

U.S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY
May 1, 1979

DOT 54-79
Contact: Howard Coan
Phone: (202) 426-4321

DOT TO STUDY IMPACT OF U.S. TRUCK LIMITS FOR ALL STATES

The Department of Transportation will study the impact of requiring all states to conform to a single national limit on truck size and weight.

It also will investigate whether the current federal truck limits should be raised or lowered.

To help conduct the two-year study, DOT has signed a \$560,000 contract with System Design Concepts, Inc., a Washington, D.C. firm.

The research will concentrate on whether varying federal and state limits on truck size and weight have an effect on the environment, road and bridge surfaces, drivers of other vehicles, energy use and competing rail, barge and air freight carriers.

DOT also is planning to hold public meetings in a number of cities this summer to give carriers, shippers, consumers, state and local governments and others an opportunity to express their views on the study, and to comment on the regional and local effects of possible changes in truck sizes and weights.

Specific dates and cities for the meetings will be announced later.

- more -

Under the study, System Design Concepts will develop a number of alternatives for state truck size and weight limits, which will be above, below or equal to the current federal limits. It also will study the effects of rollbacks or increases in the federal regulations.

The options will be evaluated to determine the impacts and costs and benefits on the diversion of freight from trucks to other modes, and the effects on highway and bridge construction and maintenance, highway and motor carrier safety, energy use and the environment.

These are some of the specific questions the department wants answered:

- * What will be the effect of changes in truck size and weight limits on the service life of pavements and bridges on the interstate system, other federal-aid highways, and state and local roads?

- * What increased costs, time of shipment and energy consumption are the result of non-uniformity among state size and weight limits?

- * What is the current safety record of large trucks compared to other freight modes?

- * Are significant differences in safety found by comparing regions, urban and rural areas, or interstate and other highways?

- * What is the direct energy consumption of the various freight modes?

- * How would environmental conditions, such as noise and air quality be affected by changes in truck size and weight limits?

Under a 1974 federal law, trucks using interstate highways are limited to 20,000 pounds for a single axle, 34,000 pounds for a tandem axle and 80,000 pounds overall weight. The maximum width is eight feet, but no limit is placed on length.

Each state sets width, length and weight restrictions on trucks operating on its other highways and roads. And, as of last January, 10 states and the District of Columbia had not adopted the 80,000-pound federal limit.

(States are permitted to set lower weight limits, or retain the higher limits in effect before the federal law's passage.)

Last August, Secretary of Transportation Brock Adams set up an intradepartmental committee to study truck size and weight issues. The group includes top-level officials from the Federal Highway, Federal Railroad, National Highway Traffic Safety, and Research and Special Programs Administrations, and will work with the contractor on the study.

Late last year, Congress directed Secretary/Adams to investigate the need and desirability of uniform maximum limits in truck size and weight throughout the nation. The Secretary was asked to report to Congress by Jan. 15, 1981, on the study's findings and recommendations, and also to comment on whether the current size and weight limits are appropriate.

#####

U.S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE 11:00 A.M. EDT
Monday, May 7, 1979

CONSUMER ADVISORY

DOT 57-79
Tel. 202/426-4518
Contact: John Reistrup

AUTOMOBILE REPAIRS WASTE 53 CENTS OF EACH DOLLAR SECRETARY ADAMS REPORTS

Secretary of Transportation Brock Adams today released the results of an undercover survey of auto-repair shops in seven cities that found 53 cents of each dollar was wasted on needless repair.

The survey was carried out this year in 62 shops in Atlanta, Philadelphia, Miami, Nashville, Houston, White Plains, N.Y., and Brooklyn, N.Y.

"When we took test cars into repair shops at random, we found we had only about a 50-50 chance of getting a car fixed right and for the right price," Adams said. "We found it was almost a sure thing that the shop would do something wrong on the engine."

Although similar undercover studies have been carried out by local investigators or the news media, this is believed to be the first effort to gather such data in a systematic way in several cities.

