

U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
August 1, 1977

DOT 88-77
Phone: (202) 426-4570

LOOP ACCEPTS DEEPWATER PORT LICENSE

Directors of Louisiana Offshore Oil Port (LOOP, Inc.), one of the two deepwater ports licensed by the U.S. Department of Transportation, have agreed to accept their license, Secretary of Transportation Brock Adams said today.

LOOP officials met with Secretary Adams Monday afternoon, August 1, to inform him of their acceptance.

Adams said he was pleased at the decision and that the LOOP consortium was able to provide owners' guaranties which meet the license requirements.

Expressing his commitment to deepwater ports, Adams said: "These ports will be cheaper to operate because they can handle much greater quantities of oil than conventional ports. They also should provide greater environmental protection to our vulnerable coastal areas.

"Because of their importance, certain conditions have been built into the deepwater port licenses to guard against anti-competitive abuses of the ownership, control or operation of these facilities. LOOP's acceptance makes it apparent that the federal government's efforts to protect consumer interests can be compatible with the interests of deepwater port operators."

The five oil companies which now comprise the LOOP consortium plan to build an offshore terminal in the Gulf of Mexico about 18 miles south of Grand Isle, La. The port would be capable of unloading oil from supertankers -- oil tankers which draw too much water to be able to dock at existing east coast ports -- and transfer the oil to shore via underwater pipeline.

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Members of the consortium are Ashland Oil Inc., Marathon Pipeline Co., Murphy Oil Corp., Shell Oil Co. and Texaco, Inc. A sixth member, Union Oil Co., of California, withdrew from the project Friday.

The first phase of LOOP construction would consist of a \$350 million terminal capable of handling about 1.3 million barrels of oil a day. When completed, the port would cost \$738 million and have an unloading capacity of 3.4 million barrels a day.

A deepwater port license also has been offered to Seadock, Inc., an eight-member consortium which had planned to build a similar offshore terminal about 26 miles south of Freeport, Texas. However, three major Seadock stockholders -- Exxon Corp., Gulf Oil Corp. and Mobil Oil Corp. -- have withdrawn from the consortium, threatening the project's future. The three companies held a combined total of about 52 percent of Seadock's stock.

Negotiations between Seadock and DOT have continued, despite the withdrawals, and the remaining Seadock stockholders have extended their search for new investors into October.

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Office of Public Affairs

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FOR RELEASE TUESDAY
August 2, 1977

DOT 89-77
Phone: (202) 426-4321

The U.S. Department of Transportation is giving its strong support to a plan to permit automobile owners to send their vehicles by train from Virginia to Florida while they make the trip by plane.

In a letter to the Interstate Commerce Commission dated July 29, 1977, DOT General Counsel Linda Heller Kamm termed the service now under ICC consideration "innovative and imaginative."

The service is being sought by Auto-Train Corporation in a petition to the ICC on June 16, 1977. Currently, Auto-Train is permitted to carry automobiles accompanied by drivers between Virginia and Florida. The company has entered into an interim agreement with Eastern Airlines for the air carrier to transport the drivers while Auto-Train carries the autos.

"We are not expressing an opinion about the specific terms and conditions proposed by Auto-Train in its petition or embodied in its interim agreement with Eastern Airlines," Kamm said. "Rather we are offering our encouragement and support for a new, profitable, efficient and desirable type of intermodal service."

Stating that a substantial market for this service exists, Kamm said DOT strongly supports this type of intermodal cooperation and service.

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"The service would accommodate a large class of travelers who have need of a car at their Florida destination but who are unable or unwilling to drive the car there themselves or to spend the requisite hours of train travel."

Further, she stated, the service would result in increased railroad revenue and would not divert passengers from rail travel.

"At a time when the financial viability of all segments of the railroad industry is a matter of national concern, services that result in greater revenue should be encouraged.

"We strongly urge the Commission to provide similar support for this type of service and to do everything possible to assure its implementation and success," she added.

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
August 9, 1977

1975 TOLL INCREASES ON
FOUR NEW YORK AREA
BRIDGES ARE UPHELD

DOT R-26-77
Contact: Thomas R. Hyland
(202) 426-0662

Federal Highway Administrator William M. Cox today upheld toll increases imposed on four bridges in the metropolitan New York area 2 years ago by the Port Authority of New York and New Jersey.

