

U.S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
Feb. 2, 1979

DOT 16-79

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

TASK FORCE IDENTIFIES MAJOR URBAN TRANSPORTATION PROBLEMS

A task force, funded by the U.S. Department of Transportation, has issued a report identifying major transportation problems common to large cities.

The report, "Transportation Needs and Programs Summary," was compiled by the Transportation Task Force of the Urban Consortium for Technology Initiatives. It not only describes the needs but provides information on the methods that many cities have been experimenting with in order to find solutions to their transportation problems.

The Consortium -- a coalition of 28 of the largest U.S. cities and eight major urban counties with populations over 500,000 -- was formally organized in 1974. This is the second needs report issued by the Consortium's Transportation Task Force.

Secretary of Transportation Brock Adams said that, "The activities to be pursued are jointly decided by DOT and the Consortium, but it is the cities themselves that set the priorities."

Specifically, the report lists 89 urgent research and development needs that have been identified by the member jurisdictions of the Urban Consortium. These range from the need for neighborhood traffic controls to urban goods movement, and from carpools, staggered work hours and four-day week participation measures to transportation planning.

Single copies of the 134-page report are available free on request to:

Technology Sharing Division (I-25)
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Telephone number: (202) 426-2271

U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY 9:30 A.M. EST
February 7, 1979

DOT 18-79
Contact: Bill Bishop
Phone: (202) 426-4321

ADAMS WANTS REGULATORY BURDEN LIFTED FROM NATION'S RAILROADS

Secretary of Transportation Brock Adams today called for a major streamlining of the nation's railroads.

Unless that action is taken, Adams said, the taxpayers will face the alternative of nationalizing the railroads and paying them massive subsidies.

In testimony prepared for the Surface Transportation subcommittee of the Senate Committee on Commerce, Science and Transportation, Adams pointed out that more than 40 percent of rail freight service is provided by railroads that "can charitably be described as financially weak."

Since 1967, Adams said, 10 railroads have filed for bankruptcy.

Stating that the Railroad Revitalization and Regulatory Reform Act of 1976 (the 4-R Act) has failed to bring about needed reforms, the Secretary said, "The foundation of the department's plan for solving the rail freight crisis is to encourage innovation through regulatory change."

Railroads no longer monopolize the hauling of freight, Adams pointed out. They compete, he said, with a 224,000-mile federal-aid highway network, a 25,000-mile waterway system and a 1.1 million-mile intercity pipeline network.

"The railroads today carry only a third of our freight, less than their truck competitors," Adams said.

"The private rail industry is simply not going to survive unless it can compete better with its unregulated barge and truck competitors."

Secretary Adams outlined the remedy for the railroads' financial illness as:

- * Greater freedom to raise and lower shipping rates.
- * Reduction of operating costs by consolidation of redundant lines and facilities and coordination of track useage.
- * Freedom to abandon unprofitable lines in cases where shippers are unwilling or unable to bear the cost of service.

Better management, reduced costs and increased revenues represent the key to a healthy freight rail system, Adams said. But, he said, "Only a substantial change in our regulatory policy will give us a chance to turn the key."

The Secretary acknowledged that the prospect of rate freedom and a trimmed-down rail system raises uncertainty among shippers.

"This uncertainty, understandable but overstated, must be balanced against the certainty that federal government expenditures will increase manyfold if we decide to try to maintain the present system," Adams said.

In connection with his testimony, Secretary Adams submitted a DOT position paper, "Innovation Versus Nationalization", which outlines a three-part policy for revitalizing both the freight-hauling and passenger railroad system.

The paper projects the capital needs of the freight railroads for the period 1978 through 1985 at between \$13 and \$16 billion. It proposes to meet the major part of that need through regulatory reform as stated in the Secretary's testimony, rather than through increasingly larger government subsidies.

The policy paper also calls for a streamlined Amtrak passenger system that retains coast-to-coast and border-to-border service but eliminates 43 percent of existing mileage while serving 91 percent of present ridership, as announced by the Secretary last week.

The third thrust of the policy is increased federal support of the rehabilitation of the Boston to Washington Northeast railroad corridor.

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U.S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY 10:00 A.M. EST
February 7, 1979

ADAMS PLEDGES INFLATION
FIGHT IN TRANSPORTATION

DOT 19-79
Contact: Jerry Clingerman
Phone: (202) 426-4321

Increasing productivity and energy efficiency to combat inflation in the transportation sector will be the top Department of Transportation priority for 1979, Secretary Brock Adams said today.

