

# U. S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE SATURDAY  
June 4, 1977

DOT 59-77  
Phone: (202) 426-4321

As President Carter's official representative to the Paris Air Show, Secretary of Transportation Brock Adams today participated with Mrs. Anne Morrow Lindbergh and French President Valery Giscard D'Estaing in a wreath-laying ceremony at the Lindbergh Touch-Down Plaque at Le Bourget, Paris.

This year's Air Show commemorates the 50th Anniversary of Lindbergh's solo flight across the Atlantic.

Following is the text of Secretary Adams' prepared remarks:

"Charles Lindbergh and his contemporaries, two of whom are present here this morning, proved the feasibility of trans-Atlantic flight. As pioneers in what was at the time a very dangerous undertaking -- with perhaps only a 30 percent chance of success and survival -- they have earned the gratitude of all mankind.

"In the past half century, transoceanic and transcontinental air travel has been rendered not only safe but commonplace. It has enabled millions of ordinary people to explore all corners of our planet. It has accelerated the process of transforming the human race from isolated pockets of ignorance into a global community. If it has increased our ability to destroy one another, it has also immeasurably enhanced our opportunities for mutual understanding.

"In the past two decades, our horizons have broadened from planetary to interplanetary exploration. It is fitting that our technological capacity be thus challenged and extended. Let us not forget, however, that our goal of global harmony through the global interchange of people and ideas remains unachieved. Let us build on the contributions of Montgolfier, Bleriot, Nungesser and Coly, Lindbergh, Bellonte, Lotti, and countless other imaginative pioneers of more recent times -- to continue in pursuit of this goal. This impressive Paris Air Show, which opened yesterday, is symbolic of the technological growth process in which mankind is eternally engaged."

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"As the personal representative of President Carter here today, let me express the hope and conviction that with the right blend of cooperation and competition we will achieve our common aim of global harmony through global interchange. Let us complete the work which Charles Lindbergh so deeply cherished and so valiantly advanced."

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For further information:  
William W. Bishop

U.S. DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
Washington, D.C. 20590  
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# U.S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
June 10, 1977

DOT 60-77  
Phone: (202) 426-4321

About 1,200 executives of the California trucking industry who are watching to see that their drivers obey the national 55 mph speed limit were commended today by U.S. Secretary of Transportation Brock Adams.

At the same time, Secretary Adams reaffirmed the Federal Government's commitment to enforcement of the national speed limit.

Under the program -- "Safety Monitor" -- initiated by the California Trucking Association (CTA), managerial employees of member companies as they drive the highways are on the lookout for trucks being driven in violation of traffic laws. The executives report to CTA any violations observed.

CTA also has requested the general public to report any trucks seen exceeding the 55 mph limit. There has been a widespread response.

"The California Trucking Association's campaign supports both observance of the 55 mph speed limit and highway safety in general," Secretary Adams said. "I urge other groups in the private sector to show the same initiative."

By law, each state governor must annually certify to DOT's Federal Highway Administration that the national speed limit is being actively enforced. Failure to do so can result in the withholding of all of a state's federal-aid highway funds.

"That is a substantial penalty," Secretary Adams said, "and I hope it is not necessary to exercise it. But, in the event of noncompliance, it should be clearly understood that we will not hesitate to do so. We are very serious about enforcement of the 55 mph law."

The Secretary noted that "the reason Congress enacted the law -- to conserve fuel -- grows each day more compelling." He also observed that compliance with the speed limit has provided the highly valued bonus of substantially reducing traffic deaths.

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For further information:  
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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR 10 A.M. RELEASE WEDNESDAY  
JUNE 15, 1977

DOT-61-77  
Phone: (202) 426-4321

Secretary of Transportation Brock Adams today stated the Administration's support for the establishment of a system of user charges to be paid by commercial cargo vessels for use of federally-built and maintained inland waterways.

The Secretary also reaffirmed a previously stated recommendation that Congress **hold off** a decision on the rehabilitation or replacement of Locks and Dam 26 on the Mississippi River at Alton, Illinois, until engineering questions can be resolved.

Secretary Adams said that President Carter has indicated his firm intention to veto any legislation that would authorize construction of a new lock and dam without providing for the imposition of a comprehensive waterway user charge. Secretary Adams noted that the President remains deeply concerned about the need for an 18-month engineering testing effort to determine if rehabilitation of the existing Locks and Dam 26 is possible.

