



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-26

Broadcast: Saturday, February 1, 1975

The U.S. Department of Transportation Broadcast News Service for Saturday, Feb. 1, has a 01:10 story on two public sessions dealing with highway safety. It follows in two seconds.

The U.S. Department of Transportation's National Highway Traffic Safety Administration has scheduled two series of public sessions in Washington next month on current auto safety issues.

Public hearings will be held Feb. 18 and 19 on a proposal designed to encourage automobile manufacturers to develop lighter weight bumper systems. The safety agency proposed reducing the bumper requirements for front and rear impact test speeds to two-and-a-half miles-per-hour until 1980 when lighter weight systems should be perfected to permit impact speeds of up to four miles-per-hour. Current damage criteria requiring that certain safety items not be damaged would remain in effect as well as more stringent limits on sheet metal damage beginning Sept. 1.

A public meeting will be held Feb. 11 and 12 on industry requests to revoke or postpone the federal motor vehicle safety standard on hydraulic brake systems. The standard would become effective Sept. 1 and upgrade braking performance requirements for passenger cars and establish minimum standards for multipurpose vehicles, trucks and buses.

Information on both of these public sessions can be obtained from the National Highway Traffic Safety Administration in Washington during regular working hours at (202) 426-9550.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-27

Broadcast: Monday, February 3, 1975

The U.S. Department of Transportation Broadcast News Service for Monday, Feb. 3, has two actualities on the Department's fiscal 1976 budget, and a 25-second report on a Coast Guard board of inquiry on Friday's Delaware River collision. The budget cuts run 23 and 40 seconds and follow a lead-in.

Acting Secretary of Transportation John Barnum outlined his department's budget for fiscal year 1976 to reporters on Saturday. He discussed the total program level and the reasons for an increase:

SECRETARY BARNUM: "It shows an \$11.3 billion total budget. This is an increase of \$1.36 billion over 1975 -- reflecting a combination of uncontrollables and goals and objectives established in recent years by legislation, by planning, and, in some instances, by construction schedules."

"Programmatically, the increase is seen in its two main parts: first, about \$1.1 billion for state and local grants, for surface transportation, mass transit assistance, highways, and Amtrak losses and improvements; and second, almost \$300 million for operational programs, especially in the FAA to meet aviation growth and in the Coast Guard to strengthen its environmental protection, safety and law enforcement roles; and for implementation of five recent legislative actions which expand DOT's responsibilities in a variety of areas."

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The Coast Guard will convene a formal Marine Board of Investigation tomorrow in Philadelphia to inquire into the cause of a ship collision on the Delaware River which killed at least three persons and injured 35 others. Twenty persons are missing and presumed dead following the accident which caused explosions and fire.

The collision occurred shortly after midnight on Friday when the U.S. tanker Edgar M. Queeny and the Liberian tanker Corinthos collided near an oil dock at Marcus Hook, Pa.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

DO NOT RELEASE BEFORE 12:00 NOON
MONDAY, FEBRUARY 3, 1975

DOT 14-75
Phone: (202) 426-4321

Acting Secretary of Transportation John W. Barnum today said that the 1976 fiscal year program level of \$11.3 billion requested by the U.S. Department of Transportation would enable the department to meet the goals and objectives established in recent years by legislation, planning and construction schedules.

The department's \$11.3 billion request represents an increase of \$1.36 billion over fiscal year 1975.

Acting Secretary Barnum called the "program level" the best measure of the department's total activity planned for fiscal year 1976.

"Programmatically, the increase is in two main parts," he said. "First, about \$1.1 billion of the increase is for state and local grants for surface transportation programs such as mass transit assistance, and for highways and Amtrak losses and improvements.

"Second, almost \$300 million of the increase is requested for operational programs, especially in the FAA to meet aviation growth and in the Coast Guard to strengthen its environmental protection safety and law enforcement roles and for implementation of recent legislative actions expanding the DOT's responsibilities."

The acting secretary pointed out that total cash outlays in 1976 are estimated at \$10 billion, an increase of \$850 million over 1975.

DOT staffing, including 37,900 in the Coast Guard military, is proposed at 112,865 positions in 1976, an approximate 1,800 position increase over 1975.

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"Most of the increase in personnel positions will be to meet the increased requirements of the FAA and Coast Guard," he explained.