At a press conference, Secretary Adams displayed sparkplugs that needed only a simple adjustment. Instead of making the adjustment, however, five of the shops surveyed charged a total of \$596 for unnecessary repairs.

"These results confirm my belief that consumers are not getting a fair shake when it comes to car repairs," Adams commented.

In six of the cities the survey was carried out in cooperation with the district attorneys' offices. This effort was coordinated by Arthur Del Negro, project director of the National District Attorneys Association's Economic Crime Project, and by Eugene Gold, Kings County (Brooklyn) district attorney and head of the project's Auto Repair Task Force.

In the seventh city, Atlanta, the survey was carried out in cooperation with the Georgia Governor's Office of Consumer Affairs. The Administrator of that office, Dr. Tim Ryles, is also vice president of the National Association of Consumer Agency Administrators.

"We will turn over the results of this survey to the co-operating law enforcement agencies for their possible use in future investigation. But outright, criminal fraud is only a small part of the problem," Adams said.

"What we have instead is a variety of wasteful practices, including: habitual overrepair or 'package deals,' such as replacing points, condensers and spark plug wires when only one spark plug is needed; replacing parts until the problem goes away -- even though one part may have been needed, you wind up buying the whole batch; and finally, just plain old lack of competence to do the job right."

The undercover car survey was carried out for DOT by the University of Alabama's Johnson Environmental and Energy Center, Huntsville, which gained experience gathering data on auto-repair problems as part of an earlier project with DOT's National Highway Traffic Safety Administration (NHTSA).

A team from the University prepared typical used cars obtained by the local district attorneys' offices and checked them out before and after each visit to a repair shop.

Local investigators took the cars into randomly selected shops with carefully prepared "scripts" so as not to entrap the shops into doing needless work. The only work done was what the shops recommended.

In some cases, the Alabama team created a problem in the car. One was to foul a spark plug by bending the electrode at the end, causing the engine to run poorly. Another was to remove a bushing in the front end, causing the suspension system to knock.

In other cases, the team did nothing to the cars but inspect them. Then the cars were taken into a repair shop with a request to look at the brakes and fix anything that needed fixing.

"The survey found that chances of overrepair -- that is, that the shop would fix something that didn't need fixing -- turned out to be 25% in the case of brakes, 19% in the case of suspensions, 78% in the case of engines and 39% overall," Adams said.

"The chances of underrepair -- that is, that the shops would fail to fix the real problem -- turned out to be 11% for brakes, 31% for suspensions, 28% for engines and 21% overall.

"The combined chances of over- and underrepair -- that is, that the shop would either fix something that didn't need fixing or fail to fix the real problem, or both -- turned out to be 32% for brakes, 44% for suspensions, 89% for engines and 51% overall."

"That indicates we had about a 50-50 chance of getting the car fixed right and for the right price, and it was almost a sure thing that the shop would do something wrong on the engine."

Adams said the Department hopes to encourage efforts by responsible elements of industry to reduce auto-repair problems. He cited initiatives by some dealer associations, the Automotive Information Council and Automotive Service Councils to work with local governments both in undercover investigations and in setting up mechanisms to resolve consumer complaints.

The Secretary directed that the following steps be taken:

- o District attorneys around the nation be encouraged to initiate programs in their communities to uncover deceptive practices such as the ones uncovered in this study.

- o NHTSA Administrator Joan Claybrook hold a meeting in Washington on May 22-24 in conjunction with the Transportation Research Board at the National Academy of Science to investigate the problems consumers face in auto repair and maintenance. Representatives from state and local governments, consumer groups, the auto repair industry, equipment manufacturers, and congressional committee staff are scheduled to attend. The findings and recommendations of this conference will be made available to state and local governments and other interested groups.

- o Copies of this report be forwarded to the chairmen of the Senate and House Consumer Subcommittees which have already held hearings on consumer problems with auto repairs.

"The department stands ready to cooperate with Congress in developing legislation that may prove necessary to get self-protection tools in the hands of people at the local level," Adams said.