In testimony before the House Appropriations Committee's transportation subcommittee, Adams said this priority is in keeping with President Carter's effort to contain and reduce inflation.

"Inflation has now been recognized as the most severe challenge confronting the administration and its effective containment is now the President's number one domestic priority," Adams said.

"Any increase in productivity and energy efficiency we bring to transportation programs will mean more result for each dollar spent and thus relieve the pressure of inflation," the Secretary said.

Adams said the railroad industry has the most potential in the transportation sector for fighting inflation by increasing productivity.

"Right now, the rail industry is plagued by a regulatory framework which forces it to underprice and oversupply a number of services," Adams said, adding that the administration will submit major rail deregulation proposals to the Congress soon.

Adams noted that the automobile is the largest user of petroleum in the transportation sector. "In the automotive industry, the productivity issue is the amount of transportation provided per barrel of petroleum consumed," he said.

In the short term, Adams said, this issue is being dealt with through encouragement of mass transit and ridersharing and through continuing pursuit of fuel economy in the nation's auto and truck fleet.

"But further measures are necessary, ranging from new fuel sources to the development of new engines to power our vehicle fleet," the Secretary said. "I believe the development of an improved automobile is one of the most pressing imperatives before us as we deal with the energy crisis.

"I have invited representatives of the manufacturers, academia, and other interested parties to meet with me in Washington this Spring to begin planning a basic research program to produce the 'socially responsible' automobile," he said.

Adams cited several other ways in which the department is fighting inflation, including his order that bids for contracts on Federal Highway Administration projects which exceed FHWA cost estimates by seven percent or more be re-examined to find ways to lower costs.

"In addition, FHWA has ordered the states to cut contract costs by limiting the size and duration of contracts, increasing the use of alternative designs to ensure lower costs, and encouraging states to incorporate voluntary wage price guidelines in their highway construction programs," he said.

Adams noted that the Urban Mass Transportation Administration is taking similar steps to control inflation in the mass transit program.

Adams said the department's other top priorities for 1979 are energy conservation, environmental protection, safety, quality of life, and improving resource allocation.

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U. S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE 11 A.M. EST
Thursday, Feb. 8, 1979

DOT 20-79
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS SUPPORTS BILL ON PIPELINE SAFETY

Secretary of Transportation Brock Adams today supported comprehensive legislation to strengthen the safety regulation of natural gas, liquefied natural gas, and other hazardous liquids.

Under provisions of the new bill, which was developed by the Carter Administration, transportation of highly volatile liquids, such as liquefied petroleum gas and anhydrous ammonia, would come under the jurisdiction of the federal pipeline safety act for the first time, Adams said.

In addition, the Department of Transportation would be given greater power to investigate violations of pipeline safety standards and to enforce criminal and civil penalties for improper pipeline operations, Adams noted.

Adams discussed the proposed bill in testimony prepared for a hearing of the Senate Commerce, Science and Transportation Committee.

"After a decade of experience," Adams said, "we have found that the Natural Gas Pipeline Safety Act of 1968 and the Transportation of Explosives Act in the federal criminal code, which now governs liquid pipelines, do not provide all the tools necessary for a comprehensive and effective federal pipeline safety program."

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"For this reason," he added, "we support the bill which, if enacted into law, will substantially improve the ability of the department" to move toward that goal.

Regarding pipeline shipments of hazardous liquids, Adams pointed out that under the proposed legislation the department would have authority, for the first time, to regulate storage and intrastate transportation, and impose penalties for violations of safety standards. DOT already holds similar powers with respect to gas pipelines.

In his testimony, Adams also disclosed that significant progress has been made in developing regulations "to assure that only safe liquefied natural gas (LNG) facilities are built and that all such facilities are safely operated."

A proposed rule, he noted, appears today in the Federal Register, setting comprehensive safety standards for the design and construction of LNG storage facilities.

The proposed standards are designed to prevent accidents resulting from such preventable causes as faulty construction, or from natural disasters, such as an earthquake or tornado. The standards also seek to minimize the potential damaging effects of accidents that may occur.

Additional safety provisions in the proposed rule include extra backup equipment, such as manual and automatic shutoff valves; special measures to prevent the failure of an LNG storage tank; surrounding dikes designed to prevent an LNG tank leak from endangering nearby property or rapidly turning to gas; and a zone of vacant land around each facility to provide a safe distance from a possible accident for homes and factories.