Noting the change in the fiscal year timing as a result of the Congressional Budget and Impoundment Control Act of 1974, Acting Secretary Barnum said its impact will not be felt on the department's budget until fiscal year 1977. "However," he said, "the President's budget does contain our separate request for funds to finance operations during the transition period of July through September 1976 before the new fiscal year timing is established for fiscal year 1977.

"Our transition request proposes a \$2.71 billion level, a quarterly amount based essentially on a straight line projection of ongoing programs."

While calling the budget request fiscally responsible, the acting secretary added that it enables the department to continue to meet the challenge presented by the nation's pressing transportation problems.

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-28

Broadcast: Tuesday, February 4, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Feb. 4, has two cuts of 32 and 38 seconds on emergency funding for railroads in the Northeast and Midwest. They follow a lead-in, in two seconds.

The Senate has passed and sent to the House amendments to the Regional Rail Reorganization Act. In hearings on the measure before the House Interstate and Foreign Commerce Committee, Acting Secretary of Transportation John Barnum noted the importance and urgency of the legislation. He commented:

SECRETARY BARNUM: "At this point, then, it seems clear that, unless additional funds are promptly made available, several of these railroads, particularly Penn Central, will be forced to cease operations as early as Feb. 25. It is likewise clear that this cannot be permitted to happen until the planning process contemplated by the Regional Rail Reorganization Act of 1973 is completed. In addition, and of more immediate importance, the termination of rail service by these roads would have a crippling effect on the overall economy of the region, and, indeed, the nation."

"The legislation we have proposed recognizes the close relationship between the need for cash assistance and the need for maintenance and improvement of rail properties. We anticipate that, if the bankrupt railroads are to continue to provide service substantially at the level provided through 1974, and if extensive furloughs

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of personnel and sharp cutbacks in maintenance and improvements are to be avoided, there will be a need for additional assistance of approximately \$300 million. This amount has been estimated for the period through the first quarter of 1976 and is based on the current revenue projections and cost estimates for that period."

Two changes in the amendments have been proposed since the Senate hearings. One provides additional money to freight carriers due to ICC deferral of needed rate increases; the other provides operating money to railroads not under reorganization until a final system plan for the Northeast and Midwest emerges.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-30

Broadcast: Thursday, February 6, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Feb. 6, has a report on Senate testimony on air transportation regulation, which includes three actualities of 14, 21, and 9 seconds and an announcer wrap-around. The lead-in will begin in two seconds:

Acting Secretary of Transportation John Barnum testified before a Senate Judiciary subcommittee Thursday, on air regulation and the Civil Aeronautics Board. Secretary Barnum pointed to definite problems:

SECRETARY BARNUM: "The most pressing problems in the airline regulatory field cluster in three broad areas: ratemaking and price flexibility, market entry and exit, and anti-competitive agreements. Each area is in need of reform."

"A major difficulty with CAB policy has been ratemaking and the carrier inability to raise and lower rates in response to the demands of the marketplace. This in turn forces carriers into costly and uneconomic service competition, deprives the traveling public of the range of price/service options which would otherwise be available, and results in substantial economic waste and inefficiency."

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Secretary Barnum said the Administration believes a fundamental shift is required away from over-protection of existing carriers to one which focuses on consumer needs and competitive principles in evaluating new applications for carriers. He also said CAB decision delay should not be permitted as a means of limiting entry.

SECRETARY BARNUM: "The Administration strongly supports liberalization of entry into the air carrier industry and our forthcoming proposal will provide for substantial entry and exit liberalization."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 75-31

Broadcast: Friday, February 7, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Feb. 7, has two actualities on the Coast Guard's pollution strike force, running 24 seconds, and on an altitude warning system, running 38 seconds. Each follows a lead-in.

More than half of the U.S. Coast Guard's National Pollution Strike Force was deployed this week fighting major oil pollution incidents in four different worldwide locations. Thirty Coast Guardmen fought oil spills and cleaned up pollution from ship collisions and mishaps in the Straits of Malacca near Singapore, the Caribbean near St. Croix, the Mississippi River near New Orleans, and the Delaware River in Pennsylvania. The Singapore effort is the second recent request from a foreign government for U.S. Coast Guard help. Cmdr. James Atkinson explains the make-up of the strike force:

CMDR. ATKINSON: "The National Strike Force is composed of three teams prepared to travel on short notice to any spill within U.S. jurisdiction. The men are specially trained and equipped for containing oil spills and preventing further pollution by various means, such as the off-loading of oil from damaged or stranded tankers. In the strike force concept, versatility is the key."

