

U. S. Department of Transportation

news:

Office of Public Affairs



Washington, D.C. 20590

FOR RELEASE FRIDAY
June 2, 1978

DOT 83-78
Tel: 202-426-4321

DOT PROPOSES GUIDELINES FOR IMPROVING REGULATIONS

The Department of Transportation has issued three documents implementing President Carter's recent Executive Order on improving government regulations.

The material, which was published in the Federal Register on June 1, includes proposed guidelines to improve DOT's process for developing and issuing regulations.

In the proposal is DOT's definition of a significant regulation. Under the Executive Order a significant regulation must be given greater analysis and examination than other regulations. Less significant regulations will be evaluated, but not as extensively or in as much detail.

The other parts of DOT's package are two lists of regulations. The first list, called the Review Report, contains existing DOT regulations which have been earmarked for systematic review to see what changes may be needed.

The second list, called the Agenda, has all regulations which DOT expects to publish in proposed or final form within the next 12 months or more.

Public comment is asked on the proposed guidelines and the definition of a significant regulation.

In addition, DOT has gone beyond President Carter's March 23 Executive Order that requires an agency to list only significant regulations it is developing. It is listing all regulations it has under consideration. These include many small, technical regulations that are not significant or of general public interest. They are necessary because a safety agency such as DOT constantly must update its regulations to keep pace with technological improvements in areas like aviation and boating.

Further information on the documents is available from Neil Eisner, the acting Assistant DOT General Counsel for Regulation and Enforcement. Phone: (202) 426-4710.

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U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY

June 8, 1978

U.S., NORWAY APPROVE
DEEPWATER PORT AGREEMENT

DOT-8478

Contact: Fran Lewine
Phone: (202) 426-4531

OSLO, NORWAY -- U.S. Secretary of Transportation Brock Adams said today the United States and Norway have reached tentative agreement to permit Norwegian flag supertankers to use the new Louisiana Offshore Oil Port.

Diplomatic notes will be exchanged in Washington, D.C., when the final text is approved.

This was announced by Secretary Adams at a news conference in Oslo, where he is visiting as part of a series of meetings with European transport ministers.

The agreement would assure that Norwegian tankers comply with U.S. environmental and safety standards regarding deepwater port operations.

"The agreement is significant in that it will serve as a model for other international agreements and enhance our efforts to ensure safe transport of overseas oil," Secretary Adams said. Norway has one of the world's most important supertanker fleets. The agreement is required under the terms of the Deepwater Port Act of 1974.

The Louisiana Port (LOOP) is the first oil terminal to be licensed under terms of the Deepwater Port Act. When operational in 1980, LOOP is expected to handle initially about 1.4 million barrels of crude oil a day.

The oil will be unloaded 18 miles at sea from tankers too large to unload in most American coastal harbors. The use of deepwater ports is expected to hold down the transportation costs of importing oil and to reduce the risk of environmental damage to coastal areas.

While negotiating the Norwegian agreement, U.S. representatives also met with representatives of Denmark, Sweden, the United Kingdom and Liberia. Agreements with these countries are expected to be approved in the near future.

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, June 8, 1978

DOT-85-78
Contact: Howard Coan
202/426-4321

DOT PROPOSES U.S. TRANSIT CHANGES TO AID HANDICAPPED

The Department of Transportation proposed today a phased-in program to make the nation's transportation system more accessible to the handicapped.

Many of the suggested changes are planned to take place in three years. The more costly capital changes could be accomplished in a 12, 20 or 30-year period at a cost of \$1.7 billion in 1977 dollars, the department estimated.

The proposed new regulations are designed to ensure that handicapped persons are not discriminated against in transportation programs receiving DOT financial aid.

In a notice of proposed rulemaking, published in the Federal Register today, DOT announced that a public hearing will be held on July 26 in Washington, D.C., to receive comment on all aspects of the proposed regulations from handicapped persons, transportation operators, equipment manufacturers and suppliers, state and local governments, and all interested parties.

Secretary of Transportation Brock Adams said the proposed regulations were "a response to the needs of the estimated 13 million handicapped persons in the United States."