Testifying before the House Subcommittee on Water Resources, Secretary Adams stated the Administration's preference for a fuel tax on waterway users, but acknowledged the political problems with obtaining enactment of such a proposal at this time.

"Taking a realistic view of the chances of enacting a fuel tax - based user charge in the near future, I am now prepared to support the general approach that has been proposed in the Senate, although we may be suggesting some modifications," Secretary Adams said.

The approach referred to calls for the phasing in over ten years of a system of user charges to eventually recover 100 percent of operations and maintenance costs and 50 percent of the cost of new construction.

The proposal calls for the Secretary of Transportation, in consultation with the Secretary of the Army, to study various user charge alternatives and to publish preliminary regulations. Following a public comment and public hearing process, the Secretary would promulgate final regulations, after which Congress would have 60 days to review them and their impact. If Congress did not amend or disapprove the regulations by joint resolution within 60 days, they would go into effect on October 1, 1979.

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The question of whether the existing Lock and Dam 26 structure consisting of one 600-foot lock and one 360-foot lock should be rehabilitated or replaced by a single 1200-foot lock turns on the engineering aspects of the issue, Secretary Adams said.

"The engineering questions are not simple," he said. "The Corps of Engineers, following a traditionally conservative approach to the engineering problem of the existing structure, concluded that the expense of rehabilitation would be approximately equal to the cost of replacement with a modern structure. If this proves to be correct," the Secretary said, "then it is crystal clear that the facility should be replaced and that the new facility should have a single 1200-foot lock in it."

However, the Secretary pointed out, the Corps' engineering approach to rehabilitation has been challenged and the view advanced that the cost of rehabilitation is much lower -- by perhaps as much as \$200 million or half the cost of a comparable new facility.

DOT engineers have concluded that there are lower cost approaches for rehabilitation which ought to be tested before a final decision is reached, Secretary Adams said.

"Their recommendation is that, as early as possible, engineering investigations be undertaken in a way which will let us experiment with the techniques and measures that are in question." He said Secretary of the Army Alexander has concurred with that recommendation in view of the possibility of significant savings.

Secretary Adams estimated the cost of the engineering determination at from \$10 to \$15 million. "If these measures do turn out to be feasible, we can go ahead with the rehabilitation of the existing structure," he said. "This rehabilitation could well include provision for a 1200-foot lock. A final decision on the level of capacity to be provided in a rehabilitated dam cannot be made," the Secretary said, "until further engineering work has been completed."

Should the engineering experiment prove to be not feasible, "then we can turn to the construction of a new facility with the certain confidence that we have not overlooked an opportunity to effect significant savings," the Secretary said.

In summarizing his position on legislation concerning Alton Locks and Dam, Secretary Adams made the following recommendations:

- \* Congress should postpone a decision on rehabilitation or replacement until the engineering questions have been resolved.

- \* Any future authorizing legislation should contain a prohibition against a 12-foot channel on the upper Mississippi River and provide for additional economic and environmental study of future transportation needs of the upper Mississippi and Illinois regions.

- \* There should be action by Congress to enact a fair and effective system of waterway user charges.

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For further information:  
William W. Bishop

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR 10 A.M. RELEASE THURSDAY  
JUNE 16, 1977

DOT 62-77  
Phone: (202) 426-4321

A major reason for the financial difficulties of the intercity bus industry has been the high rate of inflation experienced in recent years combined with delayed and inadequate fare relief, Assistant Secretary of Transportation Chester Davenport said today.

Testifying before the Senate Subcommittee on Surface Transportation, DOT's Assistant Secretary for Policy, Plans and International Affairs said:

"While the industry does have problems, it is not in a crisis situation. I believe that we have adequate time to explore with the industry and the Congress the full range of alternative actions which might be applied to prevent serious deterioration of its financial condition."

Davenport said that with the bus transportation industry's cooperation the Department will conduct further analyses to determine:

- \* The potential additional changes in operations, marketing and regulatory procedures have for improving the industry's financial condition;
- \* The relative viability of various segments of the market;
- \* The public benefits associated with particular market segments.

In discussing the several aspects of the intercity bus industry's proposal for federal assistance, Davenport said that the Administration was opposed to the establishment of direct capital and operating assistance programs.

