



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
July 5, 1975

DOT R-42-75
Tel. 202-426-9550 (HP)

The National Motor Vehicle Safety Advisory Council has called for widespread experience on the highways with passive restraint systems, such as air cushions, before mandating their usage in motor vehicles.

The Council, in a letter to Secretary of Transportation William T. Coleman, Jr., has asked for federal government subsidy, if necessary, to encourage substantial usage of passive restraints in private, federal, state, and municipal vehicles, including police cars.

At the same time, the advisory group reiterated its previous position supporting a mandatory safety belt usage law with a pilot program on the state level.

At its June meeting, the Council conducted a public forum on the use and efficacy of consumer toll-free telephone "hot lines." The Council plans to further evaluate the "hot line" at its September meeting.

The Council also adopted a resolution calling for better accident information to supplement data collected by multi-disciplinary crash investigators. This nation still lacks an adequate accident information base from which to draw useful data for the development of programs and standards, the Council said.

The 25-member Advisory Council advises the secretary of transportation on motor vehicle standards administered by the National Highway Traffic Safety Administration.

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 7, 1975

DOT 54-75
Phone: (202) 426-4321

President Ford today sent to the Congress proposed legislation aimed at expediting completion of the federal Interstate Highway System and settling the future of the Highway Trust Fund.

The proposed legislation -- the Federal-Aid Highway Act of 1975 -- would reduce the amount of federal gasoline tax revenues going into the Highway Trust Fund by 75 percent and would establish the fund to be used exclusively for the completion, improvement and rehabilitation of the Interstate system.

Under the proposal, of the four cents federal gasoline tax now going into the Highway Trust Fund, one cent would continue to be funneled into the fund, two cents would be returned to the General Fund of the U.S. Treasury and the remaining one cent would be repealed in any state which increases its own gas tax by one cent.

All other non-Interstate federal highway programs -- including rural, urban and safety programs -- would be financed out of the General Fund rather than the Highway Trust Fund. Any state which increases its own gasoline tax by one cent after September 30, 1976, would have one cent of the federal gasoline tax rescinded to it.

The Federal-Aid Highway Act of 1975 would also accomplish two other major goals of the Administration. It would permit continued discretionary use of non-Interstate funds for public transportation projects and modify the formula for apportioning highway funds to the states for Interstate system completion, giving greater emphasis to completion of nationally significant Interstate routes.

U.S. Secretary of Transportation William T. Coleman, Jr. termed the Federal-Aid Highway Act of 1975 a timely and significant measure that emphasizes the strong Federal interest in completion of the Interstate System.

The Secretary said the legislation recognizes the priorities in completing the Interstate System, while acknowledging the primary role of state and local governments in planning other highway and transportation programs.

Under the proposal, Interstate authorizations would be apportioned among the states in a new way. States would receive 50 percent of the annual authorizations based on the cost of completing Interstate routes determined by the Secretary to be essential to the development of an integrated Interstate network. The other 50 percent of the annual authorization would be apportioned on the cost of completing all routes in the system -- those determined to be essential and, therefore, of national significance, and those Interstate routes whose benefit would be primarily local and commuter-oriented.

This would mean that those states with few routes of national significance remaining to be completed would see their annual Interstate apportionment levels reduced, while states with large sections of essential Interstates to be completed would see their funding levels increased. Approximately 50 percent of the cost of completing the Interstate System is attributable to completion of nationally significant routes, according to preliminary Departmental studies. This accounts for about 90 percent of the mileage of all planned Interstate routes.

The proposed legislation would also consolidate more than 30 categorical grant programs into four broad program areas: the Interstate System, the urban transportation assistance program (in areas of more than 50,000 population), the rural transportation assistance program (in areas not covered under the urban program), and the highway safety improvement program. Urban, rural and **safety** funds would be available from the General Fund for use on highways not on the Interstate System, and for projects to improve public transit facilities.

If approved by the Congress, these amendments would take effect October 1, 1976.

The following program levels approximate the funding available per fiscal year under the bill:

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
Interstate	\$3.25	3.4	3.55	3.7
Rural	1.0	1.0	1.0	1.0
Urban	0.8	0.8	0.8	0.8
Safety	0.4	0.4	0.4	0.4
State preemption of federal tax	1.0	1.0	1.1	1.1

(\$ in billions)

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 8, 1975

DOT 55-75
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr. said today he will review a draft report this week that evaluates financial problems of the Washington-area Metro rail rapid transit system that is currently under construction.

Secretary Coleman said he hopes to release contents of the report, which details the completion problems of the 98.6 mile system, later this week following his analysis.

The report was drafted by Theodore C. Lutz, Deputy Under Secretary of Transportation, to provide Secretary Coleman with data and views of the members of the special task force committee of Congressional and Washington area leaders.