Adams released names and addresses of the district attorneys. He made available the draft report and the undercover film that was taken during the investigation.

#####

U.S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE SUNDAY AMs
May 13, 1979

DOT'S SEAWAY CORPORATION TO
OBSERVE SILVER ANNIVERSARY

DOT 58-79
Contact: Dennis Deuschl
Tel.: 202/426-3574

The St. Lawrence Seaway Development Corporation is celebrating its 25th birthday Sunday, May 13, with a record of managing one of the world's busiest inland waterways and returning almost \$60 million to the U. S. Treasury.

This agency of the U.S. Department of Transportation jointly operates the St. Lawrence Seaway with neighbor Canada.

Since the seaway opened officially in 1959, collecting tolls from shipping traffic, it has never required any appropriation of funds from Congress, has returned \$58.4 million to the U. S. Treasury and has handled record-breaking cargoes of more than 62 million tons in recent years.

The idea of a deep waterway connecting the Great Lakes with the Atlantic Ocean can be traced back as far as 1895. And every President beginning with Woodrow Wilson supported the passage of Seaway legislation. But it was not until May 13, 1954, when President Dwight D. Eisenhower signed the Wiley-Dondero Act into law, that the Seaway and the Seaway Corporation were born.

This legislation authorized U.S. participation in the navigation project and established the Seaway Corporation as the U.S. agency to work with a Canadian counterpart (the St. Lawrence Seaway Authority) in the construction, operation, maintenance and development of the water route. The legislation also contemplated that the Seaway would pay its own way through joint U.S.-Canadian tolls for transit of the Seaway.

From 1954 up until early 1959, most of the Corporation's activities were concentrated on building the U.S. portion of the Seaway between Massena, N.Y., and Lake Ontario. In the strictist sense, the "Seaway" extends from Montreal to Lake Erie. Today, however, the "Seaway" is generally regarded as being

- more -

the entire 2,300-mile deep-draft navigation system from the Atlantic Ocean to the western tip of Lake Superior.

Between 1954 and 1958, the Seaway Corporation was under the direction and supervision of the Secretary of the Army. In September 1954, the Corporation designated the U.S. Army Corps of Engineers as the design and contracting agency for the navigation improvements in U.S. territory. Actual construction by the Corps began in 1956.

For the St. Lawrence River section of the Seaway, the total U.S. investment in the navigation project has amounted to \$133.8 million. Canada's investment stands at \$336.5 million.

By 1959, the two U.S. locks and connecting Wiley-Dondero Canal near Massena were completed. The lock at the western end of the canal was named after President Eisenhower; the lock at the eastern end was named after upstate New York Congressman Bertrand H. Snell. Each lock lifts or lowers vessels approximately 40 feet and accommodates ships with a maximum beam of 76 feet, length of 730 feet and draft of 26 feet.

The Seaway was opened to deep-draft navigation April 25, 1959. Two months later (June 26-27), formal dedication ceremonies involving the Queen of England and the U.S. President were held in Montreal and Massena.

From 1959 to 1969, annual tonnage moved through the Seaway climbed slowly from 20 million to over 40 million tons. When new legislation was enacted creating the Department of Transportation in October 1966, policy direction and supervision of the Corporation was transferred from the Secretary of Commerce to the Secretary of Transportation.

Formal 10th anniversary Seaway rededication ceremonies were conducted June 26, 1969. Heading the delegation of officials were the U.S. President and Canada's Prime Minister. Also present was the newly-designated Seaway Administrator, David W. Oberlin, formerly director of the Port of Duluth, Minn. The Seaway Corporation's fourth Administrator, he retains this position.

The year 1970 was a pivotal one for the Corporation and the Seaway. First, the total tonnage moved by the Corporation through the U.S. facilities surpassed the 50-million mark for the first time. Second, the Merchant Marine Act of 1970 eliminated the need for the Corporation to pay past and future interest on the U.S. construction debt, thus assuring that the Corporation would remain in sound financial condition. (The Act also established the Great Lakes/Seaway system as the Nation's "Fourth Seacoast.")