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The Federal Aviation Administration is testing a minimum safe altitude warning system for air traffic controllers. The system is being evaluated at Denver's Stapleton International Airport. Jack Talley of the FAA explains:

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MR. TALLEY: "This system has been designed as an addition to the automated radar terminal system, known as ARTS III, which is now installed and operating at more than 60 airports. The system continuously monitors aircraft altitude to determine that the aircraft is at a safe altitude. When an unsafe condition exists, or will exist, it will be noted by the ARTS III computer and an aural alarm will sound. An alert will also be generated by means of a blinking special line of data and will be presented to the controller's radar display to alert him to the possible hazardous condition."

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY P.M.
February 10, 1975

DOT 18-75
Phone: 202/426-4321

The U. S. Department of Transportation today requested the Civil Aeronautics Board to reject certain embargoes and tariffs filed by several major U.S. carriers on transporting hazardous materials.

Charged in the complaint with failing to carry out their responsibilities as common carriers and unlawfully acting in derogation of the exclusive authority of the department to provide for the safe transportation of radioactive and other hazardous materials are: Frontier, Ozark, United, Alaska, Allegheny, Delta, Eastern, Hughes Airwest and Trans World air carriers.

The complaint notes that the department's Federal Aviation Administration has prescribed regulatory procedures by which the public may seek modification of the existing FAA rules. Carriers and other persons who do not believe that any particular category of hazardous materials otherwise permitted by the FAA to be transported by air can be safely shipped by such means have the opportunity to petition the FAA for changes.

None of the carriers has petitioned the FAA for rule making with respect to the transportation of hazardous materials.

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In addition to existing regulatory powers, the secretary of transportation has been recently vested with broad new authority and responsibility for regulating the transportation of hazardous materials under the Transportation Safety Act of 1974.

That act, among other things, requires the secretary to promulgate by May 3, 1975, regulations limiting the transportation of radioactive materials on any passenger-carrying aircraft to those intended for research or medical diagnosis or treatment. The department issued the proposed regulations on January 29, 1975. The public has been given until March 10 to comment on the proposed regulations.

In its complaint, DOT noted that the respondents had excluded from carriage materials which the FAA has determined can be transported safely, when properly packaged and labeled, and materials not prohibited by the proposed regulation of January 29.

"While recognizing that DOT has not as yet adopted regulations which would implement the Transportation Safety Act of 1974, it is our position that the proposed regulations constitute an acceptable interpretation of applicable law. Accordingly, DOT's complaint in this proceeding does not mean that it would object to embargoes or tariffs which do not go beyond the proposed regulations," DOT stated.

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BROADCAST NEWS SERVICE 75-32

Broadcast: Monday, February 10, 1975

The U.S. Department of Transportation Broadcast News Service for Monday, Feb. 10, has a one-minute story on airlines' embargoes of hazardous materials; it follows in two seconds.

The U.S. Department of Transportation today requested the Civil Aeronautics Board to reject certain embargoes and tariffs filed by several major U.S. carriers on transporting hazardous materials. The department charged nine airlines with failing to carry out their responsibilities as common carriers and unlawfully acting in derogation of the exclusive authority of the department to provide for safe transportation of radioactive and other hazardous materials.

The complaint notes that none of the carriers have petitioned the Federal Aviation Administration for rule making under the prescribed regulatory procedures by which the public may seek modification of existing FAA rules. The department said the carriers have excluded the carriage of materials which the FAA determined can be carried safely and are not prohibited by recently proposed regulations limiting radioactive materials carried on passenger aircraft to those intended for research or medical use. The department's complaint does not mean it would object to embargoes or tariffs which do not go beyond the proposed regulations.

The carriers named in the complaint are Frontier, Ozark, United, Alaska, Allegheny, Delta, Eastern, Hughes Airwest and Trans World.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
February 12, 1975

DOT 19-75
Phone: (202) 426-4321

Acting U. S. Secretary of Transportation John W. Barnum said today that the processing of construction projects under the new \$2 billion highway program announced by President Ford will begin immediately.

Barnum said the contract authority will be made available to states on a first-come, first-served basis and that surveys of states indicate that up to \$2 billion can be committed before the end of June. He said that more than \$1 billion of the \$2 billion fund will go directly into the pockets of wage earners, with the rest going for supplies and equipment needed to carry out the contracts.

The Acting Secretary said that approximately 107 thousand jobs, averaging over a period of a year, can be created by the program. About half of these jobs, he said, would be on construction sites and the other half would be in industries supplying equipment and materials needed for the projects.