Lutz said the report was designed to assist the Secretary in developing recommendations that will be delivered to President Gerald R. Ford. The Secretary is expected to conduct his initial review of the report while in Boston to address the National Conference of Mayors, Lutz said.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 11, 1975

DOT 56-75
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman Jr., today appointed Herbert H. Kaiser Jr. Acting Director of the department's Materials Transportation Bureau. Kaiser will also continue his duties as Deputy Assistant Secretary for Environment, Safety and Consumer Affairs. The bureau was established July 1, 1975.

Kaiser has been with the department since December 1974. Prior to joining the DOT, Kaiser was vice president of Kaiser Abstract Co., Shelby County Land Title Corp. and Livingston County Abstract Co., all of Illinois. He is a reserve Lieutenant Colonel in the Air Force. He was admitted to the Illinois Bar in 1960 after graduating from Harvard Law School and practiced law for several years at Tacoma, Washington.

The bureau will consist of the Office of Hazardous Materials Operations and the Office of Pipeline Safety Operations. It was established to coordinate the department's increasing overall operational responsibilities concerning hazardous materials and pipeline safety.

Secretary Coleman appointed Alan I. Roberts Director of the Office of Hazardous Materials Operations and Cesar DeLeon Acting Director of the Office of Pipeline Safety Operations.

Roberts has been with the DOT since 1967. Until his appointment as director, he was Chief of the Regulations Division of the Office of Hazardous Materials. DeLeon joined the department in 1971. His immediately prior position was Deputy Director of the Office of Pipeline Safety.

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Responsibilities of the Materials Transportation Bureau include all operational pipeline safety functions and those hazardous materials operational functions pertaining to regulation and exemptions and those functions of an intermodal nature. The bureau will carry out the department's compliance functions pertaining to packaging manufacturers authorized in the Transportation Safety Act of 1974.

Each modal administration within DOT will be responsible for compliance and enforcement functions pertaining to its individual mode.

When establishing the bureau, the DOT abolished the Office of Pipeline Safety and the Office of Hazardous Materials as offices under the Assistant Secretary for Environment, Safety and Consumer Affairs (TES).

Policy guidance and evaluation over the department's hazardous materials program will be the responsibility of a newly created Office of Hazardous Materials Policy in TES. Its director will be William J. Burns, former director of the Office of Hazardous Materials.

Pipeline safety policy guidance and evaluation will be provided by the existing TES Office of Safety Affairs. Joseph C. Caldwell, former director of the Office of Pipeline Safety, will assume this responsibility.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY 1:00 P.M.
July 14, 1975

DOT R-46-75
Tel. 202-426-9550 (HP)

Col. John Paul Stapp, retired from the U. S. Air Force Medical Corps, and a recognized authority on how much crash force a human being can stand, is the winner of the 1975 Excalibur Award for outstanding contributions in the field of automotive safety.

The award is presented annually by the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council.

Col. Stapp, whose pioneering in impact research led to important findings in accident research work, served as a consultant to the National Highway Traffic Safety Administration from 1967 to 1972.

"It was his planning and carrying out of experimentation, using himself as a guinea pig, that convinced traffic safety experts that injury and death need not be the inevitable consequence of car collisions," the Council said. "This award is a well-deserved tribute to a man who has dedicated his life -- even to the point of risking it -- to increase the chances of survival for others under adverse crash conditions."

Presentation of the Excalibur Award was made at a luncheon session today at the Fourth International Congress on Automotive Safety at the Hotel St. Francis in San Francisco. The three-day Congress is examining the priorities involved in the issuance of motor vehicle safety standards.

Col. Stapp's knowledge of human tolerances, crash forces and related subjects was amassed during nearly a quarter of a century of research in the Air Force. A pioneer in the study of the effects of mechanical forces on living tissues, he is perhaps best known for his personal participation in rocket sled tests to measure the forces of deceleration human beings can withstand.

He made more than 29 deceleration and windblast experiments testing safety belts. In 1954 at Holloman Air Force Base, New Mexico, on his last ride on the rocket sled, he endured a peak of 40 G's while slamming to a stop in 1.4 seconds from a speed of 632 miles an hour.

His work, including the crashing of automobiles to measure the impact forces involved, led to better packaging of motor vehicle occupants to protect them from injurious effects of collisions. In addition to his own dangerous volunteer testing, he has directed countless other safety research programs which eventually led to the Stapp Car Crash Conferences, an annual event attended by engineers and researchers from around the world.

The 65-year-old Stapp is currently a professor at the University of Southern California, and also serves as a consultant.

