transportation and its problems.

"Transportation touches the life of virtually every American," Adams said. "But for too long there has been a communications gap in this country between the national transportation policy makers in Washington and the 220 million Americans who are directly affected by those policies.

"I hope, with these meetings, to begin to bridge that gap. I want to hear directly from the people about what ails our transportation system and what they want us in Washington to do about it."

The San Jose Town Meeting will be held from 1:00 p.m. until 4:00 p.m. at a site to be selected. Secretary Adams expects to hear testimony from invited representatives of civic, minority, environment, and consumer groups as well as other organizations representing those with special transportation needs, such as the elderly and handicapped. Interested groups should contact Robert Marx in the U.S. Department of Transportation Office of Public Affairs at 202-426-2147.

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WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
March 28, 1977

DOT 40-77
Tel. 202-426-9550

HEAD/NECK INJURY WORKSHOP SCHEDULED

National and international authorities will discuss methods of reducing head and neck injuries in traffic accidents at a seminar April 12-13, at the Sheraton National Motor Hotel, Arlington, Va.

Sponsored by the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council, the meeting is designed to review all relevant information in this area, such as passive restraint protection, and analyze the effectiveness of government programs related to the development of safety standards for head and neck protection.

Biomedical and biomechanical experts will discuss and debate the methods of identifying the causes of head and neck injuries, injury tolerance levels which are likely to occur in motor vehicle-related accidents, and the methods of assessing the severity of injury, the Council said.

Additional information on this workshop session may be obtained by contacting the Executive Secretary, National Highway Traffic Safety Administration, Room 5215, Department of Transportation Headquarters Building, Washington, D. C. 20590. Telephone: 202-426-2872.

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FOR RELEASE TUESDAY
March 29, 1977

DOT 41-77
Phone: (202) 426-4321

U.S. Secretary of Transportation Brock Adams, in a report sent to the President today, detailed the effectiveness of cooperative government and industry actions to increase the security of goods in U.S. commerce.

Entitled "A Report to the President on the National Cargo Security Program," it also outlines several planned DOT actions for the coming 12 months.

The major recommendation of the report is continuation of the cooperative efforts of the private sector and the government in the National Cargo Security Program, at least through March 1978.

Secretary Adams, while citing in the report that the cooperative cargo security efforts have been encouraging, also noted that the value of cargo disappearing from the national transportation and distribution system exceeds \$1 billion annually. "This huge loss eventually is paid for by the consumers and it contributes to inflation," he said.

"Good security must start with the shipper and continue until the freight is in the custody of the receivers. We are now looking for ways to achieve better protection and accountability of cargo through economic incentives and self-enforcing actions within the transportation chain," the Secretary said.

"The goal of this department is the delivery of goods intact, undamaged, on time, at minimal cost to the shippers and with a reasonable profit for the carriers," Secretary Adams said.

The report was made public today at a meeting between the National Cargo Security Council, sponsored by the Transportation Association of America, representing the private sector, and representatives of the DOT and the Departments of Justice and the Treasury.

Copies of the report can be obtained from the Office of Transportation Security, U.S. Department of Transportation, 800 Independence Avenue, S.W., FOB-10A, Room 800 West, Washington, D.C. 20591. Phone: 202-426-1362.

For further information:
Jerry Clingerman

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FOR 10 A.M. RELEASE WEDNESDAY
March 30, 1977

DOT 42-77
Phone: (202) 426-4321

Secretary of Transportation Brock Adams today announced his decision to halt, for the present time, funding for a commercial airport -- located at Columbia-Waterloo, Illinois -- that was to have served the St. Louis area.

The proposed airport was planned to ultimately replace Lambert-St. Louis Airport in Missouri as the major air carrier airport for the region.

"It is possible that a new airport to serve the greater St. Louis area may be needed some day in the future," Secretary Adams said. "But it is premature to press ahead at this time with funding of a new airport site.

"Forecasts indicate," he said, "that lack of aircraft capacity probably will not become a serious problem at Lambert until the 1990s. The air carriers serving Lambert have confirmed this viewpoint by extending their use and lease agreements at Lambert through 1995.

"The carriers have indicated their confidence that Lambert will be able to provide satisfactory service through the period of their lease agreements, and this fact has weighed heavily in my decision," the Secretary said.

Secretary Adams said another important factor in reaching the decision is the substantial opposition to the proposed airport voiced by a majority of residents living in the St. Louis area.

"In view of local preference; the air carriers' position that efficient operation can be maintained at Lambert at least through 1995; and my judgment that the Columbia-Waterloo site will continue to remain available for some time in the future; I have decided not to approve acquisition of the Columbia-Waterloo, Illinois, site at this time," the Secretary said.

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Secretary Adams noted that in reaching his decision he had taken into consideration forecasts indicating that unless some remedial steps are taken, serious peak-hour delays are likely to develop at Lambert by the mid-1990s, thus forcing a reduction of service.

"The question of the best way to provide additional air carrier capacity for the St. Louis area has been a matter of controversy between the citizens of Missouri and Illinois. From the viewpoint of all concerned, including the Federal Government, the best solution obviously would be one reached with the full concurrence and support of both states," Secretary Adams said.

The Department of Transportation and its Federal Aviation Administration stand ready, he added, to work with Missouri and Illinois to insure the continuance at St. Louis of economical, efficient and environmentally sound commercial air transportation service.

The Columbia-Waterloo airport proposal was sponsored by the St. Louis Metropolitan Area Airport Authority, an Illinois entity.

In deciding to disapprove federal funding for acquisition of the Columbia-Waterloo site, Secretary Adams reversed a decision announced September 1, 1976, by former Secretary William T. Coleman, Jr.

Following the Coleman decision, DOT, through its Federal Aviation Administration, concluded on January 20, 1977, an initial grant agreement of \$100,000 with the sponsor.

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For further information:
William W. Bishop

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