The total number of possible jobs cited by Barnum would not include those which might be generated as the result of additional spending by workers employed under the program. It has been estimated that such induced new jobs could go as high as 140 or 150 thousand, depending on the pattern of spending that would be generated by this additional infusion of federal funds. Those jobs would be in industries manufacturing consumer goods and providing consumer services.

Barnum said it is not possible to provide figures at the present time on what the various states would get under the program. This, he said, would depend upon the number of projects ready for contracting in each of the states. Federal Highway Administrator Norbert T. Tiemann said he is telling the states to submit all projects they have which are ready for contracting. He said the message he is sending out to the states is that the financial restraints now are off and that federal funding will be provided for all approvable projects. He added that recent surveys indicate the \$2 billion in supplemental funds will be sufficient to meet all requests.

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Projects which can be funded under the program may cover a wide range of construction. They could include the replacement of bridges, completion of key links in the interstate highway system, upgrading of existing highways, safety improvement projects and the development of public transit facilities financed under recent amendments to the federal-aid highway laws.

Acting Secretary Barnum said that in order that the program have the maximum impact on the employment situation, preference will be given to projects which can be started in the next few weeks. He said first consideration will be given to construction proposals on which bids can be opened or work actually started within 45 days after the approval of the projects by the department's Federal Highway Administration.

Release of the additional funds will increase to \$6.6 billion the federal-aid highway program funding made available to the states during the current 1975 fiscal year. About \$2.6 billion of that amount already has been committed, leaving \$4 billion available for the start-up of construction projects between now and the end of the fiscal year on June 30. It should be emphasized, however, that these projects need not be completed during the fiscal year. It is necessary only that contracts be let in order that they qualify for federal funding.

Recent surveys by the Federal Highway Administration show that manpower, equipment and materials all are available in sufficient quantity to permit full implementation of the program. It is estimated that between 35 and 50 percent of the nation's highway construction capacity now is idle. This, together with the immediate availability of highway construction materials should cut the normal period required for the start-up of projects.

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BROADCAST NEWS SERVICE 75-35

Broadcast: Thursday, February 13, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Feb. 13, has a 33-second cut on air charter regulatory reform. It follows a lead-in.

In hearings before the Senate Commerce subcommittee on aviation, Acting Secretary of Transportation John Barnum testified on proposed legislation to change Civil Aeronautics Board regulations for charter airlines in order to ensure low cost air transportation to consumers. Secretary Barnum had these observations:

SECRETARY BARNUM: "We suggest that the use of rates based on cost rather than age or status and available to all members of the general public can better accommodate the needs of those singled out for preference by section 6.

"The broadened use of charter flights made possible by this bill, together with the air regulatory reform proposals soon to be submitted by the Administration, should offer the American air passenger the prospect of more and better travel options for different price, quality and type of service than ever available before. Lower costs made possible by these changes will make available lower fares. And, in our judgment, Mr. Chairman, the airlines will also benefit through less unused capacity and more efficient and economical use of their resources."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE FRIDAY
February 14, 1975

DOT 16-75
Phone: (202) 426-4321

The U.S. Department of Transportation has begun a cost-sharing study with Tufts University and the city of Salem, Massachusetts, to find ways to ease the impact of expected bicentennial tourist traffic congestion in U.S. cities with major historic and scenic attractions.

The \$77,974 study will be conducted by graduate students at Tufts under the direction of Dr. Hermann H. Field, director of the university's graduate program in urban social and environmental policy.

The graduate students will study problems related to tourist movement in Salem and other northeastern cities in which tourists have a significant impact.

The study will include an investigation of current transportation systems and parking provisions within affected cities and land use patterns and development predictions as they affect traffic projections within the cities. Also, the historic/cultural facilities will be evaluated in terms of physical condition and ability to handle current and expected tourist volumes.

Salem, with its anticipated high bicentennial tourist traffic, will serve as the central focus of the study.

A final report on the project is due in January 1976.

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JJC/10AM/2/5/75/TST-60/9AM/2/7/75



DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-36

Broadcast: Friday, February 14, 1975

The U.S. Department of Transportation Broadcast News Service for Feb. 14 through 17 has a 55-second actuality on a Coast Guard marine traffic safety conference and a 35-second story on daylight saving time for release on Saturday, Feb. 15. The actuality follows a lead-in.