Third, other legislation created the Season Extension Demonstration Program to determine whether a shipping season beyond eight months was technically and economically feasible. The Seaway Corporation has been an active participant on the multi-agency board that guides this Season Extension Program. Since 1972 it has conducted extensive studies of and tests on U.S. sections of the St. Lawrence River, as well as winterization work on the U.S. locks. These efforts have added nearly three weeks to the shipping season which now runs 8½ months -- from April to mid-December.

In 1977, the Seaway Corporation helped to moved an all-time high of 63.3 million tons through the Montreal-Lake Ontario section. The 1978 tonnage total was 62.8 million, just shy of the previous record year.

The U.S. portion of the Seaway has proven to be a sound financial investment for the U.S. taxpayer. Since 1959, the Seaway Corporation has returned \$58.4 million to the U.S. Treasurer in addition to paying all of its own operating expenses and capital improvements. Since the Seaway opened, tolls have been the Corporation's sole source of income and the Corporation has never required an appropriation of funds by the Congress.

#####

U. S. Department of Transportation news:



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

FOR RELEASE THURSDAY
May 17, 1979

DOT 59-79
Contact: Howard Coan
Phone: (202) 426-4321

DOT PROPOSES NEW CONTRACT RULES FOR MINORITY, WOMEN-OWNED FIRMS

The Department of Transportation today proposed uniform rules for encouraging the participation of minority and women-owned firms in DOT-funded contracts and programs.

The proposed regulation, published in today's Federal Register, covers DOT funds for railroads, mass transit, aviation and airports, federally aided highway projects and other transportation improvements.

"Economically and socially disadvantaged individuals, including minorities and women, traditionally have been under-represented as owners and managers of businesses in this country, and as DOT and DOT-assisted contractors," said Secretary of Transportation Brock Adams. "My department's policy is to encourage participation of these minority enterprises."

The proposed rule includes provisions for increasing minority firm participation in contracts directly awarded by DOT.

The department would set goals for minority participation in contracts where there appear to be subcontracting opportunities. Potential contractors then are required to submit the names and work assignments of the minority businesses they intend to use. If the contractors cannot meet the goals, they must list specific steps taken to contract out with minority concerns.

For non-construction contracts that exceed \$500,000 or construction contracts over \$1 million, the company with an apparent low bid or successful offer must submit a minority-business subcontracting plan, which lists certain affirmative steps that it will take to encourage minority business participation.

For DOT's financial aid programs, the grant recipient, such as a city or transportation authority, must assure the department that a certain percentage of its subcontracts will go to minority firms. Among other requirements, the recipient also must set procedures to determine the eligibility of a minority business and have all bids include the names of minority subcontractors.

Under the proposal, a minority firm must be certified as eligible for the program either by DOT or the grantee. To qualify, a minority business must be 51 percent owned and controlled by members of a minority group or women.

"One of the biggest problems any minority business program has," Adams pointed out, "is to ensure that only minority firms are eligible and 'fronts' are screened out.

"We believe that this proposal has the tightest provisions that we know of, for guaranteeing that only genuine minority businesses become part of the program."

The proposed rule formally implements a March 1978 order issued by Secretary Adams, which set up the department's Minority Business Enterprise Program. The regulation also encompasses the 1978 amendments to the Small Business Act, which generally require affirmative action plans for all large government contracts.

Adams noted that DOT's direct contracting with minority companies has increased from 6.8 percent of the total contract dollar value in fiscal year 1976 to 10.3 percent in fiscal year 1978. But minority concerns participate in only about 2 percent of DOT's financial assistance, which totals nearly \$10 billion.

However, the federal Northeast Corridor rail project, which will improve passenger service from Washington, D.C. to Boston by 1984, is currently exceeding by 3 percent its goal of 15 percent minority firm participation, Adams said.

Statistics for the participation by women-owned firms in DOT contracts are not available, Adams said. "It is clear, however, that their degree of involvement is minimal. Women have not traditionally participated in either the construction or transportation field in which the bulk of DOT contracts are let."