DOT has asked for public comment on the proposed rule and a final rule is expected to be issued in September, Adams noted.

Proposed standards for the operation and maintenance of LNG facilities will be issued separately in March, Adams noted, and a final rule is expected by the end of 1979.

DOT's Materials Transportation Bureau also has several rulemaking proceedings in progress aimed at reducing the possibility of accidents involving the transportation of hazardous liquids, Adams said.

Although highly volatile liquid-pipeline accidents were only 10 percent of total liquid-pipeline accidents up to 1976, they caused 66 percent of the deaths, 50 percent of the injuries and 30 percent of the property damage, the Secretary noted.

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U.S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



ADVANCE FOR RELEASE
Monday AMs, Feb. 12, 1979

DOT 21-79
Contact: Bill Bishop
Phone: (202) 426-4321

ADAMS CONVENES SCIENTISTS FOR 2-DAY BOSTON MEETING ON CAR OF THE FUTURE

Several hundred engineers and research scientists will meet in Boston with U.S. Secretary of Transportation Brock Adams on Tuesday and Wednesday, February 13 and 14, to begin the search for a new kind of automobile for the 1990's and beyond.

Adams, who called on the American auto industry to "re-invent the car" in a speech in Detroit last December, will make the opening address to the two-day session at the Sheraton-Boston Hotel.

The Boston meeting is a follow up on the Secretary's challenge to the automobile industry and is designed to focus attention on the need for a more fuel efficient and safer automobile.

The Secretary's efforts will be capped this Spring with a major conference in Washington, D.C., on the automobile.

Secretary Adams will be introduced at the opening session of the Boston conference Tuesday morning by Dr. Jerome B. Wiesner, President of the Massachusetts Institute of Technology and former White House science advisor.

The chairman of the meeting is Dr. Raymond L. Bisplinghoff, Chairman of the National Research Council's Committee on Transportation, Washington, D.C.

Bisplinghoff, a distinguished scientist who is a consultant to several U.S. agencies, is vice president for research and development of Tyco Laboratories, Inc. of Exeter, N. H. He will discuss the overall scope of the sessions.

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Three distinguished scientists have been named to head panels that will review the state of automotive research and the prospects for the next decade.

They are:

Dr. Maxine Savitz, Deputy Assistant Secretary for Conservation and Solar Applications, Department of Energy, who will head the panel on fuels and powertrain systems.

Dr. R. Rhoads Stephenson, Associate Administrator for Research and Development, National Highway Traffic Safety Administration and an authority on automotive engine technology, who will head the panel on vehicle structures and materials.

Dr. Richard A. Briceland, a mechanical engineer who is an environmental scientist with the Environmental Protection Agency, will head the panel on engines.

The objective of the conference is to discuss basic research activities which could provide a pool of technological options for automobile manufacturers to develop and apply during the post 1985 period. All three panels will focus on the basic research requirements for establishing and expanding the limits of automotive technology for this purpose.

Members of the three panels include government, university and industry researchers. In addition, the vehicle structures and materials panel will include experts from the metal industry, and representatives of the Center for Auto Safety and the Insurance Institute for Highway Safety.

Dr. James Costantino, director of the department's Transportation Systems Center in Cambridge, will deliver welcoming remarks.

Organizers of the meeting include Joan Claybrook, Administrator of the department's National Highway Traffic Safety Administration and Dr. James Palmer, Administrator of the department's Research and Special Programs Administration which includes the Transportation Systems Center.

Following his speech last December to the Detroit Economic Club, Adams met with the leaders of the four major U.S. automobile manufacturers to discuss a 'socially responsible' car for the future. He noted that the average fuel economy of cars manufactured in the U.S. in 1985 -- 27.5 miles per gallon -- will not exceed the fuel economy of the Model A Ford produced 50 years ago.

The Secretary believes the Boston technical meeting will be a step toward developing a new generation of automotive technology for the 1990's and beyond.

"We are using well over 100 billion gallons of motor fuel a year in our cars and trucks. And we expect this total to increase despite the fleet average fuel economy standards we have set for 1985", Adams said.

"To achieve the necessary fuel economy, we clearly will have to leapfrog the 1985 standards. We must develop a new car engine to help reduce the nation's dependence on imported gasoline and to meet the needs for improved air quality and highway safety. This meeting is an important step in that direction," the Secretary said.