He said "the benefits from these proposed new regulations would include increased mobility, independence and job opportunities for the handicapped."

Under the proposal, which implements Section 504 of the Rehabilitation Act of 1973, recipients of DOT financial assistance would be required to make existing and new transportation facilities accessible to handicapped persons through such means as ramps, lifts, elevators, and special equipment.

In brief, the department is recommending these new regulations:

- All new fixed transportation facilities, including airports, railroad terminals, mass transit stations and highway rest areas, must be accessible to the handicapped.
- Existing fixed facilities must be made accessible within three years, except for a five-year period for intercity rail terminals and three options for mass transit stations of 12, 20 or 30-year changeovers.
- New intercity rail, commuter rail, and light rail passenger cars must be accessible within one year of the rule's issuance. New buses, acquired before October 1, 1979, will be required to be accessible to the handicapped if it is determined during the rulemaking that such a requirement is feasible.

(A previous decision by Secretary Adams already mandates an accessible bus -- TRANSBUS -- after September 30, 1979).

- Existing intercity, commuter and rapid rail systems must have at least one passenger car per train accessible within three years for intercity railroads and within five years for commuter and rapid rail.
- Existing light rail and bus systems must have a level of accessible regular service to the handicapped generally equal to half of the peak hour service and all of the off-peak service within 10 years for light rail and six years for bus systems.
- Airports, railroad terminals and railroad lines must provide limited assistance to handicapped passengers, except for unmanned rail terminals and airports boarding fewer than 10,000 passengers per year.
- Transportation industry employers receiving DOT aid would be required to make "reasonable accommodation" to the needs of their handicapped employees.

The hearing will be held July 26 from 9:00 a.m. to 4:30 p.m. in Room 2230 at the Department of Transportation in Washington, D. C. The room is accessible to wheelchairs and interpreters for the deaf will be provided. If necessary, a second day of hearings will be held July 27.

Persons who wish to testify must submit their requests postmarked by July 6, stating name, whether they represent an organization, telephone number during the day, any particular area of interest and the length of time required (to a maximum of 10 minutes). Requests should be submitted to the Office of Environment and Safety, Room 9422, U.S. Department of Transportation, 400 7th Street, S.W., Washington, D.C. 20590.

A limited amount of money is available under certain conditions to provide travel funds for persons who wish to testify at the hearing. Applications for travel assistance should be mailed, postmarked by June 26, to the Office of Environment and Safety, giving an individual or organization's name, amount of money needed and the reason it is requested.

Written comments may be submitted until September 6, 1978, to the U.S. Department of Transportation, Docket Clerk, Docket No. 56, Office of the General Counsel, Room 10100, 400 7th Street, S.W., Washington, D.C. 20590.

Copies of the notice announcing and describing the proposed rule and an associated Economic Impact Statement printed in today's Federal Register are available from the Office of Environment and Safety. Cassette tape recordings of the proposed rule also are available from that office.

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U.S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY PMs
June 16, 1978

DOT 87-78
Contact: Jerry Clingerman
Tel: 202-426-4321

AIRLINE INTEREST IN MIDWAY AIRPORT DUE TO AVIATION REFORM, ADAMS SAYS

CHICAGO, June 16 -- Secretary of transportation Brock Adams said today the comeback of Chicago's Midway Airport is a result of the administration's push for aviation regulatory reform, and can be a model for other cities.

"The low fares soon to be offered from Midway to several midwestern cities and the renewed interest in this once busy airport are the kind of results we have expected all along from aviation regulatory reform," Adams said.

The Secretary toured the airport today with Chicago Mayor Michael Bilandic and several members of Congress, including Dan Rostenkowski, John Fary, Martin Russo and Morgan Murphy.

Adams praised a decision by the Civil Aeronautics Board to allow airlines to offer fares up to 62 percent below regular prices from Midway to six midwestern cities: Cleveland, Detroit, Minneapolis/St. Paul, Kansas City, St. Louis and Pittsburgh.

The revived interest by airlines in the airport also serves another important transportation goal, the Secretary noted.