Written comments on the proposed rule must be received by July 16. These comments should be sent to the Docket Clerk, OST Docket No. 64, Office of the General Counsel, Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590.

#####

U.S. Department of Transportation news:



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

FOR RELEASE FRIDAY
May 18, 1979

DOT RELEASES REPORT
ON TAXICAB INDUSTRY

DOT 60-79
Contact: J. Kaplan
Phone: (202) 426-4208

The role of the taxicab in transportation is the subject of a new report available from the U.S. Department of Transportation.

"The Taxicab in Transportation: A Bibliography," contains an annotated description of 82 references that specifically relate to the taxicab industry. Selections reviewed in this bibliography are intended for the non-specialist and contain a minimal amount of technical terminology. Topics covered include the history of jitneys and taxicabs, planning taxicab services, the operation and regulation of taxicabs and special services that taxicabs can perform.

This report, prepared at the Department's Transportation Systems Center under the sponsorship of the Office of the Assistant Secretary for Governmental and Public Affairs, is part of a general introductory publication series of the Technology Sharing Program.

Other publications in this series have focused on such topics as transportation for the elderly and handicapped, rural passenger transportation, energy and technology sharing programs at DOT.

Single copies of the report are available from:

Technology Sharing Program Office
DTS-151, Transportation Systems Center
U.S. Department of Transportation
Kendall Square
Cambridge, MA. 02142

Telephone: (617) 494-2486

#####

U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY
May 18, 1979

DOT 61-79
Contact: Howard Coan
Phone: (202) 426-4321

U.S. AGENCIES ANNOUNCE \$3 MILLION JOBS PROGRAM

The Department of Transportation and other participating federal agencies have announced a two-year, \$3 million demonstration program to help economically disadvantaged persons obtain permanent jobs generated by federally assisted development projects.

Among other actions, the program's funds will support the training of unemployed workers in the skills needed to qualify for employment on federally funded projects.

Called the Targeted Jobs Demonstration Program, it will be conducted under an interagency agreement among the Departments of Transportation, Labor, Housing and Urban Development and the Economic Development, Small Business and Community Services Administrations.

"This demonstration program," said Secretary of Transportation Brock Adams, "supports the President's National Urban Policy by strengthening local links between federal construction, and employment and training programs. It also furthers the department's overall efforts to help minorities and other disadvantaged groups find permanent employment."

Under the program, individual grants of up to \$100,000 a year will be available on a competitive basis to local governments that have a substantial amount of federally aided development activity underway.

- more -

Although transportation agencies cannot apply directly for the grants, they can be designated by local governments to carry out the demonstration activities.

Local governments interested in participating in the program should submit letters of intent by June 24. From this group, about 50 will be asked to prepare full applications, and the 15 to 20 successful applicants will be announced in early November.

The formal announcement of the grant competition, published in the Federal Register on May 15, provides additional information on eligible demonstration activities.

#####

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U.S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE 10:30 A.M. EDT
Saturday, May 19, 1979

DOT 62-79
Contact: William Bishop
Phone: (202) 426-4321

ADAMS URGES PUBLIC JOIN SEARCH FOR NEW CAR POLICY

Secretary of Transportation Brock Adams today challenged the American public to join with the Carter Administration in the development of policies insuring the future of the nation's mobility.

At a briefing for reporters, Adams explained his proposal for a program of directed basic auto research and announced that he would hold regional hearings on the future of the auto.

Adams said, "These hearings are intended to involve the American people directly in decisions that will dominate our transportation system and affect our daily lives for decades to come."

Adams also said that a process has been established to review the work of private inventors. These inventions will be screened and promising ideas will be reviewed at the Department of Transportation's Transportation Systems and Automotive Research Center in Cambridge, Mass.

Following Friday's meeting at the White House, the President asked Adams to work with the auto industry and the academic and scientific communities to prepare a detailed research program to be submitted for the President's approval within four months. The cooperative research program announced Friday was the result of a challenge issued by Secretary Adams to industry leaders last December in Detroit.

