



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 9, 1975

DOT 70-75  
Tel. 202-426-9550 (HP)

The U. S. Department of Transportation moved today to strengthen a regulation issued last June calling for the states to certify they have adopted the 55 mile per hour national maximum speed limit on all public highways.

The department issued an amendment to the regulation, directing the states to furnish supporting data that they are enforcing the 55 mph speed limit, and that they are monitoring the speeds at which motorists are driving.

The regulation, designed to bolster President Ford's program to conserve energy and increase safety through enforcement of the speed limit, is effective immediately.

Strict observance of the 55 mph speed limit would save an estimated 200,000 barrels of oil a day, the department said, compared to consumption prior to establishment of the 55 mph limit. It also was a major factor in reducing by almost 9,500 the number of lives lost through highway fatalities during 1974.

Under the new regulation, the states would submit certain data to the Federal Highway Administration (FHWA), and the National Highway Traffic Safety Administration (NHTSA), the two transportation agencies that share responsibility for carrying out the provisions of the rule.

The national speed limit was converted from a temporary measure into a permanent one earlier this year when President Ford signed into law the Federal-Aid Highway Amendments of 1974. The new law provides that the secretary of transportation shall withhold approval of federal-aid highway projects in any state that fails to certify by January 1 of each year that it is enforcing the speed limit requirements of the Act.

Under the amended regulation, the states must submit information on enforcement covering the 12-month period prior to Sept. 30, including copies of administrative orders and policies, the number of citations issued for violation of the 55 mph speed limit, and other information on speed compliance, including a description of the state's speed monitoring program, and summary speed statistics derived from the data collected in their monitoring programs. For the first certification, data will be requested for as much of the 12-month period as possible. Subsequent certifications must cover a full 12 months.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

BROADCASTERS NOTE: (LES-SQUAW)

DOT 71-75

Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today announced the appointment of John E. Lescroart as director of the Office of Deepwater Ports.

Lescroart, 46, is former president of Atlantic, Gulf and Pacific, Co., a port development and hydraulic dredging firm that operates internationally. He will report directly to the Secretary of Transportation.

He replaces David W. Oberlin, who has been acting director since establishment of the new office on January 3, 1975. Mr. Oberlin resumes his prior position as head of the St. Lawrence Seaway Administration.

Serving under Lescroart as deputy director will be Ernest T. Bauer, former chief, Division of Ports, U.S. Maritime Administration. From 1955 until 1967, Bauer served as a member of the planning and development staff of the Port Authority of New York and New Jersey. He later spent four years as deputy executive director of the Virginia Port Authority.

The Office of Deepwater Ports was established under the Deepwater Ports Act of 1974. The office is charged with coordination of U.S. Department of Transportation activities and those of other agencies, including the U.S. Coast Guard, in carrying out the provisions of the law.

A major feature of the act authorizes the Secretary of Transportation to issue licenses for the location, regulation, construction and operation of off-shore mooring stations built to accommodate super oil tankers.

Mr. Lescroart was graduated from St. Johns University, Jamaica, N.Y., in 1954. He later attended graduate school at New York University. He is a native of Brooklyn, New York, and most recently has resided in Old Tappan, New Jersey, with his wife and four children.





# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, September 15, 1975

DOT 72-75  
Phone: (202) 426-4321

U. S. Department of Transportation Secretary William T. Coleman, Jr., today announced with sincere regret the retirement of General Benjamin O. Davis, Jr., Assistant Secretary for Environment, Safety and Consumer Affairs effective September 15.

"I know of no single individual who has made a more effective and valiant contribution to the safety of the traveler," Secretary Coleman said, adding that he has conferred the highest award, the gold medal, within the U.S. Department of Transportation upon General Davis.

"When this decade began," Secretary Coleman continued, "domestic airlines faced the constant threat of hijacking and air piracy. Under the dedicated leadership of General Davis, and against staggering odds, the Federal Civil Aviation Security System has curbed criminal activity against aircraft and air facilities. His achievements will withstand the test of time in the annals of our nation's transportation history."