"These would be categorical in nature, limited to the intercity bus industry," he said. "While we are always willing to consider reasonable proposals, the Administration believes it would be ill-advised to proceed at this time with the development of a categorical assistance program to private carriers."

Commenting on the industry's proposal to amend the Interstate Commerce Act, Davenport said, "This proposal would set up a 10 percent no suspend zone for rate increases and establish guidelines for the Commission in its consideration of the justness and reasonableness of rates. In general, the Department favors the concept of permitting greater flexibility, but would prefer to explore further with the Commission and the industry alternative means by which that objective might be attained."

Davenport expressed approval of the industry's proposal to repeal the 10 percent federal excise tax on new buses -- a provision of the President's National Energy Plan. But he cautioned against granting additional tax advantages which may not provide incentives necessary to maintain or improve services in markets where the public need is greatest.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY  
June 20, 1977

DOT 64-77  
Phone: (202) 426-4321

Secretary of Transportation Brock Adams today sent to Congress a report which concludes that "no-fault automobile insurance works."

The report is based on a survey of the experience of the 16 states having no-fault insurance programs. It was prepared to meet an agreement between Secretary Adams and Senator Warren A. Magnuson.

In summary, DOT found:

"State experience with no-fault automobile insurance would appear to confirm the basic soundness of the theory and the feasibility of the theory's implementation. No-fault plans of sharply varying objectives and character are widely seen as successes. No problem has arisen in the implementation of no-fault for which there does not appear a readily available and feasible solution, given the political will to make the necessary changes."

For the purposes of the survey, the report defines the term "no-fault automobile insurance" as characterized--and distinguished from insured tort liability insurance--by three features:

1. Mandatory economic loss benefits are, to the extent of the no-fault coverage provided, available to all victims regardless of fault.
2. No-fault insurance benefits for economic loss supplant tort liability insurance for compensating the same loss.
3. Some restriction is placed on the victim's right to sue in tort for intangible damages, such as pain and suffering.

The first no-fault automobile insurance plan was initiated by Massachusetts in 1971 and 16 states have so far adopted automobile accident reparation plans that meet the definition stated above. Some ten other states have adopted plans that meet one or two, but not all three of the features.

The 16 programs surveyed and analyzed in the report are those of Colorado, Connecticut, Florida, Georgia, Hawaii, Kansas, Kentucky, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Dakota, Pennsylvania and Utah.

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Among the findings and conclusions of the report are:

#### COST AND PRICE EXPERIENCE UNDER NO-FAULT

By its very nature, no-fault reform implies a trade-off between cost saving features and higher economic loss benefits. Depending on the trade-off chosen, any particular no-fault plan can result in higher premiums, lower premiums or no change at all.

The experience of the states, taken overall, does indicate that increased benefits under no-fault can be achieved through improved cost-efficiency and that no-fault does not necessarily mean higher insurance premiums, once inflation and other factors are taken into consideration.

#### ADEQUACY OF NO-FAULT BENEFITS

All known evidence indicates that no-fault plans in varying degrees provide more adequate and equitable benefits than tort liability systems.

There has been a major increase in the percentage of paid claimants who would not have been compensated under the tort system.

#### TIMELINESS OF NO-FAULT BENEFITS

The goal of providing more prompt payment of economic loss appears to be achieved under the no-fault system.

#### COORDINATION OF NO-FAULT BENEFITS

While data on coordination of no-fault benefits with other insurance coverages are scarce, significant premium savings appear to be available where benefit coordination is possible.

#### IMPACT ON THE COURT SYSTEMS

Available evidence indicates that the burden on the courts and the legal system is being reduced.

#### REHABILITATION OF ACCIDENT VICTIMS

While no conclusive data on rehabilitation under no-fault plans exists, the observed improvement in timeliness and adequacy of payments clearly provides positive incentives for rehabilitation.

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For further information:  
William W. Bishop

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY  
June 20, 1977

DOT 65-77  
Phone: (202) 426-4321

The girth welds of the trans-Alaska pipeline are structurally sound and will not cause an impediment to the opening of the pipeline, Deputy Secretary of Transportation Alan Butchman said today. Butchman based his conclusion on a sample and analysis of pipeline welds and the report of a panel of university and industry experts.