The Coast Guard, in cooperation with the Maritime Administration and the U.S. Army Corps of Engineers, is making plans to conduct in April a significant meeting on marine traffic management. Here with details is Adm. Robert Price:

ADM. PRICE: "Joining us in the symposium will be representatives of the major maritime interests in the U.S., including ship and barge operators, port authorities, and waterfront labor. We also expect representatives of recreational boater associations and major public interest organizations. I expect that this symposium will provide a foundation for future policy development embracing the entire spectrum of the marine traffic system including dredging of channels and harbors, the qualifications of vessel operators, material standards for vessels, routes and terminals, traffic density, reliability of navigation equipment, vessel technology, hazardous cargoes, environmental concerns, and the safety of the general public.

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The U.S. Department of Transportation said today that daylight saving time will begin this year at 2:00 a.m., Feb. 23, and will remain in effect until 2:00 a.m., Oct. 26. The year round daylight saving time in effect

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during 1974 was amended to exempt the months of November through February due to public opinion and safety concerns. Areas of the country that do not observe daylight saving time include Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone. State legislative actions postponed observance of daylight saving time until April 27 for the Eastern Time Zone of Michigan and the Mountain Time Zone of Idaho.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
February 15, 1975

DOT 17-75
Phone: (202) 426-4321

Daylight saving time comes early this year -- at 2 a.m., February 23, and remains in effect until 2 a.m., October 26, the U.S. Department of Transportation announced today.

Public opinion and concern for safety during the early morning darkness of the months of November, December, January and February resulted in modification of year-round daylight saving time to an eight-month observance in 1975.

Areas of the country that do not observe daylight saving time include Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone. As a result of state legislative action, the Eastern Time Zone portion of Michigan and the Mountain Time Zone portion of Idaho will not observe daylight saving time until April 27.

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FC/4PM/2575/TGC-20



DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-37

Broadcast: Tuesday, February 18, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Feb. 18, has a 37-second actuality on federal odometer disclosure laws. It follows a lead-in.

The U.S. Department of Transportation announced today a nationwide campaign to increase compliance with federal laws that require an odometer disclosure statement to be furnished with every auto sale. National Highway Traffic Safety Administrator James Gregory explains:

ADMINISTRATOR GREGORY: "We have asked both state attorneys general and auto dealers to join us in this effort to ensure that when a car purchase is made, the buyer will know the correct mileage on the car. Recent surveys indicate that compliance with these anti-tampering laws is not good at all. Federal law makes it possible for a car purchaser to sue a seller in federal or state court for triple damages, or \$1,500, whichever is greater. We intend to come down hard on this problem, and we are also asking states with anti-tampering laws of their own to assist us."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-38

Broadcast: Wednesday, February 19, 1975

The U.S. Department of Transportation Broadcast News Service for Wednesday, Feb. 19, has two actualities -- a 27-second cut on safety requirements for air taxi operators, and a 33-second cut on railway track inspection. Each follows a lead-in.

Air taxi operators using business type jets will have until May 15 to install cockpit voice recorders and flight data recorders. The U.S. Department of Transportation's Federal Aviation Administration ordered the action for turbojet airplanes which carry no more than 12 passengers. The regulation covering this action was first adopted in 1969. Final implementation comes after a series of extensions and amendments. Arthur Pearsall of the FAA explains:

MR. PEARSALL: "The flight data recorder documents information about the performance of an aircraft in flight from takeoff to landing. The cockpit voice recorder documents flight crew conversations. This FAA action provides important data on any incident which might require accident investigation. That is the major purpose of the action -- to assure that we do everything possible to maintain aviation safety."

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Acting Federal Railroad Administrator Asaph Hall discussed the importance of track inspection in a speech to the Railway Labor Executives Association today in Miami Beach. He noted what is needed for monitoring inspection programs:

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ADMINISTRATOR HALL: "I should note that the federal and state monitoring of the railroads' inspection of the nation's 340,000 miles of track cannot really be accomplished effectively without assistance from track inspection vehicles which would be equipped with automatic recording devices. Our FRA inspection cars are currently being used extensively on selected stretches of track where high accident rates are known to exist. We are also using these cars on routes over which Amtrak trains operate."

Hall said his administration is asking Congress for \$1.9 million this year for expanded use of track measurement cars and equipping additional cars for future service.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
February 20, 1975

DOT 2C-75
Phone: (202) 426-4321

A newly-developed air-ground electronic system designed to detect and pinpoint the location of a hijacked cargo truck will be tested and demonstrated in the New York City area Thursday by the U.S. Department of Transportation.

