

U. S. Department of Transportation

news:



Office of Public and Consumer Affairs

Washington, D.C. 20590

FOR RELEASE NOON (EST)
Tuesday, December 5, 1978

DOT 159-78
Contact: Bill Bishop
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SECRETARY ADAMS SETS
AUTO "SUMMIT CONFERENCE"

Detroit, Michigan - Secretary of Transportation Brock Adams today challenged the auto industry to join in an all-out search for the engine of the future, and called for an automotive "summit conference" in Washington early next year.

"Events in Iran and the announcement of rationing by American oil companies reinforce my belief that the curtain is quickly dropping on the age of the internal combustion engine as it is -- and the fact is we have no replacement," Adams said in remarks prepared for the Economic Club of Detroit.

"It's time for industry and government to stop butting heads on everything and to start working together for the future," Adams said. "The recent years of trench warfare between government and industry over fuel economy has resulted in a 1978 car that gets about as many miles per gallon as did the Model A fifty years ago."

He said he will ask the Chief Executives of the Big Four to bring the "best brains in the industry" to a meeting in Washington early in the year to press for development of a car that will again put America on top of world markets and eliminate the country's growing dependence on foreign oil.

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"I can't tell you whether the auto of tomorrow will be electric or powered by some other fuel, but the marketplace is waiting not only in America but worldwide," the Secretary said.

"Except in urban areas where a real alternative is made available, the American people will not give up their automobiles," Adams asserted. "We had better accept this fact."

The Secretary noted that the American automobile industry has in recent years lost its reputation for innovation.

"The companies have become collaborators rather than competitors under the force of specific fuel economy targets mandated by Congress."

The new engine is not only the solution to our transportation problem, but it is part of the solution to strengthen the dollar. "Innovation is the greatest inflation fighter of all," Adams said, noting that the U.S. has never been in a better position to compete in foreign markets. He cited the following points:

- ° The price of gasoline, which is expected to rise rapidly at home over the next decade, has already reached the \$2.00 per gallon level in most foreign markets. "Technologies that we don't even consider are already competitive in that kind of market," Adams said.
- ° U.S. labor costs are now competitive.
- ° In percentage terms, the growth prospects are greater abroad over the next 10 years. The European market, where 9 million cars were sold in 1976, is projected to absorb 11 1/2 million vehicles in 1983 and 14 million by 1990. The demand in Africa will quadruple.
- ° The U.S. industry's projected \$50 to \$80 billion investment in production of a new auto will modernize the plant and guarantee jobs at home.

"With the right product," he pointed out "we can erase the \$7 billion motor vehicle trade advantage Japan holds over us. The United States can become a net exporter rather than a net importer of motor vehicles."

The fuel economy standards established for the industry will keep total fuel consumption relatively stable through the 1980s, Adams said. But beginning about 1990, he pointed out, the growth in vehicle numbers and increase in miles traveled will cause energy demand to spurt.

The Secretary acknowledged that the commitment he seeks from the U.S. auto industry may exceed its financial capability. But, he said, "The federal government can and must play a key role in fostering, and to the extent possible, assisting in such a development program."

"If we can pull it off--if we can build a cleaner, safer, significantly more efficient car, one the world will love, envy and buy--the U.S. auto industry will insure its prosperity and the continued mobility of millions," Secretary Adams said.

U.S. Department of Transportation news:



Office of Public and Consumer Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 7, 1978

DOT-16078
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DOT STATES POSITION ON AIRLINE MERGER

The Department of Transportation told the Civil Aeronautics Board yesterday that it has no objection to the proposed merger of North Central Airlines, Inc. and Southern Airways, Inc.

DOT General Counsel Linda Heller Kamm said that DOT's position resulted from its conclusion that there is no legal basis upon which to object to the merger.

DOT's detailed analysis of the actual and potential markets of North Central and Southern indicates that the proposed merger is well within the standards of the antitrust laws which the recently enacted Airline Deregulation Act now makes applicable to airline mergers.