A further review by the Department of Transportation of the girth weld radiographs and related documentation would not "serve any useful purpose and any program to seek out and repair any girth welds would certainly prove costly and quite possibly environmentally disruptive with no perceptible likelihood of enhancing the structural integrity of the pipeline," Butchman said.

In March of this year, in response to continuing questions about the quality of girth welds on the pipeline, the Department of Transportation began a series of tests on a statistical sample of the 1975 and 1976 field welds and the double-joint welds made in the shops in Fairbanks and Valdez. The sampling of 1,500 welds found 118 that were not in strict and literal compliance with DOT standards governing the acceptability of liquid pipeline girth welds (Code of Federal Regulations citations 49 CFR 195.226 and 49 CFR 195.228).

Using an analytical process developed late in 1976 by DOT, the department analyzed the possibility of structural failure for each of these 118 welds. All but eight completely satisfied the decision curves (the limits used to define acceptable and unacceptable welds) set forth in the department's November 26, 1976, decision on a request from the Alyeska Pipeline Service Company for a waiver of the DOT regulations.

The remaining eight welds came very close to meeting these decision curves. Nevertheless, the department reconvened a panel of experts that had been formed in October 1976 to analyze earlier studies of pipeline welds. These experts were asked to comment specifically on the effect of the sampled welds on the structural integrity of the pipeline.

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The panel reached the following conclusions:

1. The sampling program met the objective of determining "with a high degree of confidence" whether or not the quality of welds met the Department of Transportation's standards.
2. The welds that did not fall within the acceptable range of the November 26, 1976, decision curves were only marginally outside those curves, which had a "more than adequate factor for safety" built in.
3. None of the eight welds containing defects pose any threat to the structural integrity of the pipeline throughout its anticipated life.

In summarizing its report, the panel said. "Since the Office of Pipeline Safety Operations' sampling program has supplied strong evidence that the 1976 field welds and the double-joint shop welds do not contain defects which threaten the pipeline's structural integrity, the panel feels that no further review of these weld radiographs is warranted. Since the defect indications of the 1975 welds were neither sufficiently large nor numerous to be of concern with regard to structural integrity, and since all these weld radiographs have been extensively reviewed previously, further viewing of these same radiographs will not furnish useful information nor increase the structural reliability of the pipeline."

Members of the panel are Dr. Herbert T. Corten, professor of theoretical and applied mechanics at the University of Illinois (expert in fracture mechanics analysis); Dr. Matthew Creager, president of Del West Associates (expert in fracture mechanics analysis and testing); Dr. Robert C. McMaster, Regents Professor of welding and electrical engineering at Ohio State University (expert in metallurgy, welding, nondestructive testing and radiography); Dr. Warren F. Savage, professor of metallurgy and director of welding research at Rensselaer Polytechnic Institute (expert in metallurgy and welding); and Edward Criscuolo, from the Naval Surface Weapons Center (expert in welding and radiography).

# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR 10 AM RELEASE TUESDAY  
June 21, 1977

DOT 66-77  
Phone: (202) 426-4321

Secretary of Transportation Brock Adams today called Congressional action "essential" if additional aircraft noise reductions are to be achieved soon.

Testifying before the Environment, Energy and Natural Resources Subcommittee of the House Committee on Government Operations, Secretary Adams said aircraft operators will need financial assistance in order to comply with noise standards by replacing or modifying their older aircraft.

"Last month, I outlined to Congress the Administration's financing proposal. If a proposal of that type is enacted along with a meaningful aviation regulatory reform measure, the carriers can replace their older, noisy aircraft with newer models that are not only quieter, but also more productive and more fuel-efficient."

Secretary Adams also said he is studying other possible actions to reduce the effects of aircraft noise around airports. "Next month I will report to the Congress on the feasibility and practicability of soundproofing public buildings around airports in order to reduce noise impacts in schools, hospitals, and public health facilities."

The Secretary noted that a report published by the Environmental Protection Agency indicated that actions already taken will reduce aircraft noise impacts by 73 percent by the year 2000. "Although we believe that EPA report may be somewhat optimistic, the results speak for themselves and we are continuing to to improve," the Secretary told the subcommittee.

However, he added, "No matter how effective Federal regulations and standards may be, the airport noise problem can never be 'solved'. Airplanes inherently make noise, as an undesirable byproduct of the energy transfer which gives those airplanes forward thrust and the movement of air past the frame. The best engineering design plus the most effective operational control will never eliminate that noise."