"Midway is an excellent example of how to increase our transportation capacity without the expensive construction of new facilities. For years, Midway was a woefully under-used airport. Now, it will once again fill an important role in the transportation needs of the citizens of the Midwest and at the same time help reduce some of the congestion at O'Hare International Airport," Adams said.

While pleased with recent CAB efforts to allow airlines pricing flexibility and make entry into the industry easier, Adams said reform legislation is urgently needed.

"We must not let reform be sidetracked at some point in the future by an unresponsive CAB. Only legislation will ensure that the competition of the market place will provide the variety of service needs of the aviation consumer today and in the future," the Secretary said.

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U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 1:30 P.M. FRIDAY
June 16, 1978

DOT: 88-78
Contact: Jerry Clingerman
Telephone: 202/426-4531

DOT, EPA JOIN TO COMBAT
TRANSPORTATION-CAUSED
POLLUTION IN URBAN AREAS

The Department of Transportation and the Environmental Protection Agency announced today a joint effort to help cities improve air quality through transportation planning.

"Motor vehicles are a major source of urban smog," Deputy EPA Administrator Barbara Blum pointed out. "We must improve the use of cars, trucks and buses, plan and manage our urban transportation systems more efficiently in order to reduce air pollution."

In accordance with the 1977 amendments to the Clean Air Act, DOT and EPA released guidelines today to help urban planning agencies in their efforts to attain the national air quality standards required by December 31, 1982.

At a news conference, Assistant Secretary of Transportation Chester Davenport, Jack Watson, Assistant to the President, and Blum, set forth the goals of the two agencies in responding to President Carter's directives for cooperation on major urban programs.

Davenport said the joint planning guidelines EPA and DOT are releasing "provide guidance to metropolitan planning agencies in developing their local programs to reduce transportation-related air pollution."

In addition, Davenport said, a memorandum of understanding between the agencies "establishes a DOT/EPA coordination process to reduce potentially overlapping and inconsistent activities and provide for a single federal decision on local clean air proposals."

EPA estimates that a number of large urban areas will need to improve transit systems, build bus lanes, establish car pools, adopt staggered work hours, start van pool programs and search for other ways to make the transportation of people less polluting and more efficient.

Under the 1977 law, national air quality standards must be attained by December 31, 1982. Under certain conditions, the law allows urban areas with extremely bad air quality extensions of time to 1987.

"Although some urban areas may be granted extensions beyond 1982," Blum said, "badly polluted areas must establish an effective planning process as outlined in these guidelines before such extensions will be granted."

Cities considered by EPA most likely to be unable to meet the 1982 deadline include, among others, Washington, D.C., Los Angeles, Philadelphia, San Diego, Baltimore, Milwaukee, Denver, San Francisco, New York, Chicago, Detroit and Pittsburgh.

Davenport noted that urban areas "unable to meet national air quality standards will be required to establish transportation programs such as improved public transit, incentives for increasing bus and carpool use and possibly parking management and auto-restricted zones."

The guidelines apply to all public agencies responsible for planning or implementing the transportation portions of clean air plans. DOT and EPA regional offices will be responsible for monitoring the process outlined in the guidelines.

Blum and Davenport both pointed out that the agreement between the two agencies was specifically encouraged by President Carter. It supports the President's desire that federal agencies work more closely together to solve mutual problems.

DOT and EPA will hold workshops for local officials in the near future to discuss the guidelines.

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U.S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 11:00 A.M. TUESDAY
June 20, 1978

DOT: 89-78
Contact: Howard Coan
Telephone: 202/426-4321

DOT-DOE ANNOUNCE JOINT STUDY
OF FUTURE ENERGY TRANSPORT

The Departments of Transportation and Energy announced today a joint study of the adequacy of the nation's transportation system to meet future U.S. energy needs.

The two federal agencies will look into the potential movement of coal, oil, natural gas, electric power and nuclear fuel in 1985 and beyond.

They are following through on a request made by President Carter in his National Energy Plan, which predicted America would have to increase greatly its use of coal and other sources of energy to offset expected oil shortages.

Chester Davenport, Assistant Secretary of Transportation for Policy and International Affairs, said the proposed study will look into possible bottlenecks and problems that may be encountered in transporting these fuels and recommend solutions in a report to be completed by March 31, 1979.