Both of the airlines are regional carriers. North Central is located in Minneapolis and serves the upper Midwest. Southern is headquartered in Atlanta and serves the southeast U.S.

Kamm pointed out that Congress changed the test applicable to airline mergers in order "to move the airline industry rapidly towards deregulation."

She said, "DOT will continue to closely scrutinize each merger or acquisition application filed with the CAB and test each one pursuant to the standards imposed by Congress."

Other merger or acquisition applications now before the CAB are Texas International-National, Pan American-National and Continental-Western.

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FOR RELEASE FRIDAY
December 8, 1978

DOT-16178
Contact: Jerry Clingerman
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U.S.-U.S.S.R. ISSUE JOINT URBAN TRANSPORTATION REPORT

The U.S. Department of Transportation today released a joint U.S.-U.S.S.R. report comparing the roles of the automobile and public transportation in the urban environment.

Entitled "Transportation and the Urban Environment," the report is a result of a 1972 agreement between the two nations on cooperation in the field of environmental protection.

The report notes the great differences between the urban trips mixture of automobile and public transit in the two nations. In the U.S., 90 percent of the urban trips are made by car and 10 percent by public transit. In the Soviet Union the mixture is 90 percent public transit and only 10 percent car use.

Other findings include:

- In U.S. cities where widely scattered residential neighborhoods predominate as population centers, and the street and highway system is well developed, the emphasis is on promoting carpooling, improving buses, and providing preferential treatment for public transportation. In larger, denser U.S. cities, light and heavy rail transit systems are included in public transportation alternatives.

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● In the Soviet Union, where private automobile ownership is low, the major objective is to further develop and improve public transportation facilities already in use, including buses, light rail, commuter rail and subways. Estimates indicate Soviet automobile use in the future (150 to 180 automobiles per 1,000 population) will remain small compared to current ownership in the U.S. (approximately 525 per 1,000 population).

The report concludes that despite these significant differences the continued development and improvement of public transport systems is an important element in preserving the urban environment in both the U.S. and Soviet Union.

The joint report is divided into two major sections, one by the U.S. members of the project, the other by the Soviet members, together with joint conclusions.

Copies of the report are available from:

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

Stock No. 050-000-00141-5

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FOR RELEASE FRIDAY
December 15, 1978

DOT 163-78
Contact: Dennis Deuschl
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ORDERLY SEAWAY CLOSING ATTRIBUTED DUE TO NEW PROCEDURES

The Department of Transportation's Saint Lawrence Seaway Development Corporation announced today that it was about to conclude the most orderly Seaway season closing in recent years, and Seaway Corporation Administrator D. W. Oberlin praised the shipping industry for its responsiveness to the new U.S.-Canadian closing procedures.

The Seaway Corporation anticipates that all of the ocean vessels that complied with the new procedures will be able to exit the system, and that winter maintenance on the U.S. locks near Massena, New York, will begin December 20 as scheduled.

Presently, there are 16 ocean vessels remaining in the Seaway, of which only one has not yet reached the Welland Canal -- the navigational link between Lakes Erie and Ontario.

An additional ocean vessel, the HAND FORTUNE, of Panamanian registry, will remain in the system throughout the winter. This ship proceeded up-bound through the U.S. locks on December 10, with the understanding that if it entered the Welland Canal, it would lose its downbound transit privileges this year. This is consistent with the new closing procedures, which were published August 1, 1978, and clearly established that any up-bound vessels transiting into the Great Lakes, and wishing to return down-bound through the system, must have reached the Welland Canal by midnight, December 6.

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U.S. Department of Transportation news:



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FOR RELEASE TUESDAY
December 19, 1978

DOT 164-78
Contact: Dennis Deutsch
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LAST OCEAN SHIP PERMITTED TO EXIT ST. LAWRENCE SEAWAY

The Department of Transportation's Saint Lawrence Seaway Development Corporation has decided to permit the last ocean vessel in the Seaway -- the HAND FORTUNE -- to clear the U.S. locks before they are emptied for winter maintenance.