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# U. S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 2:15 P.M. EDT  
Wednesday, June 22, 1977

DOT 67-77  
Phone: (202) 426-4321

Secretary of Transportation Brock Adams announced today the names of four Coast Guard officers and 10 enlisted personnel who will be the first women ever assigned to sea duty aboard an armed U.S. military vessel.

These 14 Coast Guard women, plus 10 others -- a total of 24 women, will go to sea this Fall aboard the 378-foot Coast Guard Cutters Morgenthau and Gallatin.

They will get sea duty as a result of action taken last month by Secretary Adams when he gave the Coast Guard his approval to change its rules -- after 186 years -- to allow women to be assigned to ships.

"It is not only a milestone in our Naval history, but a significant event in the move toward equal opportunities for women," Secretary Adams said today in announcing the first contingent of women for Coast Guard sea duty.

"Serving aboard ships will give Coast Guard women the opportunities they desire to broaden their background and experience," Secretary Adams said, "and the Coast Guard will be able to draw on the resources of many qualified women previously barred from going to sea."

Secretary Adams said "this Administration is committed to work toward ending discrimination against women in jobs and careers and I view this action by the Coast Guard as another big step in that direction."

The Coast Guard Commandant, Admiral Owen W. Siler, commenting on the new program today said: "The Coast Guard is proud to be the first service to take this historic step."

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"Based on their past performance in shore duty assignments, I feel confident that women will carry out their seagoing duties in the true spirit of our service motto, Semper Paratus -- Always Ready, and will provide us with a new resource of talent, which prior to the Secretary's decision was denied us."

One officer and one enlisted woman from the first contingent of Coast Guard women selected for the assignment to sea duty were introduced by Secretary Adams in a ceremony at the Department of Transportation, which has jurisdiction over the Coast Guard in peacetime.

They were Ensign Beverly Gwyn Kelley of Miami and Petty Officer Third Class (Boatswain's Mate) Debra Lee Wilson of San Jose, California. Both will report Oct. 3 for service aboard the cutter Morgenthau in San Francisco, which has as its primary mission patrol of the 200-mile fishing limit on the West Coast and Alaskan waters.

Ensign Kelley, who has a mathematics degree from the University of Miami and minored in sociology there, is a graduate of the Coast Guard Officer Candidate School, and has been serving as Chief of the Marine Environmental Protection Branch at the Coast Guard's Marine Safety Office in Norfolk, Virginia.

She was practically raised at sea. Her father, Thomas E. McLearn, of Alexandria Bay, N.Y., and Bonita Springs, Fla., is a licensed sea captain. With her mother, Mrs. Lois McLearn, as first mate, they sail large, private yachts up and down the East Coast. Ensign Kelley said she learned about piloting, navigation, rules of the road and love of the sea from her father and grew up sailing in waters around Miami.

"In my opinion we can do the same job," she said of the women serving at sea. "Personally, I wanted the chance to go to sea. I have a sea background. Now that the opportunity's here, I'm thrilled to death."

As for the argument that women may not be able to handle the job physically, Ensign Kelley says "there are men that are small and weak, too, on ships. Others help pull the weight for them, too, on the few occasions, when they might need it. I don't see any problem."

Boatswain's Mate Wilson has been serving at the Coast Guard station at Fort Point in the San Francisco Bay area, where she has become expert in all phases of seamanship and often is in charge of a 44-foot motor lifeboat.

She recently was included in a Unit Commendation for the station as a result of the rescue of 44 persons from the charter boat "Argo" that ran aground on rocks near the Golden Gate Bridge on a foggy night last Fall.

On duty that night in a 41-foot utility boat, she was first on the scene and assisted a motor lifeboat designed to work in the surf that was called in to effect the rescue evacuation.

She said she thought she'd be long gone from the Coast Guard before women got the chance to go to sea. She's been in the service almost three years and is caught a little unprepared by her assignment at sea but views it as "something new and interesting."



Secretary Adams said the two women "are typical of the high quality" of those being selected for sea duty in the Coast Guard.

Altogether, there will be two officers and 10 enlisted women assigned to both the Morgenthau and the Gallatin, which is based at Governors Island, N.Y.

The Coast Guard has issued a call for volunteers and the remaining enlisted women for the Gallatin will be selected during the summer.