In a separate award, the Council presented its Edward J. Speno Automotive Safety Award for the best paper given at the 1974 Congress. It was given to Claude Tarriere, Georges Stcherbatcheff, Pierre Duclos and Andre Fayon, all of Renault-Peugeot. Their paper was entitled "The Influence of the Shape of the Vehicle on the Severeness of Pedestrian Injuries."

The late Mr. Speno was the chairman of the Advisory Council from April 1970 until his death in February 1971 and was also a member of the New York State Senate. The 25-member Council was established by Congress to advise the secretary of transportation on matters dealing with motor vehicle safety.

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WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
July 14, 1975

DOT 57-75
Phone: (202) 426-4321

The U.S. Department of Transportation today released a task force report on transporting hazardous materials aboard aircraft.

The task force was formed in January 1975 to review the hazardous materials carried on aircraft to determine which materials should be carried by surface transportation and had no justification for air transportation.

Also, the task force reviewed the hazardous materials carried via aircraft with an eye toward prohibiting those which could not be controlled by airline personnel in an emergency.

Materials the task force recommended be prohibited from all aircraft include:

- Explosives, except small arms ammunition, because airline personnel could not control a fire involving such materials.
- Any material capable of igniting itself.
- Any materials having strong oxidizing properties because of their ability to react with organic materials to start a fire.
- Materials which are highly corrosive to aluminum because aluminum is the most common material used in aircraft structures.
- Gases and liquids which emit vapors which could be toxic in an enclosed area without ventilation.

Copies of the report, entitled "Report to the Deputy Secretary of the Task Force on Hazardous Materials in Air Commerce," are available from:

Office of Hazardous Materials
U.S. Department of Transportation
Washington, D.C. 20590

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JJC/4PM/7-1-75/TES-20



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 31, 1975

DOT 59-75
Phone: (202) 426-4321

The Department of Transportation today released the Fifth Annual Report of the Secretary of Transportation on Hazardous Materials Control.

Prepared by the Office of Hazardous Materials, the report discusses major research and technology efforts in progress or completed during calendar year 1974. The report includes a statistical compilation of the accident and casualty reports submitted by carriers; a listing of waivers issued during the year; an appendix containing new regulations; compliance evaluation of hazardous materials shippers and container manufacturers; and a summary of outstanding problems concerning the transportation of hazardous materials.

Copies of the report may be obtained from:

Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402

Price -- \$2.35
Stock Number 050-000-00-100-8

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 31, 1975

DOT 62-75
Phone: (202) 426-4321

U.S. Secretary of Transportation William T. Coleman, Jr., today recommended in a report that Congress enact legislation placing the nation on an experimental eight-month daylight saving time (DST) system (March through October) for two more years.

Secretary Coleman cited modest overall benefits in the areas of energy conservation, overall traffic safety and reduced violent crime that might accrue from an eight-month as opposed to a six-month DST system.

In 1973, the Congress suspended the Uniform Time Act of 1966, under which the nation had six months of daylight saving time and six months of standard time, with the Emergency Daylight Saving Time Energy Conservation Act which placed the nation on a two-year experiment of year-round daylight saving time beginning January 4, 1974. In 1974 this act was amended to eight months of DST and four months of standard time.

Under the 1973 emergency act, the Secretary of Transportation is required to submit interim and final reports to the Congress on the operation and effects of the two-year DST experiment. The interim report submitted to the Congress in June 1974 and the report submitted today, entitled Final Report on the Operation and Effects of Daylight Saving Time, fulfill that requirement.

Secretary Coleman said evidence gathered since the 1973 legislation was enacted indicates the benefits of an eight-month DST system are small and difficult to isolate completely from the larger effects of seasonal trends and changes in energy availability and prices.

"Therefore, the study's findings are based on the best available evidence but do not provide conclusive support for recommending permanent changes in the Uniform Time Act of 1966. We believe, however, that the findings, while not conclusive, do support our recommendations that the nation use the eight/four system for two more years to permit further analysis and more efficient measurement of public acceptance and response," Secretary Coleman said.

Major conclusions of the report include:

- There are probable electricity savings of approximately one percent due to DST in March and April. However, the net energy savings are unknown. Further study might have disclosed additional electricity savings or partially offsetting increases in gasoline use.
- There are indications that DST reduced the total motor vehicle fatalities in March and April by about one percent or approximately 70 lives and 2700 injuries.
- DST had no statistically significant national impact on school-age children fatal accidents during March and April.
- There is evidence that DST contributed to a 10 to 13 percent reduction in violent crimes during March and April in Washington, D.C. only.
- No indications of significant adverse effects from the eight-month DST system were found.
- Public opinion polls indicated public acceptance of DST in March and April by an almost 2 to 1 favorable over negative reaction. A March 1975 survey found 51 percent of those polled favored an eight-month DST, 21 percent were neutral, and 28 percent reacted unfavorably to it.

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