



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-234

Broadcast: Friday, November 1, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, November 1, has a 30-second story on a fine for a highway safety violation.

The U.S. Department of Transportation has announced a ruling against the International Harvester Company for safety violations that will cost the company \$99,500. The court settlement enjoins the company for one year from committing violations of the defect notification and reporting requirements of the National Traffic and Motor Vehicle Safety Act of 1966. The government complaint alleged that International Harvester failed to promptly notify owners of potentially defective vehicles, and also neglected to alert the National Highway Traffic Safety Administration of safety-related defects within the time required by law.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 1, 1974

DOT 96-74
Phone: (202) 426-4321

The U.S. Department of Transportation today announced that it has officially changed the title of its second-ranking officer from Under Secretary to Deputy Secretary.

The action was in compliance with a recent directive by Congress, signed and enacted into law by President Ford this week. It makes John W. Barnum, who became Under Secretary on July 10, 1973, the first U.S. Deputy Secretary of Transportation. Barnum served two years as the Department's General Counsel before assuming the office of Under Secretary.

The change in title is intended to eliminate the confusion that has arisen from time to time concerning the areas of the Under Secretary's responsibility. Persons not familiar with the organization of the Department of Transportation often assume that the position of Under Secretary connotes responsibility for a particular mode of transportation, such as aviation or railroads. That in fact is the practice in the transportation departments in a number of foreign governments. In the U.S. Department of Transportation the responsibility for particular modes falls to Administrators while the Deputy Secretary has department-wide responsibilities.

The change in title also brings it into conformance with the titles of other second-ranking officers of the executive department of the Federal Government to whom level II of the Executive Schedule applies. These include the deputy secretaries of State, Treasury and Defense and the Deputy Attorney General.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-235

Broadcast: Monday, November 4, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, November 4, has a 60-second actuality on seat belt reminder systems; it follows a lead-in.

The U.S. Department of Transportation's National Highway Traffic Safety Administration is exploring several possible seat belt reminder systems for automobiles. Anne Uccello, the department's consumer affairs director, explains:

MISS UCCELLO: "As legislated, there is a very short time allotted for comments to the proposed regulations governing safety belt reminder systems for new cars. The National Highway Traffic Safety Administration has proposed that there be a reminder light visible during the four- to eight-second period after the ignition is turned on, and an audible signal operating during the same time if the driver's lap belt is not fastened. The light would operate independently of belt use. Considering cost-effectiveness, the safety agency also wants comments on two other alternatives: one would be to require only a visual reminder signal; the other would be to eliminate any requirement for safety belt use reminder systems. Since any reminder system, or the lack of one, would affect all consumers buying a new car, it is important for interested persons to make their comments to the National Highway Traffic Safety Administration in Washington, D.C., and to do so as soon as possible."

For further information, call (202) 426-9550. This has been the Transportation News Report.

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**DEPARTMENT OF
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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-236 Broadcast: Tuesday, November 5, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, November 5, has a 35-second story on automobile insurance. It will begin in two seconds.

The U.S. Department of Transportation today proposed that automobile dealers be required to make collision and medical insurance cost information developed by the federal government available to prospective car buyers. The National Highway Traffic Safety Administration's proposed regulation would enable buyers to compare auto insurance costs for different new and used cars and give them an opportunity to realize savings in property damage insurance because of differences in auto damageability and savings in medical payments insurance because of differences in crash-worthiness. The safety agency is studying methods of rating automobiles in these two areas. A final rule on the proposal will become effective next February.

For additional information, dial (202) 426-9550. This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-237

Broadcast: Wednesday, November 6, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, November 6, has a 35-second actuality on the seaports; it follows a lead-in.

Assistant Secretary of Transportation Robert Binder, in a California speech today to the Central Valley Export Conference, emphasized the vital role seaports play in transportation. He commented:

ASSISTANT SECRETARY BINDER: "We view ports as a key element in the distribution system, not only because they form the strategic connection between land and water transportation, but because they constitute the bridge between shipper and receiver, between private enterprise and public authority, and between management and labor.

"Thus, ports must remain healthy to ensure a smooth flow of commerce between land and water. By the same token, other elements of the transportation system must also remain viable if ports are to perform the vital functions for which they were developed."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-239 Broadcast: Friday, November 8, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, November 8, has an actuality on the rescue of a Cypriot tanker crew, and stories on gas consumption and a traffic safety public meeting. The 34-second actuality is first -- it follows a lead-in.