The demonstration involves equipping a truck with a small transponder which responds to an ultra-high frequency signal sent from an electronic interrogator unit carried in a helicopter or other aircraft. The return signal from the transponder allows the aircraft to "home" in on the hijacked truck and mark its position.

The system also includes a ground-based capability, such as an unmarked police car equipped with a similar interrogator unit to aid in searching out the hijacked truck. The interrogator car is used along with the aircraft to more rapidly pinpoint the target truck.

The transponder unit remains silent until it is called by its discrete address and therefore is not detectable by surveillance or monitoring equipment.

Approximately one inch thick, the transponder is six inches wide and 7.5 inches long. When in operation, it could be put inside an unmarked box and placed with the other cargo inside the truck, making the unit hidden from visual detection by hijackers.

Another antihijacking aspect of the system is that when a hijacking is successful, the hidden transponder remains with the cargo. And it will respond to its interrogator from anywhere - another truck, a warehouse or wherever it is taken - thereby aiding authorities to locate the stolen cargo.

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The demonstration is part of a continuing program of DOT's Office of Transportation Security to develop methods for cutting theft-related cargo losses which currently exceed one billion dollars annually nationwide.

Additionally, theft prevention is highly profitable for the industry. For each \$100 theft claim prevented, as much as \$50 is profit compared with a return of about \$2 for each \$100 of new business, statistics gathered by DOT indicate.

The system, in preliminary tests, was found effective when the aircraft was flying at an altitude of up to 7,000 feet. In open, non-urban areas, the transponder signal in the target truck was detectable from a ground distance of 30 miles.

The system was designed for DOT, under technical direction of the department's Transportation Systems Center, Cambridge, Mass., by Hoffman Electronics Corporation of El Monte Calif., and its subcontractor, Information Identification Inc., of Fort Worth, Tex.

The demonstration is being conducted in cooperation with the New York City Police Department and members of the New York State Motor Truck Association. Demonstration headquarters is at the APA Transport Corp. truck terminal at 2100 88th Street, North Bergen, N.J.

Testing of the system will be completed by mid-March and the results will be reported to industry and government security personnel. Also, in an executive order issued last month, President Ford assigned to the secretary of transportation responsibility for reporting to him on March 31, 1976, and annually thereafter, on the progress of the cargo security program.

In the same order the President specifically assigned responsibility to the secretary for assisting the transportation industry by planning, developing, and testing cargo security measures and by providing technical assistance and arranging related demonstration projects, coordinating the activities of federal departments and agencies relating to the prevention of a cargo theft, and studying means by which agencies can improve the cargo security programs of common carriers.

It has been estimated that, on a mass production basis, the transponder unit will be available at a cost of less than \$100 each which would place it within range of use on a routine day-to-day basis by the motor carrier industry.

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JJC/2PM/2/18/75/TES-60/2/19/75/9AM/



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-40

Broadcast: Friday, February 21, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Feb. 21, has two actualities on a boating safety bulletin and increased sizes and weights of trucks, and a reminder on daylight saving time. First is the consumer bulletin cut, running 39 seconds. It follows a lead-in.

The U.S. Coast Guard has issued a consumer protection bulletin to boat owners of all gasoline powered boats with self-contained terneplate fuel tanks. The tanks, similar in construction to automotive fuel tanks are subject to corrosion, which may result in hazardous leakage. Adm. John Thompson of the Office of Boating Safety gives these details:

ADM. THOMPSON: "Our accident data reports show that a substantial number of fires and explosions have resulted from gasoline leakage due to deteriorated terneplate fuel tanks. Boat owners are advised to make a complete removal of these tanks if possible and inspect for wear. If removal is not possible, a visual examination, or non-destructive pressure tank test should be conducted. Bottom surfaces and any part of the tank in contact with the boat structure are particularly susceptible to corrosion. When the fuel tank is put back in, or replaced with a new one, a thorough examination of fuel hoses, fuel line fittings, and tank supports should also be made."

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Next, a 45-second cut on truck safety research, held for release until noon Saturday, Feb. 22. It follows a lead-in.

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The Federal Highway Administration has established a project to determine the impact on highway safety of recently enacted increases in allowable size and weight limits of trucks, and to develop cost-effective solutions to identified safety problems. In remarks prepared for the Midwest Truckers Association in Springfield, Ill., Dr. Robert Kaye, director of the Bureau of Motor Carrier Safety, explained the four tasks of the research project:

DR. KAYE: "The first task is an analysis of the accident history of those trucks, which are larger or heavier than allowed by federal law and are now operating on the highway system.