Davenport is the study chairman and Alvin Alm, Assistant Secretary of Energy for Policy and Evaluation, is deputy chairman. Each department will assign three full-time staff members to the project for one year and contribute \$200,000 to fund research.

"In achieving the President's energy goals," Alm pointed out, "it is vitally important for this nation to have an adequate energy transportation system. It is important not only to promote the development and use of more secure energy sources, but also to ensure that these sources are moved to where they are needed when they are needed."

Davenport and Alm also announced that they will hold a series of meetings soon with energy and transportation industry executives to discuss the study. In addition, an "open file" will be established at the Department of Transportation to which public interest groups, citizens and other interested parties can submit information and comments. Details of this public forum will be announced soon.

DOE will undertake the initial research by identifying various projections of energy supplies and the movement of these supplies needed to meet U.S. energy demands.

Once this is completed, DOT will examine the impact on the transportation system of carrying these supplies. Potential growth patterns for this traffic will be highlighted and the need for additional transportation capacity will be discussed.

In addition, Davenport said the study will deal with a number of issues, a majority of them related to financing any increased transportation system capacity. These issues range from public financing of coal roads to private financing of rail service.

Here are some of the major specific problems that will be investigated:

- Are railroad rates adequate to provide the investment needed to ensure service sufficient to move anticipated coal volumes?
- What new pipelines will be needed?
- How would a program to upgrade roads in coal-producing areas be financed?
- What are the major environmental problems involved in coal slurry pipelines?
- How should oil and gas be carried inland from offshore deepwater ports and wells on the outer continental shelf?

Other issues include the environmental and social problems concerned with unit-train traffic, high-voltage electrical power transmission and nuclear waste transportation.

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U. S. Department of Transportation

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Office of Public Affairs

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FOR IMMEDIATE RELEASE
Wednesday, June 21, 1978

DOT 90-78
Contact: Howard Coan
Tel: 202/426-4321

DOT BACKS CAB
ON MORE OAKLAND
AIR SERVICE

The Department of Transportation says the Civil Aeronautics Board's proposal to permit more air service at California's Oakland Airport would help lower fares and revitalize that under-used facility.

The CAB has decided tentatively to adopt a policy that would allow all qualified airlines to serve 15 major markets from Oakland Airport. The Board has asked for comments on its proposed policy before a public hearing is held and a final decision issued.

In comments filed with the CAB June 20, DOT General Counsel Linda Heller Kamm said Oakland has a modern airport and the potential to generate traffic, but "air service there has long been virtually stagnated" because of its proximity to San Francisco. Airlines have preferred to concentrate their service at San Francisco International Airport.

"There is no relief in sight from the inadequate air service at Oakland," Kamm said, unless the board adopts its proposal. Under the usual costly and time-consuming procedure for selecting a carrier to serve a particular market, years could pass before any new Oakland service actually started, she added.

- more -

Certification of all qualified airlines at Oakland Airport will enhance consumer benefits and increase the economic health and efficiency of the domestic airline industry, DOT said. "Policies of limited route entry that may have been useful or even necessary to avoid destructive competition in the 1930's have clearly outlived their usefulness," Kamm noted.

The fact that there is pending legislation before Congress to ease entry into the airline industry should not be grounds for calling off this experiment, Kamm said, because it underscores the need for the CAB to move in this direction on its own.

In the long run this CAB policy would benefit the environment and conserve enough energy to "counter-balance any possible short-term adverse effects," Kamm said.

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U. S. Department of Transportation

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Washington, D.C. 20590



FOR RELEASE 11:00 A.M. EDT MONDAY
June 26, 1978

DOT 9178

Contact: Carolyn DuBose
Phone: (202) 426-4321

ADAMS FAVORS PUBLIC TRANSIT SYSTEMS OVER PRIVATE CAR

Improved public transportation is a key factor in the revitalization of the nation's urban areas, Secretary of Transportation Brock Adams said today.