A 375-foot Cypriot cargo ship sank Thursday, 600 miles off the coast of Bermuda -- its 27-member crew abandoned ship and were later rescued. Coast Guard spokesman Dick Goldsmith files this report:

MR. GOLDSMITH: "Twenty-seven men who had to abandon their sinking ship yesterday in the Atlantic, are safely aboard a Norwegian merchant vessel. A Navy airplane was the first search unit to come to the assistance of the Cypriot vessel, European Persistence, sinking 600 miles southeast of Bermuda. A Coast Guard airplane later arrived with emergency equipment which was dropped to the crew which had already abandoned ship. No attempts were made by the crew to reboard their distressed vessel. Until the Norwegian ship finally arrived to pick up the men, a Navy plane maintained a vigil overhead to ensure the crew's safety."

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Next, a 30-second story on a public meeting on traffic safety.

A variety of subjects in the traffic safety field will be discussed November 12th through the 14th as the National Motor Vehicle Safety Advisory Council conducts public meetings in Washington, D.C. The 22-member group advises the U.S. Department of Transportation on federal motor vehicle safety standards, and will hold its meeting at department headquarters. The council will examine such subjects as: motorcycle helmet enforcement, child seating systems, school bus crashworthiness, the performance of energy absorbing steering columns, recently proposed safety belt reminder systems, and other issues.

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Next, a 30-second story for release on Saturday, November 9, on gasoline consumption.

Gasoline consumption figures for August show that motor gasoline sales continue to decline. The U.S. Department of Transportation's Federal Highway Administration summarized reports of gasoline sales from 27 states which show a 1.3 percent decrease in August 1974 from sales reported for August last year. There was 1 percent decrease in June and .9 percent in July. Reports are based on state taxation at the wholesale level -- there are time lags of up to 6 weeks between the wholesale level and retail sales.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-240

Broadcast: Monday, November 11, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, Nov. 11, has actualities dealing with aviation safety and a story on U.S.-Russian transportation activities. The cuts are incorporated in a story.

The head of the Federal Aviation Administration today called for cooperation in improving aviation safety during a seminar at Williamsburg, Va. Alexander Butterfield noted a drop in the accident rate for general aviation.

ADMINISTRATOR BUTTERFIELD: "And, from July 1, '73 around to the end of June of '74, the general aviation accident rate declined 8.1 percent. Our goal was only 5 percent."

Administrator Butterfield looked ahead to improved safety for the whole aviation community.

ADMINISTRATOR BUTTERFIELD: "Therefore, in 1975, I am stating to you, and to the entire aviation community really, that we are going to endeavor to reduce the rate of all aircraft accidents across the board. That (includes) air carrier, air taxi, commuter and general aviation injuries and fatalities by at least 3 percent."

A joint U.S.-Russian Committee on Transportation opened talks today on a variety of issues at the U.S. Department of Transportation headquarters in Washington. The American and Russian officials are discussing areas of cooperation in the fields of civil aviation, marine transportation, bridge and tunnel construction, automobiles and railroads. The Russian delegation is headed by G. V. Alexsenko, a deputy chairman of the State Committee for Science and Technology. This is the second meeting for the group; the first occurred earlier this year in Moscow.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-241

Broadcast: Tuesday, November 12, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, Nov. 12, has a 35-second cut on safety-defect reporting procedures, and an 18-second cut with Secretary Brinegar from a signing ceremony this morning with an Israeli delegation. The safety cut follows a lead-in.

Consumers will benefit from a new law requiring motor vehicle manufacturers to notify all owners of vehicles with safety defects and to repair them free of charge. Presently, manufacturers are only required to notify owners with vehicles still under warranty. National Highway Traffic Safety Administrator James Gregory, in a New Orleans speech today, observed:

ADMINISTRATOR GREGORY: "This single change thrusts upon each state's record-keeping facility a new role. Each state will be called upon to furnish a matched list of drivers who own those vehicles which have the defects and the accompanying vehicle identification number listings. No other up-to-date source of such information exists. This expanded, recall-and-remedy provision is significant, and its success will hinge upon the accuracy, adequacy, and efficiency of the record-keeping program in each of our states."

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The United States and Israel have signed a memorandum of understanding covering cooperation in transportation research. Secretary Claude Brinegar and his Israeli counterpart, Minister Gad Yaacobi, participated in the ceremony. Secretary Brinegar said the accord should further the two countries' joint efforts in dealing with common problems:

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SECRETARY BRINEGAR: "urban transportation, safety, energy; the whole arena of transportation problems that our two countries share. And, I'm hopeful our parties will promptly get together and make some progress."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
November 12, 1974

DOT 98-74
Phone: (202) 426-4321

Making America's highways more beautiful and perhaps conserving energy while doing it are the goals of a set of recommendations to the U.S. Department of Transportation by the Citizens' Advisory Committee on Transportation Quality.