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U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

ADVANCE FOR RELEASE 9:30 am EST
Tuesday, February 13, 1979

DOT 23-79
Contact: Bill Bishop
Phone : (202) 426-4321

BOSTON -- Secretary of Transportation Brock Adams called on leading engineers and research scientists today to work toward an automobile technology breakthrough that might cure the nation's dependence on foreign oil.

In a speech prepared for a conference he called in Boston, Adams said "we have to determine what we can do together to speed the development of an energy-stretching, life-saving, people-pleasing car."

Many of those attending the DOT-sponsored Automotive Technology Conference at the Sheraton-Boston Hotel represent American and foreign auto companies.

Secretary Adams said he wanted to begin here a process that will lead to a national automobile development policy "that I can propose to the President next year."

Besides producing a car that is more fuel efficient and safer, Adams said, "we want to preserve competition, keep prices within reach of the consumer and guarantee choice in the marketplace."

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"It is not a policy we intend to impose on the industry, but one that respects our several objectives," the Secretary said. "I am asking for a good faith effort between the public and private sectors -- involving government, private research laboratories, universities and the industry -- a recognition that we share common objectives."

The Secretary noted that the auto industry over the past 50 years has relied on imitation, not innovation, and evolutionary instead of revolutionary thinking in manufacturing their cars.

He told the more than 500 scientists, researchers and representatives of foreign nations, consumers, universities, auto and related industries, that imitation and evolutionary thinking are not sufficient today.

"I am asking the auto makers to reach for goals that may seem beyond their grasp -- to test the outer limits of automotive technologies," he said.

The Secretary said he does not believe the auto industry, "with all of its technological resources, will remain baffled, intimidated or frustrated by the energy challenge."

"I will not believe that, with a coordinated national program of basic research, we cannot build a new foundation in auto technologies -- one that assures the continuing ability of the industry to produce cars and our freedom to drive them," Adams said.

But, Adams said, the energy and technology challenge must be taken up today. "We must begin the process now; to lay the foundation. By 1985, we will not have exhausted the potential for improvements in motor vehicle technology based on currently known technologies. But beyond that time period, further improvements will be severely limited unless we expand our basic knowledge and generate new ideas now, not in the 1980's and 1990's," he said.

"The motor vehicle is not going to be replaced. And we're working hard to provide alternatives, so that people's travel options are retained not reduced," the Secretary emphasized.

"We're not going to lose the private transportation that has become a vital force in our economy and an integral part of the American life-style," he added.

Adams stressed three main goals for the car of the future.

"First, and our most compelling motivation, we are running out of what our motor vehicles run on. Oil is a finite resource."

"We are now using 100 billion gallons of gasoline a year in our 145 million cars, trucks and buses. Consumption is increasing, not decreasing -- despite our conservation efforts and the more efficient cars being produced."

"Even the 1985 fleet average fuel economy standard of 27.5 miles per gallon may not suffice. That average may have to be doubled before the year 2000, if our use of the car is not to be drastically curtailed.

"Second, with annual highway deaths again edging over the 50,000 mark, we must devote greater attention to crash protection and occupant safety.

"Third, the car of the future must not pollute. It cannot wear the badge of social acceptance unless it passes the clean air test," Adams said.

The Boston meeting is a follow up on Adams' challenge to the auto industry last December in a speech to the Detroit Economic Club to "re-invent the car."

The objective of the Boston conference is to discuss basic research activities which could provide a pool of technological options for automobile manufacturers to develop and apply during the post 1985 period.

Secretary Adam's efforts will be capped this Spring with a major conference in Washington, D.C., on the automobile.

Adams told the Boston meeting, "When I challenged the auto industry to 're-invent' the car, I was not trying to dictate to Detroit or invoke a miracle. I was trying to tell them what I am saying today. We must deal with the realities of a worsening energy situation and we must attack the problem now if we are to have new, super-efficient cars before the end of this century."

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U.S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



ADVANCE FOR RELEASE
Wednesday AMs, Feb. 14, 1979

DOT 24-79
Contact: Bill Bishop
Phone: (202) 426-4321

ADAMS OUTLINES POLICY FOR URBAN REVITALIZATION

Federal Transportation funds will become the magnet to draw back to the cities the people and jobs driven away by the pro-suburbia decisions of the past three decades, Secretary of Transportation Brock Adams said today.