- more -

At the briefing at the Department of Transportation, Secretary Adams and Dr. Raymond L. Bisplinghoff, member of the National Science Board and Chairman of the DOT Conference of Basic Research for Advanced Automotive Technology, released a research blueprint for future Automotive Technology developed following a DOT-sponsored conference in February attended by 700 engineers and scientists representing government, industry, academic, and consumer groups.

The consensus of the Boston conference was that new automotive technology can be used to achieve significantly more fuel-efficient cars than the 27.5 miles-per-gallon performance for 1985 ordered by Congress.

Secretary Adams listed the areas of automotive technology on which the basic research program would focus.

It is these needs on which he will base his proposals to the President later this year, Adams said.

THERMODYNAMICS, COMBUSTION, FLUID FLOW

Assessment of the various routes to fuel economy improvement in the internal and external combustion engines indicates a strong need for improved understanding of these processes and their relationship to the engine system.

STRUCTURES

Information that will yield greater vehicle design efficiency bears directly on the ability of designers to reduce vehicle weight and hence increase fuel economy. Fuel consumption is nearly directly proportional to vehicle weight.

ENERGY STORAGE

Energy storage research will provide the knowledge required for assessment of the potential transition to a non-petroleum based automotive transportation system.

ENGINE-FUEL INTERACTIONS

Knowledge gained from research on the interactions between engines and fuels is an essential element in the determination of the potential benefits of the alternate strategies of improved automotive fuel efficiency or a program of alternative fuel development.

MATERIALS SCIENCE AND PROCESSING

The increase use of high strength or low density materials is a major means of reducing vehicle weight. Materials science research is needed to obtain a better understanding of the relationships between material composition, material processing and the engineering properties of materials in order to develop improved manufacturing methods and wider use of both metallis and non-metallic materials.

CONTROLS

New and improved automotive control systems offer significant promise for reducing fuel consumption and for meeting increasing demands for driveability, maintenance, emission control and safety.

FRICTION AND WEAR

Improved understanding of tire structures, vehicle aerodynamics and the chemical and physical properties of lubricants will lead to increased engine efficiencies through the reduction of friction and wear.

Adams said a parallel benefit of the program will be the cultivation of a new innovative generation of automotive scientists.

"Today we are not delivering the final product -- or making unrealistic promises -- we are planting the seeds," Adams said.

A summary report of the basic research areas and other aspects of the proposed project was released today by Secretary Adams.

Copies of the report, "Future Automotive Technology -- A Research Blueprint," can be obtained from: Office of Public and Consumer Affairs; 400 7th Street, S.W.; Washington, D.C., 20590. Phone number 202/426-4321.

U. S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 24, 1979

DOT 64-79
Contact: Bill Bishop
Phone : (202) 426-4321

SECRETARY ADAMS PRAISES
STATES "OPERATION CARE"
HIGHWAY SAFETY EFFORTS

Secretary of Transportation Brock Adams today commended state law enforcement officials for their high-visibility "Operation CARE" program to reduce highway fatalities and conserve energy over the major summer holidays.

In a meeting with Operation CARE program officials, Adams said "State law enforcement agencies are doing a yeoman's job in enforcing 55. What is needed is greater voluntary compliance by the individual motorist."

He added, "Operation CARE is a timely reminder to drivers on the nation's highways during the peak summer driving periods to obey the speed limit."

Operation CARE is a cooperative program of all 48 contiguous states designed to reduce deaths, accidents and save energy by encouraging strict adherence to the national 55 miles per hour speed limit. CARE stands for "Combined Accident Reduction Effort."

- more -

"The 55 mph speed limit is the single most effective safety measure ever instituted," Secretary Adams said. "Since its inception in 1974 as a gas-saving measure, it is credited with saving at least 25,000 lives.

"However, highway speeds are increasing. This inevitably leads to more accidents and deaths," the Secretary said. In 1978, highway deaths exceeded 50,000 for the first time since 1973. He also pointed out that fatalities are up 16 percent for the first two months of 1979 compared with same period in 1978.