Earlier, President Gerald R. Ford acknowledged the retirement of General Davis "with deep regret" and commended the "physical and emotional well-being the program under his direction has brought to millions of American travelers."

General Davis joined the U.S. Department of Transportation in September, 1970, as Director of Civil Aviation Security and became Assistant Secretary in August, 1971. Since the imposition of the full Civil Aviation Security Program in early 1973, not a single commercial airliner from the U.S. domestic fleet has been hijacked or destroyed by bomb sabotage.

He was born in Washington, D.C., on December 18, 1912, and was graduated from West Point in 1936. In World War II, he led the 99th Fighter Squadron and the 332nd Fighter Group in the European Theatre. He is rated a command pilot and retired as a Lieutenant General, United States Air Force, after serving in numerous command and staff positions, including commander of the Thirteenth Air Force in the Far East and Chief of Staff for the United Nations Command and U.S. Forces in Korea.

General and Mrs. Davis, the former Agatha Scott, will continue to reside in the Washington area.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE WEDNESDAY  
September 17, 1975

DOT 73-75  
Phone: (202) 426-4321

U.S. Department of Transportation Secretary William T. Coleman, Jr., today sent to Congress a "Statement of National Transportation Policy." The action includes a major appeal for a clearer understanding of the federal role in its relations with the private sector, state and local government.

In his opening statement, Secretary Coleman said a more perfect transportation system is attainable and should be achieved in consistency with other national goals and priorities.

Secretary Coleman described the statement as "my initial effort to set forth broad policy considerations that should shape the federal government's response to the nation's transportation needs."

"We need a healthy and responsive transportation system to enhance our economic vitality, the productivity of our commerce and the quality of our leisure," Secretary Coleman stated. "This policy serves the broad goals of our society by helping to guide the development, financing and maintenance of a safe, efficient, accessible and diverse transportation system."

He added that there was a strong need for greater competition between private firms and among transportation modes, "freed from the encumbrance of outmoded regulatory restraints."

Secretary Coleman said progress "will evolve primarily through the efforts of an innovative, competitive and forward-looking private sector." He added that the federal government must support this evolution, "reinforcing the strengths of our system and shoring up its weaknesses."



To explain, Secretary Coleman said this policy is "a means to direct decision-making along rational lines toward national goals." The policy statement, he said, should help guide departmental decisions on regulatory and grant programs, the development of legislative proposals affecting existing programs and the evolution of new approaches to solve transportation problems in a way to meet the needs of society both today and in the future."

Secretary Coleman said if the policies in his 53-page statement were adopted and translated into action, the nation could experience the following transportation improvements:

- \* A healthy, competitive, privately owned network of marine, rail, truck, bus, pipeline and air freight and passenger service.
- \* A system of feeder lines and links, providing access to the national system from suburban, urban and rural areas -- supported primarily by states and local governments, with federal financing, when necessary, and privately maintained, when possible.
- \* A safer, energy-efficient and environmentally sound automobile that would be more intelligently utilized and continue as the most pervasive form of transportation essential to our life style and economic activity.
- \* A modern highway system to serve the needs of the future in a manner consistent with environmental and energy concerns.
- \* Progress in safety performance, environmental protection, and energy conservation.
- \* Comprehensive metropolitan-wide transportation systems involving a mix of transportation modes efficiently serve community development goals.
- \* Safe, modern, rural transportation with access to the Interstate Highway network to enhance rural living and development.
- \* A strong international transportation system with participation of financially healthy unsubsidized U.S. flag carriers.
- \* Cost-effective and energy-efficient intermodal transportation technology.
- \* Accessible transportation for the poor, minorities, the handicapped and the elderly.
- \* Opportunities for employment and advancement for all citizens, particularly women, minorities and the disadvantaged.
- \* An economy that would stimulate capital formation to enable private firms to earn a reasonable return on investment in order to keep facilities modern, safe and environmentally sound.