At that time, the Port Authority increased the roundtrip automobile toll from \$1 to \$1.50 on the following facilities: the George Washington Bridge, the Goethals Bridge, the Bayonne Bridge, and the Outerbridge Crossing. Tolls for other classes of vehicles were also increased.

In rendering his decision, Cox rejected a recommended decision issued May 9, 1977, by Administrative Law Judge John E. Faulk stating that the toll increases for the four bridges imposed in 1975 were excessive and should be rolled back to previous rates.

Under the General Bridge Act of 1906, the Federal Highway Administrator has jurisdiction to determine whether tolls on certain bridges are "reasonable and just." In this proceeding, the Automobile Club of New York, Inc. and the Triple A Clubs of New Jersey, among other complainants, argued that the subject toll increase violated this statutory standard.

In reaching his determination, Cox considered the financial posture of all Port Authority surface transportation facilities which are functionally interrelated to the bridges in question. The Administrative Law Judge, on the other hand, considered only the requirements of the four bridges themselves.

Finally, the Administrator has required the Port Authority to conduct a study of the present toll structure on the four subject bridges and submit its conclusions within 1 year of this decision.

U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY AMs
August 29, 1977

DOT 90-77
Tel: 202-426-0648

The nation's truck drivers should soon be the beneficiaries of President Carter's paperwork reduction program.

Meeting over the weekend with truck operators and drivers at the National Truck Rodeo in Kansas City, Missouri, Federal Highway Administrator William M. Cox said the Department of Transportation is proposing to reduce by as much as 40 percent, the amount of paperwork generated by the Drivers' Daily log, which has to be filed under Federal Motor Carrier Safety Regulations.

Cox said he will soon propose new rules which would authorize four changes in the use or format of the log to make accounting for drivers' hours less burdensome.

These are:

- To extend the exemption from keeping daily logs to truckers who travel within a 100-mile commercial zone radius. Exemptions now affect only those who operate in a 50-mile radius of a commercial zone.
- Also to extend exemptions to drivers who make the same run within an 8-hour work day, five days a week, and return daily to the same work terminal.
- To permit use of a simplified daily log or a new multi-day log which would allow drivers to record data for up to 8 days on a single form instead of filing for each day.
- To permit operators to use either type log at different terminals to meet the needs of operations of various lengths.

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"These proposed changes," Cox said, "are intended to address the President's request to cut down on government-inspired paperwork, respond to the complaints of drivers and operators about the complexity of record-keeping and preserve the integrity of the highway driver safety program."

The DOT proposed changes met with approval from the Commission on Federal Paperwork in its government-wide effort to cut down on unnecessary form-filing.

"Your pledge to either make driving hours reporting more effective and less burdensome, or eliminate the reporting altogether, supports both our objectives and President Carter's paperwork reduction program," Commission Director Warren Buhler wrote Cox recently.

Buhler added: "We are also pleased with your agreement to exempt drivers beginning and ending their tour of duty at the same terminal."

The proposed changes will be submitted for public comment and review through the normal Federal proposed rule-making procedures.

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FOR RELEASE MONDAY
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DOT 91-77
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An outdoor dance recital, band concerts, Spanish food and a job fair will be part of the Department of Transportation's celebration of National Hispanic Heritage Week.

DOT will conduct events related to Heritage Week during Sept. 12-16. Some of these activities will be undertaken jointly with the Department of Housing and Urban Development, DOT's federal neighbor across Seventh Street, S.W., Washington, D.C.

On Sept. 15 Quentin S. Taylor, deputy administrator of DOT's Federal Aviation Administration, and William Medina, HUD's assistant secretary for administration, will be honored as the persons who have done the most for their departments' Spanish-speaking programs.

Their awards will be presented by Juan Ramirez of DOT's Office of Civil Rights in a ceremony at noon in the courtyard of the DOT Building, Seventh and D Streets, S.W.

Before the presentation, starting at 11:30 a.m. in the courtyard, the Coast Guard band will give a concert, which will continue after the ceremony until 1 p.m.

Several additional activities are scheduled during the week in the DOT courtyard.

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On Sept. 14, between 12:30 and 1:30 p.m., a Latin jazz band will play. Between noon and 12:30 p.m. on Sept. 16, a dance troupe of young people from the District of Columbia who specialize in Caribbean dances will perform in native costume. From 11:30 a.m. to 1 p.m. on Sept. 16, the Coast Guard band will play classical, modern and popular Hispanic music.

During the entire week, DOT and HUD cafeterias will serve a selection of Spanish foods.