In remarks prepared for an address to the Kennedy School of Government at Harvard University, Secretary Adams outlined a five-point policy for the use of transportation grants to restore the vitality of major cities in support of President Carter's urban policy.

Warning that highway beltways around urban areas will in the future "be frowned upon," Adams said federal transportation planners will work with their counterparts at other federal agencies and in the private sector to determine where federal and private money can be pooled for joint urban development.

Secondly, Adams said, "We will demand that every transportation decision be measured against its energy costs." Pointing out that he has refused to back down on tough fuel-economy standards for automakers, he said, "I can't turn around and approve highways that encourage urban sprawl and lengthy commuting."

Stating that the most practical way to achieve energy conservation in transportation is to increase ride-sharing and transit use, the Secretary said, "A condition of federal approval of any future freeways will be separated rights-of-way for transit buses and carpools."

The third point in DOT's urban policy is, Adams said, "to require that those who are adversely affected by an urban construction project get a piece of the action."

To illustrate that point, the Secretary cited a provision of the decision to approve a \$500 million freeway in Phoenix which required that 15 percent of the project's value be awarded to local minority contractors and that local construction trade unions open their doors to new membership.

Point four, the Secretary said, is to use federal dollars for the repair and renovation of existing facilities rather than abandoning them for new projects.

As an example of that point, Adams cited his reversal of a decision made by the previous administration to build a new airport for St. Louis in neighboring Illinois and to ultimately abandon Lambert Field in that city.

With a federal commitment to its improvement, Lambert Field will continue to adequately service St. Louis, the Secretary said.

As the final point in the policy, Adams said DOT is revising the process by which urban transportation projects are designed and approved.

The new procedures will soon be published, he said, and will make clear to local and state governments how the decision to approve their proposals will be made.

A key point in the process Adams said is the development of an "early warning system to spot controversial projects before the brawl is in full swing."

"If we do this right," the Secretary said, "we can head off years of delay, and perhaps once again gain the confidence of the people."

A new urban transportation policy is needed to offset the bad decisions of the past three decades, Secretary Adams said.

Pointing out that the federal government has spent nearly \$81 billion on urban transportation projects since World War II, Adams said, "Not all of that money was badly spent. There are roads, terminals and airports that have helped urban areas."

"But there is increasing evidence," he said, "that a preponderance of this investment was badly spent -- invested in a way that did not build cities but destroyed them."

"Our enthusiasm for the auto, our hunger for the suburbs, contributed dearly to this policy. What contributed even more was sheer ignorance," Adams said.

The Secretary blamed the erroneous assumption of an unlimited supply of cheap petroleum for decisions that brought about the collapse of public transit systems in many cities and the construction of interstate highways through and around cities so as to divide neighborhoods and attract people and jobs from downtown business centers.

"Planners somehow forgot that transportation decisions are human decisions -- that a decision to build a highway is a decision to tear down someone's home, that an airport may be a municipal asset but a personal liability to those along its flight path," Adams said.

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U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, February 14, 1980

DOT 22-80
Contact: Wilbur Martin
Phone: (202) 426-4321

DOT URGES ICC TO CONTINUE
SERVICE ON ROCK ISLAND R.R.

Secretary of Transportation Neil Goldschmidt today urged the Interstate Commerce Commission to continue directed service over a majority of the Rock Island Railroad's lines through April 1.

In a letter to Darius W. Gaskins, Jr., Chairman of the ICC, Secretary Goldschmidt said progress is being made in negotiations with railroads and states interested in buying portions of the bankrupt midwest carriers and with labor in negotiating employee protection agreements.

The Secretary asked Chairman Gaskins to extend the Commission's directed service order on all Rock Island lines for which there are purchase offers and for those locations where the ICC determines essential shipping service must continue. The Secretary also asked for continued service on lines where a purchase offer can be expected, during the extension period, as labor issues are resolved.

"While substantial progress is being made," Secretary Goldschmidt said, "an additional 30 days beyond March 2 is required to enact the needed labor protection legislation, solidify labor agreements and install interim operators. A disruption of service during this period on lines potentially subject to transfer would unnecessarily harm the shipping public and impair an already complex negotiating process."

The ICC directed the Kansas City Terminal Company to provide service over the Rock Island's lines through March 2. However, the company received permission from the ICC to embargo new traffic coming onto the railroad after Feb. 22, so the company could terminate traffic by the March 2 deadline. The Secretary has asked the ICC to rescind the embargo order and continue the KCT service on the entire railroad through March 2.