Admiral Siler has pointed out that the Coast Guard already has succeeded in integrating women into a wide variety of its missions and programs. After the experience gained with this first sea duty program, Coast Guard officials expect to extend the program to other cutters.

The Coast Guard is making new traditions with its assignment of women aboard military vessels. Coast Guard officials note that under current law women in the Navy may not be assigned to duty on U.S. Navy vessels other than hospital ships and transports.

In times of national emergency, when the Coast Guard becomes part of the Navy, its women would not be permitted to serve on Coast Guard vessels and would be replaced with male personnel.

But for peacetime, the new program is underway.

The women will be taking part in the Coast Guard's mission that includes, enforcing U.S. laws and international treaties, protection of American fisherman and U.S. fishing rights, saving lives, battling pollution, making the waterways safe, gathering oceanographic data and maintaining military readiness to operate with the U.S. Navy in national emergencies.

Both the Morgenthau and Gallatin, 378-foot endurance cutters (named for former Secretaries of the Treasury), will be engaged in these operations. They normally carry a crew of about 137 enlisted personnel and 15 officers.

Here is a list of women assigned to report to duty aboard the cutter Morgenthau:

Ensign Debra Gale Snelson, Frostburg, Maryland and Ensign Beverly Gwyn Kelley of Miami, Florida.

Yeoman Second Class Mary Cox, Riverside, California; Radioman Second Class Terri Lynn Jones, Woodinville, Washington; Radioman Second Class Marcia Francis Levine, Toledo, Ohio; Storekeeper Second Class Donna Lynn Barger, Juneau, Alaska; Hospital Corpsman Third Class Bonnie E. Odom, Rome, Georgia; Boatswain's Mate Third Class Debra Lee Wilson, San Jose, California; Seaman Wanda Jeffries, Baltimore, Maryland; Seaman Valerie K. Lawrence, Norfolk, Virginia; Seaman Apprentice Robin M. Jensen, Gaithersburg, Maryland, and Seaman Apprentice Rebecca A. Post, Carmel, California.

The two officers assigned to the Gallatin are: Ensign Terry Irene Burton, Lahabra, California, and Ensign Susan Gayle Ingalls, Longmeadow, Massachusetts.

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For further information:  
Howard C. Coan

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE SUNDAY  
June 26, 1977

DOT 69-77

## DOT ANNOUNCES NEW FUEL ECONOMY STANDARDS

Consumers can expect sharply improved gas mileage from cars manufactured in the future as a result of new fuel economy standards for model years 1981 through 1984 passenger automobiles announced today by Secretary of Transportation Brock Adams.

The standards announced today will require U.S. manufacturers to achieve an average fuel economy of 22 miles per gallon for passenger cars in 1981, increasing, to 24 mpg in 1982, to 26 mpg in 1983 and 27 mpg in 1984.

"The new standards alone," Secretary Adams said, "can be expected to result in an annual gasoline saving of 10 billion gallons (590,000 barrels per day) by 1985 over what might be expected if the average fuel economy of new cars remained at the 1980 level of 20 mpg.

"They insure that the American public will have available in the next decade cars that have good fuel economy, improved safety, and low emissions," he added. "Cars built in the early 1980's to meet these standards should save the new car owner about \$1,000 over the life of the vehicle, compared with those being manufactured today."

At the same time, the Secretary said the department's National Highway Traffic Safety Administration will review the automotive industry's ability to produce even more fuel economical cars.

There is the likelihood of even higher standards for cars manufactured in model year 1985 and beyond and perhaps for 1984 as well. NHTSA's analysis indicates that levels of average fuel economy in excess of 27.5 miles per gallon (MPG) are achievable.

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The setting of new standards is required by the Motor Vehicle Information and Cost Savings Act. The act earlier established an average fuel economy standard of 20 mpg for model year 1980 passenger cars and 27.5 mpg for 1985 automobiles.

The average fuel economy figures are computed on the basis of the average fuel consumption of all passenger automobiles in a manufacturer's fleet in a particular model year. In determining the maximum feasible standards, the Secretary had to consider technological feasibility, economic practicability, the effect of other federal motor vehicle standards on fuel economy, and the need for the nation to conserve energy.