Adams told the law enforcement officials he was pleased the states, not the federal government, had initiated Operation CARE.

"Operation CARE is an excellent example of what states can do to solve their joint enforcement problems without federal involvement," the Secretary said.

Operation CARE began in 1977 when Indiana and Michigan combined forces to reduce traffic speeds on their mutual interstate highways during the Memorial Day weekend. Ohio and Illinois joined the effort for the Labor Day weekend that year.

This year the 48 contiguous states will jointly patrol 32,000 miles of Interstate highways using all available officers during the Memorial, July 4th and Labor Day peak driving periods.

Col. John T. Shettle, superintendent of the Indiana State Police, is the national chairman of Operation CARE for 1979.

The program is credited with significantly reducing accidents. In Michigan during operation of the program in 1977, CARE highways showed a 34 percent reduction in personal injury accidents and a 55 percent reduction in property damage accidents over 1976.

Indiana also showed significant reductions in personal injury and property damage accidents as well as reductions in highway fatalities.

"We had a 16 percent drop in highway fatalities in 1974, during the oil embargo and with our combined state effort, we will strive to achieve this reduction again," Shettle said. While emphasizing the program's goal is to save lives and reduce accidents. Shettle said that Operation CARE "will reduce automobile fuel consumption significantly by slowing the traffic down."

Attending the meeting from Operation CARE were:

Col. John T. Shettle, Superintendent of Indiana State Police, National Chairman.

Col. John Blades, Maryland State Police, Vice Chairman.

Col. Lynn E. Baird, Superintendent of Illinois State Police, Secretary Treasury.

Major Marvin J. Snyder, Idaho State Police, National Enforcement Coordinator.

Col. Norman V. Cochran, Delaware State Police, National Public Information and Education Coordinator.

Col. Fent A. Hughes, Utah Highway Patrol, National Data Coordinator.

#

U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY
May 25, 1979

DOT 63-79
CONTACT: William Bishop
PHONE : 202/426-4321

ADAMS' TRIP ABROAD PROMOTES AUTO RESEARCH

Secretary of Transportation Brock Adams begins a 12-day foreign trip next week that will include efforts to initiate international research leading to more fuel efficient automobiles.

On Thursday, May 31, Adams will address the European Council of Ministers of Transport annual conference in Belgrade, Yugoslavia. The Council includes 19 member and four associate-member nations. (The U.S. is an associate member.) Adams hopes to enlist the support and cooperation of these nations in the auto research initiative now being planned in the United States.

He also will attend the International Conference on Experimental Safety Vehicles in Paris, France, on June 5, to outline current U.S. auto safety research. The Secretary will confirm the U.S. commitment to continue the present international cooperative agreements. Adams also will present awards to international recipients for outstanding achievement in auto safety research.

Secretary Adams' initiative to "re-invent the auto" in this country has included recent visits to research facilities of U.S. manufacturers. On Wednesday, June 6, Adams will tour the Volkswagen plant at Wolfsburg, West Germany, and meet with Volkswagen President Toni Schmucker to be briefed on their research operations.

- more -

The trip also will include a visit to Cairo, Egypt, on Sunday, June 3, to meet with Suez Canal Authority officials at Ismailia and tour the canal. At the Authority's request, the U.S. Coast Guard has surveyed the canal and recommended aids to navigation and vessel traffic management systems which the Secretary will discuss.

On Thursday, June 7, Adams will tour the Port of Hamburg with West German Transport Minister Kurt Gscheidle. The following day, the Secretary and Minister Gscheidle will preside at the opening of the International Transportation Exposition (IVA) at Hamburg. Adams will represent all non-German exhibitors participating in IVA at the opening ceremonies. The U.S. Department of Transportation will have an exhibit at IVA featuring a paratransit vehicle, a research safety vehicle and an air bag demonstration car.

The following is a brief schedule of Adams' trip:

Wednesday, May 30 Belgrade, Yugoslavia
Attend European Council of Ministers of Transport (ECMT) annual conference.