This decision was reached Monday night in Washington, D.C., by Seaway Corporation Administrator D. W. Oberlin, after prolonged discussions with the ship's owners and representatives, Bulko Shipping Ltd. of Montreal.

At the meeting the owners agreed to make a payment of up to \$40,000 -- \$10,000 in lieu of a fine and reimbursement to the Seaway of up to \$30,000 for any expenses incurred from the violation of Seaway instructions. The owners also agreed to waive any claims against the Seaway Corporation.

"We decided to permit the HAND FORTUNE to proceed because its representatives acknowledged their mistake, and because ice conditions on the St. Lawrence River are not yet severe enough to block commercial vessel passages," Oberlin said.

The HAND FORTUNE reached the western end of the St. Lawrence River early Monday. It is expected to clear the U.S. locks near Massena, N.Y., by this afternoon.

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FOR RELEASE NOON (EST)
Wednesday, Dec. 20, 1978

DQT-16578
Contact: Carolyn DuBose
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THREE RECEIVE DOT
AWARD FOR HEROISM

Three persons -- a tugboat captain, a high school student and a bus driver -- were honored today for heroism during 1978 by Secretary of Transportation Brock Adams.

Receiving the Department of Transportation Award for Heroism were:

- Glenn McDonald, 42, of Gulf Breeze, Fla. When an airliner crashed into Escambia Bay, Fla., on May 8, he brought his tug "Little Mac" alongside and directed the rescue operations that saved the lives of 55 passengers and crew.
- Kimberly Davenport, now 17, of Hayesville, N.C. She saved two small children and their mother when their pickup truck skidded off a highway and plunged into an icy creek last February 16.
- Allan Thomas, 38, of Rockledge, Pa. He stopped his Greyhound bus and rescued two people from a burning airplane near Morgantown, Pa., on March 23.

In praising the three persons being decorated, Secretary Adams said, "Real, 24-karat heroism is a rare commodity. It is most in demand where it is least found -- in the everyday circumstances of daily living."

Adams said he was impressed that in all three of the accidents in which the award winners were involved "they went immediately to the rescue. Their actions were spontaneous and completely unselfish." He hailed the recipients as "individuals of exceptional character, ability and perseverance."

The Department's Award for Heroism was established in 1975 to recognize individual acts of heroism resulting in avoidance of a disaster or the saving of lives in transportation-related accidents by persons not employed at DOT.

Tugboat captain McDonald, who does commercial diving and owns a marine construction and salvage business, was pushing the "Little Mac" through the fog on his way to repair a railroad trestle when he saw a National Airlines jet crash into Escambia Bay, near Pensacola. He and his crew saved 55 of the 58 persons aboard even though the rescue operation was hampered by darkness and endangered by thousands of gallons of jet fuel spilled in the water.

McDonald's citation was "in recognition of his courage and resourcefulness in assisting the survivors of an airliner crash into Escambia Bay, Florida, on May 8, 1978."

Kim Davenport, who is president of her class, a National Merit Scholar and school bus driver was 16 at the time she saw a pickup truck skid off the road, plunge down an embankment and overturn in a creek. She stopped her car and rescued two brothers, 6 years and 18 months old, from the water. When she was unable to get their mother from underneath the truck, she stayed in the icy creek and held the woman's head above water more than a half hour until help came.

Her citation reads, "in recognition of her selfless acts in rescuing three people from an icy creek after a highway accident near Hayesville, North Carolina, on February 16, 1978."

Allan Thomas stopped his bus when he saw a small private plane crash into a highway embankment along the Pennsylvania Turnpike and burst into flame. Ignoring warnings that the burning plane might explode, Thomas rescued a Morgantown, Pa., businessman and his eight-year-old daughter from the wreckage.

Thomas' citation was "in recognition of his outstanding courage in rescuing two people from a burning airplane near Morgantown, Pennsylvania, on March 23, 1978."

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