"The standards are readily achievable with presently known technology," Secretary Adams commented, "and the prospect of further fuel economy improvements through additional weight reductions and alternative engines supports the need for considering higher fuel economy requirements for 1985 and beyond."

Any increase beyond the 27.5 mpg standard already set by Congress is subject to Congressional veto.

Technologically, manufacturers have many methods they may choose to achieve the fuel economy standards, Secretary Adams said. These include weight reduction by simply down-sizing new cars without reducing interior space; a 10 percent reduction in acceleration capability; and the use of more light-weight materials, such as aluminum, plastics and high strength steel.

The Secretary said other areas of fuel economy design might include improved automatic transmissions that would produce a 10 percent fuel savings for the estimated 85 percent of the domestic automobile fleet which is equipped with automatic transmissions. Better manual transmissions that would provide more gears could produce an additional 5 percent fuel savings.

Also, he said, additional savings could come from improved lubricants, tires, engine accessories, electronic ignition systems and aerodynamic designs.

The standards announced today do not presume a change from the present mix of car sizes or the use of diesel or other advanced engines.

The fuel economy standards do not conflict with existing and anticipated federal safety standards, and they are consistent with emission standards for the 1980's now being considered by Congress, the Secretary said.

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For more information, contact: NHTSA Public Affairs  
202/426-9550

On Sunday, June 26, call Bob Boaz (703) 860-1166  
or Hal Paris (703) 521-0606



# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR 11 A.M. RELEASE TUESDAY  
June 28, 1977

DOT-70-77

An experimental car with approximately twice the fuel economy set for U.S. cars of the mid-1980s was accepted today for test purposes by Secretary of Transportation Brock Adams.

Dr. Wolfgang Lincke, chief of Volkswagen's research and development program, delivered to Secretary Adams today in Washington a diesel-powered Volkswagen capable of achieving a fuel economy performance of approximately 60 miles per gallon of fuel in combined city, highway driving.

Accepting the experimental car during a ceremony at the Department of Transportation, Secretary Adams said "It shows the technology exists to go far beyond what the government has set as standards for mass produced automobiles."

(On June 26, Secretary Adams announced an average fuel economy standard of 27 miles per gallon for passenger cars produced in 1984.)

"This is an experimental car, short on accessory options but 'loaded' with fuel-saving, life-saving and emission reduction features," the Secretary said. "It is the latest in a series of research vehicles being developed by auto manufacturers here and abroad to meet energy conservation, safety and environmental goals."

Ambassador Berndt von Staden of the German Federal Republic participated in the ceremony.

The experimental VW is designed to provide protection to its occupants in a 40 miles per hour frontal crash. It weighs just over 2,000 pounds and is equipped with a passive safety belt system which automatically comes into place around the passengers as the car doors are closed.

The car is powered by a 4-cylinder turbocharged diesel engine and accelerates from 0 to 60 mph in less than 15 seconds. Average fuel economy, using Environmental Protection Agency testing procedures for combined city, highway travel, is expected to be in the neighborhood of 60 miles per gallon.

DOT is paying \$45,000 for the test vehicle, but VW's investment in the car is in excess of \$500,000.

The vehicle's hydrocarbon, carbon monoxide and nitrous oxide emissions are all within EPA standards. DOT's National Highway Traffic Safety Administration will test the car to evaluate fuel consumption and emission levels.

Diesel-powered cars are not included in the formulation of U.S. fuel economy standards because of their unregulated emissions. NHTSA will study the performance of the VW experimental car to determine emission levels of noise, smoke, odors and potential toxic substances.

The Department of Transportation has pioneered in encouraging international cooperation to develop experimental automobiles. Bilateral agreements for the development of experimental vehicles and the exchange of data now exist between the Secretary of Transportation and the Governments of Great Britain, Federal Republic of Germany, France, Italy, Japan, and Sweden. By virtue of these agreements, sixteen experimental vehicles, spanning every important weight class, have been developed by nearly every major automobile manufacturer in the world.

During the next year, DOT plans to test and evaluate three new integrated research vehicles. The first vehicle is the four-passenger automobile delivered today by Volkswagen. The second research vehicle is a five-passenger automobile being designed and constructed jointly by Calspan and Chrysler. The initial Calspan/Chrysler vehicle will be delivered in April 1978. The third research vehicle is an innovative four-passenger automobile developed by Minicars, Inc., in conjunction with Budd Company, RCA, and a number of other subcontractors. The initial Minicars vehicle is scheduled for April 1978.