"The second is concerned with the development of relationships between the size and weight of trucks and their effect on traffic operations in such critical areas as freeway interchanges, urban intersections, grades and curves, and truck loading areas.

"The third involves a determination of the effects of aerodynamic disturbances and splash-and-spray from large trucks on other vehicles.

"The fourth and final task is an overall cost trade-off analysis of the safety effects of larger trucks, and the possible countermeasures that are identified to minimize these effects."

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The U.S. Department of Transportation issues this reminder to most Americans: daylight saving time begins again this Sunday at 2:00 a.m. Except for those areas exempted by state or federal action, everyone must turn their clocks ahead one hour at 2:00 a.m., Feb. 23.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-41

Broadcast: Monday, February 24, 1975

The U.S. Department of Transportation Broadcast News Service for Monday, Feb. 24, has three stories -- 20 seconds on Coast Guard super lights, 30 seconds on mass transit grants, and 35 seconds on a railroad planning conference. The Coast Guard story begins in two seconds.

The U.S. Coast Guard will demonstrate its new "super lights" this week in Elizabeth City, N.C. The 30 kilowatt searchlights for C-130 aircraft are much more powerful and safer than flares used previously. The lights provide illumination that is about five times brighter than moonlight and have proven themselves in locating many targets and people who have been lost in the water.

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The Department of Transportation's Urban Mass Transportation Administration awarded 22 grants totaling nearly \$160 million to cities across the nation during January. The cities receiving the largest grants were Trenton, N.J. -- \$136 million for the purchase of electric commuter cars and buses -- and Detroit, Mich. -- \$12.5 million for buses and facilities improvement. Four contracts totaling \$1.7 million were also awarded in January for personal rapid transit designs and for the study of small buses in urban transit service.

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A National Railroad Planning Conference, sponsored by the U.S. Department of Transportation's Federal Railroad Administration, will be held in New Orleans, La., May 20. Acting Federal Railroad Administrator Asaph Hall said that for the first time, federal, state and local government officials, transportation planners, and rail industry and labor

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representatives will meet to share their rail planning ideas and expertise. Conference sessions will deal with issues of national and state rail system planning, rail line abandonments, rail relocation and railroad facilities improvements, as well as intercity and commuter railroad passenger service.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
February 25, 1975

DOT 21-75
Phone: (202) 426-4321

The U.S. Department of Transportation has sent to Congress the Summary of the 1974 National Transportation Report. The full report will be sent to Congress in about one month.

The purpose of the report is to provide information useful in the formulation of transportation policies and in the evaluation of transportation programs at all levels of government.

The report discusses long-term trends and implications of transportation plans and programs developed by state and local governments. Observing that the nation cannot afford a great deal of the investment contemplated in the long-range (through 1990) plans, the report examines opportunities for reducing investment requirements by making more extensive use of existing capacity and improving transportation service.

Passenger travel, much of it on the nation's highway system, is forecast in the report to grow at a significantly lower rate than in the last decade. Freight transportation, as in the past, is expected to parallel economic activity. In the long run, higher crude oil prices or their equivalent in taxes are likely to lead to a significantly lower growth in fuel consumption, in part through increased fuel efficiency. However, neither total passenger travel nor total freight activity is likely in the long run to be greatly affected by foreseeable increases in the price of crude oil, the report says.

The report states that inflation is a particularly severe problem in the transportation sector, where fuel and labor are major cost elements.

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Recent increases in these costs have made the total costs of transportation rise much faster than inflation in the economy as a whole.

In their programs covering the period 1972 to 1980, the states and localities envision only moderate increases in highway investment (in constant dollar terms), rising from \$12.4 billion annually in 1971 to an average of \$13.3 billion annually in the eight-year period of 1972 through 1979. On the other hand, urban public transportation investment during this period was projected by the states at an average of \$2.6 billion per year, compared to about \$435 million of actual investment during 1971. The report expresses reservations that such an increased rate of public transit investment could be realized by 1980, on the basis of projects currently in process.

The long-range plans (1972-1990) of the states and localities are much more ambitious. In the highway mode in particular, annual investment would be \$23.8 billion in 1971 dollars if the plans were implemented. This would raise highway investment from the past level of 1.2 percent of GNP to about 1.5 percent of a projected high employment GNP level from 1972 to 1990.