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U. S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
Feb. 14, 1979

DOT 25-79
Contact: Dennis Deuschl
Tel: 202-426-3574

1978 SEAWAY TRAFFIC TOTALS ARE SECOND HIGHEST IN HISTORY

Traffic through the Montreal-Lake Ontario section of the St. Lawrence Seaway in 1978 reached 56.9 million metric tons (62.8 million net tons), nearly equaling the best year in Seaway history, Secretary of Transportation Brock Adams announced today.

Total tonnage last year was second only to 1977, when 57.4 million metric tons (63.3 million net tons) of cargo was moved through the Seaway.

In the process of attaining the second highest tonnage total in 1978, Seaway tonnage records, which are now reported on a metric ton basis, were set in four cargo categories: bulk -- 52.3 million; total grains -- 27.7 million; wheat -- 14.1 million; and corn -- 6.4 million.

Secretary Adams said, "These 1978 results, on top of the record 1977 levels, demonstrate that the Seaway has established itself as an indispensable part of America's transportation system. It is particularly notable that the Seaway's continued success in 1978 was achieved in spite of increased tolls, a prolonged strike at iron ore mines in Northeast Canada and reduced steel imports."

David W. Oberlin, Seaway Corporation Administrator, observed that, "The Seaway's excellent 1978 performance caps a history of progress. Since the Seaway opened to deep-draft shipping in 1959, the Seaway Corporation and its counterpart Canadian agency have managed the movement of thousands of vessels that have transported over three quarters of a billion metric tons of cargo. This waterway has exceeded the expectations of its planners and we anticipate continued traffic growth in 1979, the Seaway's 20th anniversary."

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Among the factors contributing to the record 1978 grain totals were the high amount of exports to the Soviet Union and Europe and a large surplus of 1977 grain stored over the winter in the nation's grain elevators.

The Canadian iron ore strikes at mines in northern Quebec and Labrador lasted through July, and were responsible for the decreases in iron ore movements.

The decline of general cargo last year reflected the adverse impact of the U.S. trigger pricing policy on steel imports into the Great Lakes. "Other bulk" cargo registered a moderate increase in 1978, reflecting general expansion of the U.S. and Canadian economies.

1978 TONNAGE MOVED THROUGH SEAWAY'S MONTREAL-LAKE ONTARIO SECTION

	<u>1978 Total Tonnage</u>		<u>%Increase/Decrease Over 1977 Season</u>
	<u>Net</u>	<u>(millions) Metric</u>	
*BULK CARGO	57.7	52.3	+ 02.0
*Grains	30.6	27.7	+ 34.3
*Wheat	15.5	14.0	+ 22.3
*Corn	7.1	6.5	+ 68.0
Soybeans	2.4	2.2	+ 59.8
Barley	2.8	2.5	- 11.4
Other Grains	2.8	2.5	+130.4
Iron Ore	14.9	13.5	- 33.0
Petroleum Products ..	2.6	2.4	- 00.1
Other Bulk	9.6	8.7	+ 07.7
GENERAL CARGO	5.1	4.6	- 25.3
Iron & Steel	4.0	3.6	- 23.2
Containerized	.3	.3	- 29.6
Other General	.8	.7	- 32.8
GRAND TOTAL	62.8	56.9	- 00.9

*Indicates Seaway record

Note: In conformance with the revised Joint Seaway Tariff of Tolls that became effective in 1978, tonnage statistics beginning with that year are maintained on a metric rather than short ton basis. One metric ton equals 1000 kilograms or 2,204.62 pounds. A net (or short) ton equals 2000 pounds.

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U.S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs



Washington, D.C. 20590

FOR RELEASE 9 A.M. TUESDAY
February 20, 1979

DOT 27-79
Contact: Bill Bishop
Phone : (202) 426-4321

FLEET OF 50 MPG CARS
COULD SAVE 21 BILLION GALLONS
EACH YEAR, ADAMS TESTIFIES

A broad cross-section of automotive experts believe a fleet of American cars averaging 50 miles per gallon is technically feasible by the year 2000, Secretary of Transportation Brock Adams told a Senate committee today. Such a fleet could save the nation 21 billion gallons of fuel and \$14 billion each year, he added.

Adams called for a government-industry assessment of the cost of such a project.

Testifying before the Senate Committee on Commerce, Science and Transportation, Adams released the preliminary report of his conference on the automobile of the future held last week in Boston.