"If we're going to unclog and de-smog our cities, and make urban land tax-producing -- not tax-consuming -- then, we must shift from an urban highway philosophy to an urban transit policy," the Secretary said.

Adams remarks were prepared for the Joint Development Marketplace -- a conference of city and federal officials, representatives of development firms and financial institutions from 40 cities meeting in Washington to explore the possibilities for joint urban development.

Secretary Adams announced at the conference a \$2.6 million Urban Mass Transportation Administration grant to the Denver Regional Transportation District to assist in the design of a pedestrian-transit mall to be served free, by low polluting transit vehicles. A transportation terminal will be the connecting point between express commuter buses and mall shuttle buses.

The Secretary pointed out that construction of the terminal affords the opportunities for construction of a major commercial office building on the land adjacent to and the air-rights over the terminal.

To remedy the condition of overdependence on the private car, the Secretary said cities need to provide public transportation systems that are reliable and simple to use.

"People want to know where a transit vehicle is going to take them. They want to travel in reasonable comfort. And they want the system as uncomplicated as possible," he said.

Adams said the Carter Administration is trying to provide cities the means to develop their private transportation potential and produce alternatives to the private car.

"We have to face up to the fact that the automobile is no longer a good means of urban transportation -- at least not in the one-on-one way we like to use it."

He added, "The hardest habit to break is a bad one, and we've gotten into some bad habits with our cars."

The Secretary stressed three major points about public transportation systems of the future:

-- They have to suit the city they serve. Such diverse cities as New York and Los Angeles can never have the same kind of system. Cities should build the type of system their people want and can support.

-- Transit affords excellent new opportunities for the redevelopment of urban properties. Highways took land away and transit can restore it.

-- The recycling of public transportation may help restore civic pride, loyalty and the spirit of building together as a community.

"The cities are still our nation's best markets, with the greatest opportunities for development," Adams said. "Passage of President Carter's urban policy and enactment of the Administration's surface transportation proposals will move us toward our urban revitalization and improved transportation goals."

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Washington, D.C. 20590

FOR RELEASE 12 NOON TUESDAY
June 27, 1978

ADAMS OK'S ALTERNATE PUBLIC USES
FOR UNUSED FEDERAL-AID HIGHWAY LAND

DOT-9378
Contact: William Bishop
Phone: (202) 426-4321

States that decide not to complete planned federally-aided highways and want to use left-over land for public projects such as parks, schools and public housing, will be able to do so, Secretary of Transportation Brock Adams announced today.

The decision means that millions of dollars worth of land no longer needed for highways which state and local officials have decided not to build, can be made available for use as part of public restoration efforts without payment of the Federal highway funds used for the original acquisition.

In cities such as Atlanta, Boston, Minneapolis, Milwaukee and New York, where state officials have decided not to proceed with the completion of highways planned in the 1950s and 1960s, large areas have been acquired and partially cleared, often with the buildings either vacant or demolished.

"Our new policy," Adams said, "will let communities restore these devastated areas in a way that will contribute to the revitalization of our central cities to meet the urban revitalization goals set forth by President Carter in the recently announced urban initiatives program. This Department is moving to carry out those goals and this is one of the best ways to start.

Adams noted that if the state sells the land, the Federal government will recoup its original share of the proceeds of that sale. He also noted that there will be a requirement that state laws concerning the disposition of such land must be followed.

Some states require that land no longer needed for highways be offered for sale either to the original owners or at public auction. If that is done, those states will have to return to the United States the same percentage of sale proceeds as was used in the original land acquisition. Thus, if the federal government contributed 70% of the original cost of the land acquisition, the federal government would receive 70% of the net proceeds of any sale.

In announcing the new policy, Adams stated that he was following a government-wide directive on the general system to be used on disposal of assets no longer needed for a particular federal project. The directive was published in Circular A-102 of the Office of Management and Budget.

The Federal Highway Administration will issue detailed regulations to implement the new department policy. The proposed regulations will be available for public comment before being made final.

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FOR IMMEDIATE RELEASE
Tuesday, June 27, 1978

DOT - 9478
Contact: Clyde Linsley
Phone : (202) 426-0398

INTERNATIONAL AIR POLICY
DEBATED AT PUBLIC HEARING

The United States government's proposed policy on international air transportation negotiations was the subject of a public hearing today, conducted by the federal officials who drafted it.