The states anticipate significant physical changes and improvements from the implementation of long-range plans. In urbanized areas, there would be an 80 percent increase in freeway mileage--the bulk in suburban areas--and a 43 percent increase in public transit route miles including a 250 percent increase in rail rapid transit line miles. This would be accompanied by a two-thirds increase in vehicle miles traveled on urban highway systems, a 10 percent increase in highway speeds and a doubling of transit trips. Despite a planned capital expenditure of about \$60 billion between 1972 and 1990, the states anticipate only a slight increase in the overall proportion of urbanized area trips using public transit, going from 5.2 percent to 6.2 percent.

The department's analysis of alternative plans and programs identifies opportunities for reducing the investment reported in long-range plans:

- If the lower levels of public expenditure contained in the eight-year programs were continued to 1990, there would still be substantial improvement in highway speeds and in travel times for both automobiles and public transit in urbanized areas.

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- . The rate of investment required for rural highways to remain more or less at today's level of service is probably much lower than the rate contemplated in the long-range plans.
- . Much lower rates of investment in large hub airports are possible than those contemplated in the plans because forecasts of air carrier enplanements have been revised downward drastically since the plans were prepared. Also, there are opportunities to make better use of existing airport capacity by moving light planes to "reliever" airports and by rescheduling or spreading air carrier peak traffic.

Copies of the Summary of the 1974 National Transportation Report will be available for public distribution in approximately three weeks from the Office of Public Affairs (S-80), Office of the Secretary of Transportation, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-42

Broadcast: Tuesday, February 25, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Feb. 25, has a 30-second actuality on emergency money to meet the Penn Central's payroll needs, and a 45-second story on highway fatalities. The actuality is first; it follows a lead-in.

To avoid a shutdown of the Penn Central Railroad, the U.S. Department of Transportation's Federal Railroad Administration has made arrangements for further emergency funding in order to meet payroll demands, the first of which is due today. Here with details is Acting Federal Railroad Administrator Asaph Hall:

ADMINISTRATOR HALL: "Approximately \$23 million will be made available to the railroad through government agreements totaling \$15 million and accelerated payments by some shippers for the balance. We would have preferred to make use of funds sought by pending legislation, yet we were left without a choice if we were to prevent the shutdown of the Penn Central. This cannot be permitted to happen if the nation's economy is to be spared a further decline."

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U.S. Department of Transportation figures show that traffic fatalities for the month of January were still almost 20 percent below the level of January 1973. This is based on initial reports from all 50 states.

The National Highway Traffic Safety Administration is using 1973 as a base year because the effects of the energy shortage were not felt until the last two months of that year. The fatality figure of 3,088 for January

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is 5.5 percent over 1974, however, which broke a record of 14 consecutive months in which the total had been lower than the previous comparable month. Expressing disappointment at this, the safety agency's head, Dr. James Gregory emphasized the need for enforcement of the 55 mile-per-hour speed limit and the critical necessity for motorists to obey the law.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-43

Broadcast: Wednesday, February 26, 1975

The U.S. Department of Transportation Broadcast News Service for Wednesday, Feb. 26, has a 40-second story on the National Transportation Report. It follows in two seconds.

The U.S. Department of Transportation has sent to Congress the summary of the 1974 National Transportation Report. It is designed to provide information needed to formulate policy and evaluate programs at all levels of government. The report states that inflation is a particularly severe problem in transportation and examines opportunities for more extensive use of existing capacity and improving transportation service. Among the forecasts of travel noted are that passenger travel, much of it on highways, will grow at lower rates, and freight transportation will continue to parallel economic activity. Higher crude oil prices or taxes should lead to lower growth in fuel consumption, in part through increased efficiency. The full report will be sent to Congress in about one month.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-45

Broadcast: Friday, February 28, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Feb. 28, has a 30-second story on fines collected by the Federal Aviation Administration for violations of hazardous materials transportation regulations. It follows in two seconds.

Fines for violations of the Hazardous Materials Transportation Act tripled in the past year, according to the U.S. Department of Transportation's Federal Aviation Administration. Civil penalties in 291 cases totaled \$85,000. Shippers were assessed in most cases for packaging and labeling violations, while air carriers were fined most often for accepting and transporting improperly packaged or labeled commodities. Under the act, strict FAA regulations spell out requirements for packaging and labeling, quantity limitations, cargo location, special requirements for poisons, radioactive materials and fuels, reporting of incidents, and reports to the pilot in command.

This has been the Transportation News Report.

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