"What not only research scientists and engineers from government, universities and consumer groups -- but even auto industry engineers -- are telling me is that it can be done," the Secretary stated. "There is a good possibility of a breakthrough in engine, fuel and materials research -- and this is how we should go after it," the Secretary stated.

Adams quoted from the preliminary report made by Raymond L. Bisplinghof, chairman of the National Research Council Committee on Transportation, who was chairman of the Boston conference.

"I am reassured that it is realistic to try and technically feasible to achieve your goal," Dr. Bisplinghof wrote. He added that basic research should be directed at areas of "high payoff potential" such as diesel engines, electrics and other non-petroleum engines and lightweight engine materials, including ceramics.

Adams said he is pushing the auto industry to dramatically improve the present engine or to find an alternative because the oil crisis is real, and normal, year-to-year improvements in fuel economy will not be enough.

"Either the American auto companies will build safe, clean and energy efficient cars or foreign manufacturers will make them for us," the Secretary said. He noted that foreign manufacturers now have 18 percent of the American market.

Adams said the policy being developed "would bring agencies of the federal government together for the first time to produce a single policy on the future of the automobile."

An inter-agency group already working on the project, he said, includes the Environmental Protection Agency, the Department of Energy, the Department of Justice, the Department of Commerce, the Department of Defense, the Office of Management and Budget, the Federal Trade Commission, and the President's Science Adviser.

Adams said he would not expect the automotive research to be performed by the government alone, but that it should include automobile manufacturers, private research laboratories, universities and "garage inventors" as well.

"With this broad base of participation in a widespread program of basic research coordinated by the government," the Secretary said, "I would hope we could produce a pool of technological options available to the public."

Adams said he has no intention of putting the government in the business of designing or developing a commercially viable automobile. "This," he said, "should be done by those who are most expert at it -- the automobile manufacturers."

"With the pool of options as a starting point, any automobile manufacturer can individually decide which technologies present sufficient potential to develop and commercialize."

"In this way," the Secretary said, "some of the best minds will have contributed to a better automobile through basic research, and the auto manufacturers can individually put the results of the research to their best use."

Adams said the DOT-sponsored automotive technology conference in Boston, attended by some 700 scientists and engineers, had concentrated on the areas of fuel and powertrain systems, vehicle structures and materials and on engines. "The participants were enthusiastic and presented extremely useful and diverse views," the Secretary said.

Adams said he plans to hold a second meeting in April with technical people and others "to discuss how this basic research will be carried out, who will participate, where it will take place, the coordination mechanism to help avoid duplicative efforts, and last but not least, how it will be funded."

His call for an intensified national automotive research program is based on three premises, Secretary Adams said.

These are:

● Despite the increased use of urban mass transportation for local trips and the growth of aviation for intercity travel, the automobile will continue to be the dominant method of transportation in this country for the foreseeable future.

● The U.S. cannot afford to continue its dependence upon foreign petroleum, because of the uncertainty of supply and the adverse impact upon both the dollar and economy.

● The potential benefit of advanced basic research is so uncertain and so distant that auto manufacturers may not undertake it on their own.

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U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR RELEASE 1:00 P.M.
Thursday, February 22, 1979

DOT 26-79
CONTACT: Patricia Weber
PHONE : (202) 426-0434

DOT TO UPGRADE MARINE
TRANSPORTATION POLICY

Deputy Secretary of Transportation Alan Butchman announced today that marine transportation policy will be upgraded to the Assistant Secretary level in the Department of Transportation.

In a speech prepared for the American Waterways Operators annual meeting in Washington, D.C., Butchman said the action was being taken to "assure that water transportation has a stronger and more effective voice within the councils of the Department."

The Deputy Secretary observed that Secretary Brock Adams believes full consideration must be given to "the oldest and one of the most reliable and fuel-efficient forms of transportation in America."

The new Assistant Secretary for Marine Transportation will provide a focal point to which the many constituencies concerned with water transportation can address their interests and concerns, Butchman said.

"This office will assure that those matters are considered on a par with land, air and pipeline systems in our efforts to create an optimum network of transportation facilities and services," he added. "This office will also enable us to communicate and coordinate better at the senior level with the various private and governmental agencies involved in marine affairs."

The Office of the Assistant Secretary for Marine Transportation will include elements for international marine transportation, domestic marine transportation and ports.

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