The hearing panel, chaired by U.S. Secretary of Transportation Brock Adams, scheduled appearances by witnesses representing international airlines, airport operators, labor organizations and the Aviation Consumer Action Project.

"We have drafted a policy that relies on developing an atmosphere in which competitive market forces can operate unhindered by governmental interference," Secretary Adams said in his opening statement. "We believe this will result in greater benefits for air travelers and greater efficiency for air travelers."

Joining Adams on the hearing panel was Alfred E. Kahn, chairman of the Civil Aeronautics Board; Julius L. Katz, Assistant Secretary of State for Economic and Business Affairs; and John H. Shenefield, Assistant Attorney General, Antitrust Division.

The proposed policy statement is the culmination of eight months of discussion by an interagency group that included representatives of the Departments of State, Transportation, Commerce, Defense and Justice; the Office of Management and Budget; the Council on Wage and Price Stability; the Domestic Policy Staff and the Council of Economic Advisors. The Civil Aeronautics Board, an independent agency, also participated.

The policy is intended to provide guidelines for U. S. negotiators in seeking new air transportation agreements with other nations. The policy statement emphasizes that a major U. S. goal in international aviation negotiations will be to obtain reliance on "competitive market forces" for determining airline fare and route decisions.

Written comments on the policy statement will be received by the Department of Transportation's Office of the General Counsel through July 13. The interagency group expects to submit its final policy statement to President Carter on July 25.

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY
June 27, 1978

DOT 92-78
Contact: Robert Beasley
Phone : (202) 426-4321

U. S. BEGINS NEW CAMPAIGN TO BOLSTER 55 MPH SPEED LIMIT

The U. S. Department of Transportation has initiated a new media campaign to encourage drivers to comply with the national 55 mph speed limit.

Copies of a new 30 second television public service announcement were mailed this week to 725 television stations throughout the United States, in an attempt to catch the attention of American motorists during the summer vacation period, when more than the usual number of cars are on the road.

"This television spot is only one of a number of materials we will be releasing as part of the national public information campaign," Secretary of Transportation Brock Adams said in announcing the campaign. "Slower speeds rank second only to seat belts as a means of saving lives on the nation's highways."

The television spot notes that, since 1974, highway fatalities have been reduced by more than 36,000 persons, and that the 55 mph speed limit -- which became effective that year -- has been the biggest single factor affecting those reductions.

- more -

Adams pointed out, however, that traffic fatalities have begun creeping higher during the past three years, from 44,525 in 1975 to 47,671 in 1977.

Adams urged news media to use the department's information materials as they are released. "Americans deserve to know that the 55 mph speed limit has been an effective deterrent to highway deaths and injuries, as well as a simple method of increasing automobile fuel efficiency," he said. "But these benefits will continue only as long as we continue to comply with the speed limit law."

The television announcement is part of an all media campaign produced by the Advertising Council under the auspices of the U.S. Department of Transportation.

#



Public Service Television from the United States Department of Transportation.

These :30 announcements available on 16 mm film



VO: At 55 miles per hour



you save gasoline (DING!)



which is real money these days.



At 55 you



save yourself troubles you really don't need.



But 55 miles per hour saves you more than that. 55 saves lives!



Since 1974, 55 has been the single biggest factor in reducing highway deaths



by more than 36,000 people.



One of them could be you!



55 saves lives.
(:05 audio time available for local tag, if desired.)



A Public Service Campaign of the Advertising Council

Volunteer Advertising Agency: SSC&B, Inc.
Volunteer Campaign Coordinator: M. C. Tobias, Reynolds Metals Company



M-493

U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 12 NOON TUESDAY
June 27, 1978

DOT 96-78
Contact: Bill Bishop
Tel: 202/426-4321

DOT ISSUES FINAL
SST NOISE RULES

U.S. Secretary of Transportation Brock Adams today announced a final decision concerning operation of the Concorde and future supersonic transport (SST) aircraft in the United States.