The committee, whose members are appointed by the Secretary of Transportation, has recommended for departmental study a project designed to aid state and local governments initiate programs for prevention, collection and recycling of abandoned automobiles on U.S. roads.

As noted by U.S. Deputy Secretary of Transportation John W. Barnum in a speech before the committee on October 7, approximately one million cars are abandoned each year.

Abandoned cars cause health and safety problems, mar the highway environs with unsightly eyesores and represent a waste of important natural resources since it takes less fuel to convert scrap steel to new steel than it does to convert iron ore to steel, Barnum said.

The committee termed abandoned automobile programs the responsibility of state and local governments and recommended that the DOT serve as a technical resource and coordinating body for such programs.

Two possible DOT initiatives to aid state and local governments also were outlined. They were:

- Model legislation to facilitate legal disposal of abandoned vehicles.
- An informational clearinghouse, such as other state experiences and alternative methods of financing.

The committee further recommended that permanent revolving funds be established at the state and local levels through vehicle user fees, such as annual registration fees or special junked vehicle assessment fees.

Additionally, the group recommended that if state and local programs prove to be ineffective, consideration be given to a federal program which would provide financial incentive to state and local governments to develop and implement prevention, collection and recycling programs.

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BROADCAST NEWS SERVICE 74-242 Broadcast: Wednesday, November 13, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, Nov. 13, has 35- and 22-second cuts on mass transit, and a 38-second story on the hazards of birds near airports. The two mass transit cuts each follow a lead-in.

In a speech on the "Problems and Prospects" of mass transportation, Deputy Secretary of Transportation John Barnum told the Duke Law Forum Tuesday, that bus ridership has increased nationwide during the last year after steady declines following World War II.

DEPUTY SECRETARY BARNUM: "When the gas shortages began about a year ago - when drivers faced long lines and limited supplies - a lot of attention turned to public transit systems. Ridership grew. Interestingly enough, although gas is now available - albeit more expensive - there is still a net gain in transit ridership. The American Public Transit Association surveyed 120 cities in September and found that for the 12th consecutive month, transit patronage has increased. September figures showed an average increase in patronage of almost 8 percent over a year ago."

Deputy Secretary John Barnum has noted one solution to public transit's economic problems, caused by maintaining enough vehicles and drivers to meet rush hour demands, when use for the rest of the day and night is reduced. He commented:

(more)

DEPUTY SECRETARY BARNUM: "This fact has led to a growing interest in operating subsidies. If transit is viewed as a public good, then the public - and not just the users - may need to contribute to its maintenance. That's one subject for debate. Another is whether, if there are subsidies, they should come from the federal government, and if so, to how great an extent."

The Deputy Secretary spoke at the Duke Law Forum in Durham, North Carolina.

Under new guidelines issued today by the Federal Aviation Administration, garbage dumps or sanitary landfills will have to be 10,000 feet beyond runways of airports which have turbojet air traffic, and 5,000 feet away from those that have piston-engine aircraft.

FAA personnel have been instructed to inform local airport operators that these dumps and landfills located closer than the prescribed distances should be closed. The order is intended to minimize hazards which birds pose to airport flight operations. Where large concentrations of birds gather, they increase the potential for collisions with aircraft resulting in damage to critical control surfaces, and possible loss of power to turbine engines.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
November 18, 1974

DOT 99-74
Phone (202) 426-4321

President Ford's message to Congress establishing legislative priorities for the current session solidified the support at all levels of government for passage of mass transit legislation, Secretary of Transportation Claude S. Brinegar said today.

"President Ford more than a month ago endorsed the \$11.8 billion, six-year mass transit proposal embodied in Senate Bill 386," Secretary Brinegar said. "His action today confirms the message of high priority for mass transit legislation that he asked me to deliver at the White House on November 14 to a delegation of mayors."

"That White House meeting resulted in the solid endorsement of the Conference of Mayors and the League of Cities, thus enhancing the prospect of passing S.386 in this session of Congress," the Secretary said.

"S.386 responds to all of the Administration's serious concerns with other mass transit proposals brought before the 93rd Congress," Secretary Brinegar said. "The total dollar level is within limits of fiscal responsibility. The bill establishes a sound, long-term program for Federal participation in urban mass transit. And it approaches the difficult area of Federal assistance for transit operating expenses in a responsible manner," he said.

The bill would provide a \$7.825 billion obligational authority for a six-year capital program, a \$3.975 billion formula grant program and a \$500 million capital grant program for rural public transportation.