Thursday, May 31
Address the ECMT on automobile research.

Sunday, June 3 Cairo, Egypt
Tour Suez Canal and meet with canal officials.

Tuesday, June 5 Paris, France
Address the International Conference of Experimental Safety Vehicles.

Wednesday, June 6 Wolfsburg, West Germany
Tour Volkswagen plant and meet with VW officials.

Thursday, June 7 Hamburg, West Germany
Tour Port of Hamburg with Minister Gscheidle.

Friday, June 8
Address opening ceremonies of International Transportation Exposition and tour exposition with Minister Gscheidle.

#####

HAMBURG EXPOSITION

The International Transportation Exposition, known by its German initials, IVA, will be held in Hamburg, Germany, from June 8, to July 1, 1979. It is described as "the first comprehensive international show of transport systems since the Munich Transport Exposition in 1965." The Exposition is jointly sponsored by the government of the Federal Republic of Germany and the Senate of the Free and Hanseatic City of Hamburg.

More than 33 countries will be displaying the latest in transportation, handling, and communications techniques, as well as having the opportunity to sound out markets, make contacts and obtain contracts.

Concurrent with the Exposition, nearly 40 separate technical seminars, symposia and meetings of professional associations will be held in Hamburg.

The significance of the Exposition is underlined by the intention of the industrialized nations to offer the expertise in all areas of transportation technology to the countries of the Third World.

U.S. Secretary of Transportation Brock Adams has been invited to participate in the opening ceremonies on June 8, as the representative of all foreign exhibitors. He will be sharing the platform with President Walter Scheel of the Federal Republic of Germany, the German Federal Minister of Transport, Kurt Gscheidle; the Mayor of Hamburg, Hans-Ulrich Klose; and the President of the Board of Directors of Daimler-Benz, Dr. Joachim Zahn.

The U.S. Department of Transportation exhibit will feature working models of seat belts and automatic air bags demonstrating their life and injury saving benefits, advances in automotive design represented by a Research Safety Vehicle and a Paratransit Vehicle, as well as recent developments in ocean oil pollution detection and aviation landing devices.

#####

U.S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 31, 1979

DOT 65-79
Contact: Edward O'Hara
Phone: (202) 426-1276

DOT ISSUES RULE
FOR HANDICAPPED
TRANSIT ACCESS

The U.S. Department of Transportation today published in the Federal Register a final regulation requiring that the nation's transportation system be made accessible to handicapped persons.

In announcing the action, Secretary of Transportation Brock Adams said the regulation will become effective July 2, 1979.

The Department of Health, Education, and Welfare recently completed its review of the DOT regulation which covers urban mass transportation, aviation, intercity rail service and highways.

HEW Secretary Joseph A. Califano, in a letter to Secretary Adams, described the regulation as "equitable and reasonable." Califano said the DOT regulation "effectively resolves the unique and complex problems involved in making transportation systems in this country accessible to handicapped persons."

Secretary Adams said, "We must get on with the job of making vehicles and transportation stations and facilities accessible so that handicapped people can move into the mainstream of society and take advantage of employment and education opportunities."

- more -

"Every transit bus for which bids are requested after July 2, will have to be equipped with a wheelchair lift," Adams said. "We expect that the first transit buses purchased in compliance with this rule will be in service within 18 months." Adams said that buses are the primary mode of public transit for most cities. Some lift-equipped buses are already in service in a number of cities.

The regulation requires organizations which receive DOT funds to make transportation systems accessible. Many improvements will be made within 18 months to three years. In cases where structural changes and vehicle replacements are very costly or technologically difficult, improvements are required within periods ranging from five to 30 years.

The rule is designed to fulfill the Congressional requirement of Section 504 of the Rehabilitation Act of 1973.

Copies of the 504 regulation printed in the Federal Register can be obtained from the Office of the General Counsel (C-50), 400 7th Street, SW, Washington, D.C. 20590.

####

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS

