



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 3, 1975

DOT 90-75
Phone: (202) 426-4321

Hamilton Herman today was sworn in as Assistant Secretary of Transportation for Systems Development and Technology by Secretary of Transportation William T. Coleman, Jr.

For the past two years an industrial consultant, Herman, 59, was from 1968 to 1973 a senior vice president for development of the American Can Company. Earlier, he held the positions of president of North American Rockwell's industrial divisions and vice president and director of research and development at AMF, Inc.

Herman has earned bachelor's and master's degrees in engineering from the Massachusetts Institute of Technology, as well as a bachelor of arts degree from Williams College. From 1953 to 1955, he was assistant to the president of MIT, having previously served there for five years as manager of the institute's Instrumentation Laboratory Flight Facility.

A native of Highland Park, Ill., he has been living in New Canaan, Conn. for the past 20 years. He was a member of New Canaan's Town Planning and Zoning Commission and Inland Wetlands and Water Courses Commission.

Herman is married to the former Martha Louise Schueler and they have a daughter, Carolyn.

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WWB/5PM/10/31/75/TST-1/



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
November 6, 1975

DOT 91-75
Tel. 202-426-9550 (HP)

The National Motor Vehicle Safety Advisory Council has announced plans to review the safety defect and recall program carried out by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), and has invited the public to participate.

Under the program, the safety agency monitors potential defects in motor vehicles and motor vehicle equipment which pose a threat to public safety, determines if such a safety-related defect exists, and, when warranted, orders a recall campaign under which the manufacturer must remedy the defect at no cost to the consumer.

The 25-member council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the secretary of transportation on federal vehicle standards and programs administered by the NHTSA.

Dr. B. J. Campbell, chairman of the Advisory Council, said the review will be carried out over the next few months and will involve at least two public meetings. He said the council wants to examine such questions as NHTSA's criteria for deciding when a defect exists, and what recommendations the group should make to the secretary regarding NHTSA's policies and procedures in the safety defect program.

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The council has called a public meeting in Washington, D. C. on Dec. 3 at which time NHTSA officials are expected to answer questions on the philosophy and policy of the defects program as well as how the NHTSA's Office of Defects Investigation conducts its work.

A second council meeting, tentatively scheduled for Jan. 28-29 in Washington, is designed to solicit reaction from consumers and consumer groups, auto manufacturers and dealers, the insurance industry, highway safety researchers and others concerned with motor vehicle safety defects.

Those persons interested in participating in the January meeting should write to Dr. B. J. Campbell, National Motor Vehicle Safety Advisory Council, N40-13, c/o the National Highway Traffic Safety Administration, Washington, D. C. 20590, or call (202) 426-2872.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
November 12, 1975

DOT 92-75
Phone: (202) 426-4321

The Department of Transportation today announced the publication of two general-interest booklets on energy and noise under the department's technology sharing program.

The publications are entitled "Transportation Energy Primer" and "Transportation Noise Bibliography." They were produced by the Technology Sharing Office of DOT's Transportation Systems Center in Cambridge, Mass., under the sponsorship of the Office of Research and Development Policy in the Office of the Assistant Secretary of Transportation for Systems Development and Technology.

The booklets are the first in a series of non-technical transportation documents of an introductory nature designed to give the reader a basic understanding of the subject area.

"Transportation Energy Primer" contains expanded abstracts of 10 recent works with the topics ranging from broad overviews of the current and projected transportation energy situation in the United States to energy status, supply and utilization forecasts, and evaluations of conservation alternatives. The primer includes as much of the authors' original data as possible allowing the reader to use the primer rather than scattered original reports.

The noise bibliography is intended for use by individuals aware of the impact of transportation noise but with minimum technical knowledge of the subject. Entries are grouped by the subject discussed and the publication gives preference to 1972-1974 literature. Some older writings are included because their contents have not been superseded by more recent research.

Among the biography's topic areas are community reaction to transportation noise, economic aspects of noise control and abatement, the interrelationships of noise control, transportation and land use, and a summary of major approaches to transportation noise control and abatement.

Single copies of the two booklets are available at no cost from
R.V. Giangrande, Technology Sharing Program Office, Transportation Systems
Center, Kendall Square, Cambridge, Mass., 02142.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY 2:00 P.M.
November 13, 1975

DOT R-84-75
Phone: (202) 426-4321

U.S. Secretary of Transportation William T. Coleman, Jr., today appointed Eleanor D. Sugrue as Deputy Assistant Secretary for Programs in the Office of the Assistant Secretary of Transportation for Policy, Plans and International Affairs.

Mrs. Sugrue, 47, comes to the department from her position as a vice president at Harbridge House, Inc., a well-known consulting firm in Boston, Massachusetts.

Her principal areas of concentration were transportation, government regulation, general management, development of human resources and organizational development.

Mrs. Sugrue was associated with Harbridge House, Inc., since the 1950s and held several positions including writer, editor, associate, senior associate and general partner.

Born in Somerville, Mass., Mrs. Sugrue was graduated from high school in Everett, Mass., in 1946, and Boston University in 1951 where she received an AB degree with majors in English and history.

Mrs. Sugrue is the author of two publications, "Decision Point," a study of the federal role in transportation, and "Turning Point," a study of the Army recruiting organization.

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JJC/3PM/11/12/75/TPI/



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 13, 1975

DOT 93-75
Phone: (202) 426-4321

President Ford today sent to Congress proposed legislation to improve the service of the interstate trucking and bus industries through improved economic and safety regulation.

"The Motor Carrier Reform Act is the third in a series of legislative proposals designed to meet President Ford's goal of comprehensive reform of transportation regulation," Secretary of Transportation William T. Coleman, Jr., said.

The Ford Administration in May sent to Congress the Railroad Revitalization Act to modernize the regulation of the railroad industry and, in October, the Aviation Act of 1975 to achieve the same result in the regulation of domestic airlines.

"The general public and the users of trucking and bus companies will benefit from the elimination of excessive and outdated regulation," Secretary Coleman said. "This legislation will cause increased competition in these industries, reduce wasteful and unnecessarily expensive practices and enhance the enforcement of safety regulations," he said.

"This proposed regulatory reform will bring about reduced costs of services by the motor carrier industry and increased operating and fuel efficiency in the industry -- all accruing to the benefit of the consumer.

"It will contribute also to the economic health of the affected industries by increasing their freedom to adjust rates and fares to changing economic conditions," the Secretary said.

The principal objectives of the legislation are:

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1. To benefit users and consumers by providing more efficient and economical truck and bus transportation. The existing regulatory process has built up artificial constraints on efficiency. As a result, trucks and buses tend to be less fully loaded than is desirable. They operate over unnecessarily circuitous routes, waste fuel, and are forced to charge higher prices than might otherwise be necessary. By removing arbitrary economic restraints, the bill will allow trucks to transport a greater variety of goods and both trucks and buses to operate over more direct routes at a lower cost to consumers.
2. To eliminate antitrust immunities and encourage competitive pricing. Presently, motor carrier rate bureaus are permitted to engage in price-fixing activities which are immune from antitrust prosecution. The proposed legislation will prohibit rate bureau ratemaking activities which stifle competition and discourage innovation.
3. To encourage a greater variety of services and prices. Existing regulation inhibits innovation and limits the choice of prices and services available to shippers and bus passengers. The act will permit those who want high quality service and are willing to pay a premium to do so. Those who want a lower price and will accept less service will find this option available.
4. To help small businesses better meet their transportation needs. Because most small businesses cannot afford to operate their own trucks and are too small to contract for special trucking service, small businesses are heavily dependent upon common carriers for pick up and delivery services. By strengthening the common carrier segment of the industry and providing it greater operational flexibility, this legislation will assist small businessmen to obtain more responsive, lower-cost truck services.
5. To strengthen the enforcement of motor carrier safety regulation. While the motor carrier industry has a good overall safety record, there are gaps in present safety laws which require correction. This bill modernizes and places increased emphasis on safety regulation for all types of motor carriers.

The following are the major provisions of the proposed legislation.

Rate Bureaus. The bill eliminates antitrust immunity for anti-competitive ratemaking activities. Rate bureaus can continue to provide useful administrative services, such as publishing tariffs and assisting in determining joint rates and through routes. (Section 2).

Private Carriers. The bill reduces ICC restrictions now imposed on businesses operating their own trucking fleets. It will allow private carriers to transport goods for their affiliates. It also will permit these carriers to lease their vehicles and drivers to regulated carriers for short time periods. This will alleviate the backhaul problem which private carriers now experience and permit common carriers to expand services without buying expensive equipment. (Sections 4 and 7).

Contract Carriers. The bill removes unnecessary restrictions on contract carriers by changing the entry test. Contract carriers may become certificated by proving they have dedicated equipment to a shipper or they provide service tailored to the distinct needs of a shipper. Also, the ICC is prohibited from limiting contract carriers to a particular industry or territory. These provisions will remove previous impediments to normal growth of contract carriers and permit shippers and consumers to benefit from these specialized services. Carriers will also be permitted to hold both common and contract authority under certain conditions. (Sections 4 and 9).

Entry. The bill will provide liberalized entry into the trucking and bus industries. It will shift the focus of entry proceedings away from the present concern for protecting existing carriers to providing the public better service.

Pricing Flexibility. The bill provides a gradual phasing of increased pricing flexibility for motor carriers. Carriers will be permitted to adjust rates up or down within specified percentages without fear of ICC suspension (7 percent in year one; 12 percent in year two, 15 percent in year three and 15 percent upward flexibility annually with no limit downward thereafter.) The bill also sets a 7 to 10 month time limit on ICC consideration of rate cases (Section 10). The bill provides that rates which are above a carrier's variable cost may not be found to be too low and allows greater flexibility in initiating downward pricing flexibility.

Commodity and Route Restrictions. The bill directs the ICC to remove certificate restrictions that are wasteful and inefficient and requires a progress report to Congress within one year of enactment. The bill also reduces circuitous routing. (Section 13).

Backhauls. The bill allows agricultural carriers to haul regulated commodities on return trips without ICC authorization provided specific conditions are met: (1) the backhaul follows the movement of agricultural commodities, (2) the carrier is a small business with three or fewer trucks, (3) the backhaul is in the general direction from which the trip originated, (4) the revenue earned from this provision must not exceed revenue earned from agricultural carriage, and (5) the rate charged may not be lower than the rate of any regulated carrier for the same service. (Section 15).

State Licensing Requirements. The bill directs the Secretary of Transportation to recommend ways to eliminate duplicative and costly state motor carrier regulations. (Section 16).

Safety. The bill provides for more even-handed and responsive enforcement of safety regulation governing motor carriers. Presently there are many gaps in the safety enforcement statutes. The bill would permit the Secretary of Transportation to impose civil as well as criminal penalties on all carriers and to prohibit operations by carriers who consistently violate safety regulation. (Section 17).

Merger. The bill eliminates ICC authority to grant antitrust immunity to motor carrier mergers and gives the courts exclusive jurisdiction to determine the legality of mergers. It also establishes a new standard for motor carrier mergers similar to that in effect for the banking industry. (Section 18).

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

FOR RELEASE WEDNESDAY
November 19, 1975

WASHINGTON, D. C. 20590

DOT R-85-75
Phone: (202) 426-4321

The U.S. Department of Transportation today announced the availability of a survey of industrial shipping managers' attitudes on the quality of transportation service they are receiving from motor, rail, air and water carriers.

The survey -- an element of the department's 1974 National Transportation Study -- is based on interviews primarily with plant traffic managers at nearly 200 industrial manufacturing facilities nationwide.

In addition to commenting on the overall quality of service, the shippers were asked to assess several specific elements of service, such as on-time pick-up and delivery, loss and damage and equipment availability.

The survey also includes a discussion of shipper views on the relative importance of reliability vs. speed as factors in their choice of carrier; the forces underlying private carriage decisions; the competitiveness within each mode; and the effect on transportation service of restrictions imposed by federal, state and local governments.

A companion research effort is currently in progress dealing with the views of corporate-level executives on transportation problems affecting their firms.

The latest document, "Industrial Shipper Survey (Plant Level)," was prepared in the Office of the Assistant Secretary of Transportation for Policy, Plans and International Affairs. Single copies can be obtained from the Office of Public Affairs, Room 9430, 400 Seventh Street, S.W., Washington, D.C. (202, 426-4321).

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JJC/2PM/11/12/75/TPI/



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
November 24, 1975

DOT R-86-75
Phone: (202) 426-4321

C. Ramon Greenwood has been named assistant to the secretary and director of public affairs for the U.S. Department of Transportation, Secretary of Transportation William T. Coleman, Jr., has announced.

Greenwood succeeds H. David Crowther, who has rejoined Lockheed-California Co. as director of public relations.

Since 1969, Greenwood has been vice president for public affairs of Consolidated Foods Corp. in Chicago. Before joining Consolidated Foods, he was director of public relations for Morton International, also of Chicago. He had previously been director of public relations of Georgia-Pacific Corporation's Mid-South-Southwest Division.

Earlier, he served as a reporter for the Arkansas Democrat in Little Rock.

He is a past national director of the Public Relations Society of America. He also served the professional organization as chairman of its accreditation board and of its corporate section.

Greenwood is married and has two children: a daughter, now on the staff of the American Cancer Society in Chicago, and a son, now a sophomore at Drake University in Des Moines, Iowa.

He and Mrs. Greenwood will reside at Waterside Towers in Washington, D.C.

JLS/12NOON/11/19/75/S-80 /REV/11/20



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
November 25, 1975

DOT R-87-75
Phone: (202) 426-4321

The U.S. Department of Transportation today released its third report on possible electronic data systems to facilitate the transportation of goods. The report poses three approaches to the design of a Cargo Data Interchange System (CARDIS) supported by a combination of modern computer and communications technology.

One approach is a unified data base in which all shipment data is entered into system files and made available to all users on a need-to-know basis. This concept offers a common file structure and data management capability whether centralized or geographically separate processing facilities are used.

A second concept views CARDIS as a data transfer facility in which messages conveying shipment data flow between users via CARDIS centers operating basically as message switches having routing and editing capabilities. No system-maintained data base would exist but access to user data bases would be possible.

A third approach is the multiple CARDIS concept in which each of a series of interconnected CARDIS centers maintains a partial shipment data base for its geographical area or user community.

DOT, with the cooperation or representatives from the National Committee on International Trade Documentation (NCITD), and the Transportation Data Coordinating Committee (TDCC) will select the system which works to the best interests of the commerce of the U.S.

The report was prepared by Computer Sciences Corporation, Falls Church, Va.

Copies of the report, entitled "A System Concept Study for A Cargo Data Interchange System (CARDIS)" are available at a cost of \$4.25 from:

National Technical Information Service
5285 Port Royal Road
Springfield, Virginia 22151

Order Number: PB 245865 IAS