The Federal matching share for capital funds would be 80 percent for capital funds and up to 50 percent for operating funds.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

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FOR IMMEDIATE RELEASE
November 19, 1974

DOT 100-74
Phone: (202) 426-4321

An expansion of the program of transportation cooperation between the United States and the Soviet Union was agreed to by the two nations at the second meeting of the U.S.-U.S.S.R. Joint Committee on Cooperation in the Field of Transportation held in Washington, D.C., November 11-13.

Implementing an agreement reached at the June 1973 Soviet-American Summit Meeting in Moscow, the joint committee created a working group for cooperation on transport techniques of the future. Responsibility for this activity on the U.S. side was assigned to the Federal Railroad Administration of the U.S. Department of Transportation and on the USSR side to the Ministry of Railways.

The cooperation program was also expanded to include urban transportation and the simplification of transport trade documentation.

The responsible agencies for cooperation in urban transportation are the Urban Mass Transportation Administration of the Department of Transportation and the U.S.S.R. Ministry of Housing and Commercial Affairs; for trade documentation, the Office of the Secretary of Transportation and the U.S.S.R. Ministry of Foreign Trade.

At the Washington meeting, the joint committee heard reports from the working groups established at the first meeting in Moscow. These include the areas of railroad transport, civil aviation, marine transport, transport construction and automobile safety.

Assistant Secretary of Transportation for Policy, Plans and International Affairs Robert Henri Binder headed the U.S. delegation.

Deputy Chairman of the State Committee for Science and Technology of the Council of Ministers of the U.S.S.R. G.V. Aleksenko headed the Soviet delegation.

The joint committee agreed to conduct its third meeting in Moscow in November, 1975

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FOR RELEASE TUESDAY
November 19, 1974

DOT 101-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today asked for the participation and support of the public in attaining President Ford's goal of a 40 percent improvement in automobile fuel efficiency by the 1980 model year.

"Historically, public preference has been a prime factor in shaping the U.S. automotive industry," Secretary Brinegar said. "While automobile technology and marketing expertise need to be sharpened to meet the President's 1980 goal, the resulting automobiles will only be acceptable if the final product meets the needs and desires of the car-using public."

A joint study by the U.S. Department of Transportation and the Environmental Protection Agency, Potential for Motor Vehicle Fuel Economy Improvement, was sent to Congress on October 24, 1974. The study supports the reasonableness of the President's 40 percent fuel efficiency improvement goal, and it also represents a starting point for discussions between representatives of the individual automobile manufacturers and DOT officials on methods of obtaining improved fuel efficiency.

To encourage public involvement in the fuel economy improvement program, Secretary Brinegar today announced the establishment of a public file for comments on any of the issues, goals and methodologies of the voluntary program or on those discussed in the report sent to Congress.

The public file is identified as OST File No. 38. Comments directed to it should be in five copies and sent to the Docket Clerk, Office of the General Counsel (TGC), Department of Transportation, Washington, D.C. 20590.

There is no deadline date for submission of comments as the program will be ongoing and the assistance of the public will be welcome at any time.

Information on the progress of the program will be placed in the file at regular intervals. Material submitted to the file will be available for public inspection and copying, and for responsive comment, in the Office of the Assistant General Counsel for Regulation, Room 10424 Nassif Building, 400 Seventh Street, S.W., Washington, D.C., between the hours of 9:00 a.m. and 5:30 p.m. Monday through Friday, except for federal holidays.

Proprietary material submitted in confidence which is protected by law will not be placed in the public file.

Single copies of the report, Potential for Motor Vehicle Fuel Economy Improvement, may be obtained from the Office of Public Affairs (S-80), Department of Transportation, Washington, D.C. 20590; telephone: (202) 426-4321.

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WWB/5PM/11/18/74/TST-46/9AM/11/18

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BROADCAST NEWS SERVICE 74-248

Broadcast: Thursday, November 21, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, Nov. 21, has a 46-second cut on pipeline safety, and a 21-second story on a sunken ship in the St. Lawrence River. The actuality runs first; it follows a lead-in.

Assistant Secretary of Transportation Benjamin O. Davis Jr., today called for improvement in the nation's pipeline safety record. He told a Houston, Tex., audience that there were 59 fatalities and 424 injuries in the 1973 gas pipeline failure reports.