Secretary of Transportation Brock Adams will open DOT's activities at 11:45 a.m. on Sept. 12, with brief introductory remarks in Room 2230 of the DOT building. Following his comments, Ellen Feingold, the director of DOT's Office of Civil Rights, will introduce the guest speaker, Dr. Arturo Morales-Carrion, who recently retired as president of the University of Puerto Rico.

The following day, Sept. 13, a job fair will be held from 10 a.m. to 4 p.m. in Room 2135 of the HUD building, 451 Seventh St., S.W. DOT and HUD personnel specialists will discuss with government employees the current job openings in their departments.

During the afternoon of Sept. 13, nearly 75 Hispanic business people from the Washington-Baltimore area have been invited to meet at DOT with procurement officials and persons who deal with minority businesses. Discussions will concentrate on the ways Hispanic businesses can work with DOT and what the department's current procurement needs are.

After the meeting, which is scheduled to end at 4 p.m., the invited guests will attend a reception with high-ranking DOT officials.

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FOR RELEASE WEDNESDAY
August 31, 1977

DOT 92-77
Tel: 202-426-4321

U.S. Secretary of Transportation Brock Adams will be the keynote speaker among government and industry leaders appearing at the sixth National Cargo Security Conference and Exhibit in Chicago on September 14-15.

Among others addressing the conference, which is sponsored jointly by the DOT and the Transportation Association of America, will be TAA Board Chairman William E. Callahan, Congressman J.J. Pickle (D-Tex.), Associate FBI Director Richard Held, and Chicago Mayor Michael A. Bilandic.

The two-day meeting at the Chicago Hyatt Regency O'Hare Hotel will feature forum discussions on three key topics affecting the future of the National Cargo Security Program -- regulation, criminal justice and management policies.

Conference participants include government, law enforcement and industry transportation experts, who will be presenting ideas and methods for ensuring that goods in U.S. commerce arrive intact, undamaged, on time, at a minimum cost to the shippers and with a reasonable profit for the carriers. DOT estimates that approximately \$1 billion worth of cargo disappears annually from the transportation system.

Persons wishing to attend the conference, or seeking more information, should contact Ed Sanbourn, vice president-member relations, Transportation Association of America, Suite 1107, 1100 17th Street, N.W., Washington, D.C. 20036; telephone (202) 296-2470.

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Washington, D.C. 20590

CARTER URGES MOTORISTS
OBSERVE 55 MPH SPEED LIMIT

FOR RELEASE WEDNESDAY
August 31, 1977

DOT 93-77

President Carter today urged Americans to comply with the national 55 mile per hour speed limit to save lives and reduce fuel consumption.

At a White House meeting with Secretary of Transportation Brock Adams and Lt. Gen. Benjamin O. Davis, DOT's national spokesman for the 55 mile per hour education program, the President expressed concern that highway speeds are creeping up, accompanied by significantly higher highway death rates.

Compliance with the national speed limit is essential if the nation is to conserve fuel, the President said. "If we all drove within the speed limit we could save more than eight million gallons of gasoline a day. That's nearly a third of the reduction in total gasoline consumption I asked for in my energy program," he said.

President Carter instructed General Davis to redouble the effort to communicate the importance of the 55 mile per hour speed limit to the safety leaders of the states and to the public. He requested a report in 30 days on the status of speed limit compliance throughout the nation and for recommendations from Secretary Adams on any additional measures considered advisable to save fuel and to stem the tide of fatalities on the nation's highways.

"In your meetings with state law enforcement and safety officials, please convey my concern and assure those responsible for the safety of our highways that federal support will be supplied and appropriate federal actions taken to assist them in their programs," President Carter told General Davis.

The President asked Davis to convey his personal commitment to the national speed limit to the nation's governors, and said he plans to ask for greater support from those governors whose states are not complying with the law.

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Following the White House meeting, Secretary Adams pointed out that Carter is the first President to personally endorse and call for support of the national speed limit.

"The President's leadership will generate greater compliance with the national speed limit and inspire more intensive enforcement," Secretary Adams said.

The Secretary expressed his confidence that the vast majority of Americans are willing to obey the speed law, but that it is the minority of unapprehended offenders that creates the psychological atmosphere for violation.

The lowering of the speed limit in 1974 was accompanied by a 17 percent reduction in highway deaths that year and a comparable reduction in 1975, Secretary Adams said.

"For our own self-protection, that of our families and each other, we should exert the moral strength to regain that achievement," the Secretary said.

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