The decision calls for stringent regulations concerning noise and sonic booms at airports where Concorde are permitted to land. But it leaves the ultimate decision as to whether the aircraft are permitted to use particular airports in the hands of local airport officials.

The new rules, effective July 31, will require all future supersonic transports (those constructed after January 1, 1980) to meet federal noise standards at least as stringent as those now applied to subsonic jets.

Concordes flown before that date will be exempt from the existing subsonic noise limits but will be subject to special operating requirements not applicable to other aircraft. Only 16 Concordes are expected to be built by January 1980.

These special Concorde operating rules forbid any modifications that might make the plane any noisier than it is already.

- more -

The rules also impose a nationwide curfew limiting SST operations from 7 a.m. to 10 p.m. They prohibit Concorde from causing sonic booms that can be heard within the United States.

Supersonic transports will continue to be required to fly at subsonic speeds over U.S. territory.

"These are strong standards," Secretary Adams said in his announcement. "They are meant to be. The public need for noise control at our major airports has been established. The public demand for such noise control has been made evident at several public hearings and through written comments."

The department has held several public hearings since 1970, when it first began considering SST noise regulations. The most recent hearings, held in late 1977 and early 1978 elicited more than 11,000 comments.

Concordes have been operated in the United States by British Airways and Air France since the spring of 1976. Service to Washington's Dulles International Airport began May 24, 1976 after DOT authorized a 16-month test period. Concorde test flights to Kennedy began last November 22.

"In the spirit of fairness the United States is using principles similar to those used when jet aircraft were first introduced by admitting these first 16 Concordes," Adams said today.

"This decision strives to be fair to all parties and to balance the various demands of our citizens in a non-discriminatory manner."

Airports in 13 U.S. cities have been identified by the Federal Aviation Administration as having market potential to support Concorde service. The airports are Anchorage, Boston, Chicago (O'Hare), Dallas/Fort Worth, Washington (Dulles), Honolulu, Houston, New York (Kennedy), Los Angeles, Miami, San Francisco, Seattle/Tacoma and Philadelphia.

However, airport operators retain their local option rights to ban aircraft by adopting reasonable non-discriminatory noise rules.

The SST rule will become effective July 31, after a 30-day waiting period required by Council on Environmental Quality guidelines.

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U.S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 12 NOON WEDNESDAY
June 28, 1978

DOT-9778

Contact: Jerry Clingerman
Phone: (202) 426-4321

PUBLIC PARTICIPATION KEY
TO BETTER GOVERNMENT RULES,
TOP DOT OFFICIAL SAYS

Greater public and industry involvement in the government rulemaking process will help achieve better, simpler rules, Deputy Transportation Secretary Alan Butchman said today.

In remarks prepared for a Washington, D.C. seminar on improving government regulations in transportation, Butchman said, "Our objectives are to make transportation regulations simpler and as little of a burden as possible. To accomplish this, we must attract greater public and industry participation in rulemaking."

The deputy secretary said that the department is working to reduce the number and complexity of DOT regulations.

For instance, he said, the department's Federal Highway Administration has reduced by 40 percent the paperwork involved in processing a federal grant and the Federal Aviation Administration is considering a rule that would reduce by approximately 65 percent the paperwork involved in its flying time regulations.

Butchman noted that the department's Regulations Council, which he heads, has been reviewing DOT's regulations. He said the council uses three criteria in trying to determine what regulations should be reviewed:

- Those that over the years or months have required the most explanation or have otherwise been difficult for the public to comprehend.
- Those that have received the most comments and complaints.
- Those for which the most exemptions have been requested.

As an example of DOT's efforts to improve regulations and allow as much time as possible for public and industry comment, Butchman cited the publication recently by the National Highway Traffic Safety Administration of a five-year plan for motor vehicle safety and fuel economy rulemaking which gives the auto industry ample time to prepare for the rulemaking and participate in it.

Butchman said the department also is publishing semi-annually in the Federal Register a listing of all the department's regulations.

"Our purpose in doing this is to provide a public check list of all the regulatory documents the department expects to publish in the next year in order to make public participation in our regulations easier and more thorough," he said.

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