In summarizing, Secretary Coleman said that a national transportation policy should be a living, evolving process responsive to changing conditions and public perceptions of transportation needs.

"It should reflect existing statutes and programs, habits and traditions, proposed reforms, and the direction in which we intend to move in the future," Secretary Coleman concluded in the report.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

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FOR IMMEDIATE RELEASE  
September 17, 1975

DOT 74-75  
Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) this week endorsed the proposal of the Civil Aeronautics Board (CAB) to allow air carriers, on an experimental basis, to enter new markets, but suggested that the experiment should be broader than the CAB proposed.

DOT stated the CAB should make it clear that CAB would accept applications from new firms not presently approved for scheduled passenger service, as well as from certified air carriers that want to enter markets they do not now serve or to offer new types of service at different fares.

The DOT position was outlined in comments filed with the CAB Tuesday, September 16, 1975. The CAB had asked for comments on its proposal, made July 7, 1975, for a series of limited experiments to lower the regulatory constraints on air travel. The CAB had requested comments from the public, government agencies, airlines and other interested parties.

By leaving experimental decisions to the air carriers, DOT said, the changes might include new non-stop service between certain cities, increased use of satellite airports and introduction of new fare and service options in a variety of markets.

DOT added that the CAB's experiment should be limited to the following guidelines:

\*Duration. Any experimental services should be approved for a five-year minimum. Moreover, the CAB should state clearly at the outset that experimental services would be permanently certified if they are successful.

\*Fares. The CAB should give preference to applicants who proposed innovative fares, such as National Airlines' "no frills" discount fare. DOT would not restrict fares to a "zone of reasonableness" - an upper and lower fare limit - but would allow airlines to peg fares at whatever level desired, subject to review by the Board.

\*Procedures. The CAB should process all applications for experimental service within six months.

- more -

In its filing, DOT stated the proposed CAB experiment could be "the most important development in commercial airline transportation since passage of the Civil Aviation Act of 1938." However, DOT predicted the experiment would fail if it is only carried out in a limited number of predetermined markets.

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*TAD-493*

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 23, 1975

DOT 76-75  
Phone: (202) 426-4321

The U.S. Department of Transportation has urged the Civil Aeronautics Board to allow air carriers to continue a "no frill" service option for passengers.

In its filing Friday to the CAB in the "'No Frill' Fares Investigation," the department said it "supports no frill fares as a means of enabling carriers to increase productivity at a time when the substantial capacity of these airplanes would otherwise go underutilized."

The investigation was undertaken to determine the legality of no-frill fares offered by National Airlines, Inc. and other carriers. Generally, no frill fares provide a 35 percent discount from normal coach fares for service in the rear compartment. Meals and snacks are not offered to passengers traveling on such fares, and other amenities are minimal. The fares, not available during certain peak traveling periods, are currently scheduled to expire in December, 1976.

The DOT said that no-frill fares can help redress the cyclical imbalance between demand and supply which has historically characterized air transportation. In addition, the no-frill fares can be used as an effective management tool. "For example, they can be properly employed by a carrier seeking to acquire identity in a market, or as in National's case, to reacquire market identity lost as a result of a strike.

"Promotional fares can also have the important developmental benefit of stimulating traffic in times, such as prevail today, when successive increases in air fares have combined with a recession to depress the demand for discretionary travel," the DOT submission said.

No-frill fares also may prove to be a needed tonic for the ailing air industry, the department noted. "We have long advocated that fares involving new price/quality options should be permanently incorporated into the fare structure. No frill fares could be the model for such options, for their primary appeal is to passengers who are willing to trade some travel flexibility and service amenities in return for a different quality of service at a discount," DOT said.

"The no frill fares are non-discriminatory and have the effect of improving the net profits of the carriers. Accordingly, carriers should be allowed to continue these fares for an appropriate period," the department said.

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