For further information:

Office of Public Affairs  
National Highway Traffic Safety Administration  
Phone: (202) 426-9550



### Comparison of Research Vehicle Goals

	<u>Typical 1977 Production Small Car</u>	<u>VW Research Vehicle</u>	<u>Calspan/Chrysler Research Vehicle</u>	<u>Minicars Research Vehicle</u>
Vehicle Compartment Volume	66-87 cu. ft.	80 cu. ft.	83 cu. ft.	98 cu. ft.
0 to 60 MPH Acceleration	10-20 sec.	13.5 sec.	16-18 sec.	16 sec.
60 to 0 MPH Braking Distance	165-190 ft.	167 ft.	153 ft.	131 ft.
Occupant Crash Protection				
Frontal Barrier	Up to 30 mph (1)	40 mph	45-50 mph	50+ mph
Car-to-Car Side	Up to 20 mph (1)	30 mph	40-45 mph	45+ mph
Bumper Protection (No Damage)				
Front	5 mph (2)	5 mph (2)	8 mph	10 mph
Rear	5 mph (2)	5 mph (2)	5 mph	5 mph
Combined Cycle Fuel Economy				
Gasoline Engine	11-42 mpg	34 mpg	30 mpg	34 mpg
Research Diesel	-----	60 mpg	42 mpg	56 mpg

(1) Assumes restraint systems are worn.

(2) Damage to non-safety-related items allowed.

# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

## FACT SHEET

June 30, 1977

Subject: Automatic Crash Protection

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Secretary Adams' Decision: Requires that new passenger cars be equipped with automatic crash protection (airbags or 'passive' safety belts) at all front seat positions according to the following schedule:

- On September 1, 1981, cars with wheelbases greater than 114" (this includes all 1982 model standard and luxury size cars for an annual production of about 2.5 million).
- On September 1, 1982, cars with wheelbases greater than 100" (this includes all 1983 model intermediate and compact size cars adding production of about 5 million).
- On September 1, 1983, all passenger cars (subcompact and mini-size cars will be included in the 1984 model year, adding approximately 2.5 million cars).

Saving of Lives: About 9,000 lives could be saved each year by the full use of automatic crash protection, the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) estimates. Approximately 47,000 persons are killed on the Nation's highways each year, most of them drivers or front seat passengers.

## Voluntary Industry Participation:

Secretary Adams is asking members of the auto industry to continue voluntary agreements of January, 1977 to produce automobiles with automatic crash protection for sale to the public in the 1980 model year. Those earlier commitments (no longer legally binding) were:

- more -



- General Motors - up to 150,000 full front air cushion restraint systems in intermediate size cars (GM has already produced 10,000 1974-76 cars with air cushion restraint systems).
- Ford Motor Company - up to 70,000 driver-only airbag systems in compact size cars.
- Volkswagen - will continue the current production of Rabbit models with passive belt systems (VW has sold 65,000 passive belt Rabbits in the U.S.).
- Mercedes Benz - up to 2,250 driver-only airbag systems.
- Toyota - an undetermined number of driver-only airbag systems in subcompact size cars.

DOT Monitoring: The Department will have an intensive monitoring program during the voluntary phase-in period. It will oversee the implementation plans of both auto manufacturers and their suppliers, and report to the public on the reliability of the automatic crash protection devices.

Estimated Costs: Passive belt systems would cost the consumer about \$25 more than present belt systems, NHTSA estimates. Airbags could cost from \$100 to \$200 more than present belt systems. However, some savings in annual insurance costs are expected for cars with automatic crash protection. The cost of owning and operating an automobile will go down substantially with the cars of the 1980s. Fuel economy standards alone will save the consumer about \$1,000 over the life of the car.

Background: The Federal Government's interest in airbags and passive restraints goes back at least to 1969 when the Department of Transportation first issued an advance notice of proposed rulemaking on the installation of air cushion restraints. On December 6, 1976, former Secretary of Transportation William Coleman asked auto manufacturers to participate in a Nationwide demonstration of passive restraint systems. The demonstration agreement was announced on January 18, 1977. On March 21, Secretary Adams said he would make a complete review of the Coleman decision. He held a public hearing on automatic crash protection on April 27.

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