ASSISTANT SECRETARY DAVIS: "These are statistics, I realize, that are pale in comparison to other modes of transportation. They are small when you consider the magnitude of highway and traffic casualties. But the victims in the pipeline failures are no less dead. Pipelines are fixed, in place, carrying stored energy so there is not the danger of great machinery in high-speed motion. For that reason, the Department of Transportation feels that we all share the duty of improving the pipeline safety performance record. We are aiming for the goal of zero deaths and injuries and we are confident that it can be done."

A 640-foot Canadian iron ore carrier sank last night in the St. Lawrence River after the U.S. Coast Guard safely removed the 29 crewmen aboard. The ship went down in 200 feet of water after reportedly striking a rock ledge. The St. Lawrence Seaway was not blocked by the wreckage, although precautionary measures were taken at the scene -- in the Thousand Islands area of New York State.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

(Note: The following material was substituted for the Broadcast News Service late on Thursday, November 21, following Congressional approval of the mass transit bill. Also, the Secretary's comments were used again on Friday, November 22nd on the National lines because of the importance of the material.)

BROADCAST NEWS SERVICE 74-249

Broadcast: Thursday, November 21, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, Nov. 21, has a 50-second actuality of Secretary Claude Brinegar. He comments on Congressional approval of the National Mass Transportation Assistance Act of 1974 by a 288-109 vote today in the House of Representatives.

SECRETARY BRINEGAR: "Today's House vote, giving final Congressional approval to the \$11.8 billion mass transit bill, provides the urban areas of the country with the means for meeting one of their most pressing problems. Both the House and the Senate are to be commended for the fine way they have responded to the urgent appeals by President Ford and the mayors of the nation's cities.

"With this legislation now enacted, the cities can proceed with long-range mass transit plans. Also, the provision in this legislation which for the first time, makes federal funds available to help defray operating losses gives assurance to urban commuters that public transportation can be available to them at reasonable costs.

"Approval of this legislation helps the nation both in its fight against inflation and in its program to conserve vital energy."

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-250

Broadcast: Friday, November 22, 1974
National Lines Only

The U.S. Department of Transportation Broadcast News Service for Friday, Nov. 22, has a 30-second story on mass transit legislation, a 40-second statement from Secretary Claude Brinegar on the same bill, plus a 17-second cut on double-deck buses.

The National Mass Transportation Assistance Act of 1974, which the Congress approved this week, will provide nearly \$12 billion over a six-year period. There will be federal assistance for transit operating expenses, for the first time. These funds will be included in approximately \$4 billion which will be made available to urbanized areas of the nation by formula; another \$7.8 billion is slated for capital improvements and will be granted on a case-by-case basis; finally, there also will be \$500 million for capital projects in a rural public transportation program.

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The House of Representatives has followed Senate action in passing the \$11.8 billion National Mass Transportation Assistance Act of 1974. By a 288-109 margin, the House ensured relief for many hard-pressed transit districts. Secretary of Transportation Claude Brinegar had these comments:

SECRETARY BRINEGAR: "Today's House vote, giving final Congressional approval to the \$11.8 billion mass transit bill, provides

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the urban areas of the country with the means for meeting one of their most pressing problems. Both the House and the Senate are to be commended for the fine way they have responded to the urgent appeals by President Ford and the mayors of the nation's cities.

"With this legislation now enacted, the cities can proceed with long-range mass transit plans. Also, the provision in this legislation which for the first time, makes federal funds available to help defray operating losses gives assurance to urban commuters that public transportation can be available to them at reasonable costs.

"Approval of this legislation helps the nation both in its fight against inflation and in its program to conserve vital energy."

Double-deck buses will be tested in New York and Los Angeles to see how well they fit into the program of moving people more efficiently. The vehicles, purchased through funds from an Urban Mass Transportation Administration demonstration project, were discussed by Administrator Frank Herringer.

ADMINISTRATOR HERRINGER: "It has obvious advantages in improving productivity, only one driver for eighty-four seats as compared to the present buses where you have one driver for some forty seats. It reduces the number of vehicles required in the peak hour, and we can carry twice as many passengers on the same roadspace.

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-251

Broadcast: Friday, November 22, 1974
Local Only

The U.S. Department of Transportation Broadcast News Service for Friday, Nov. 22, has a 17-second cut on double-deck buses, and a 20-second story on a drop in highway traffic deaths. The cut follows a lead in.

Double-deck buses will be tested in New York and Los Angeles to see how well they fit into the program of moving people more efficiently. The vehicles, purchased through funds from an Urban Mass Transportation Administration demonstration project, were discussed by Administrator Frank Herringer:

ADMINISTRATOR HERRINGER: "It has obvious advantages in improving productivity, only one driver for eighty-four seats as compared to the present buses where you have one driver for some forty seats. It reduces the number of vehicles required in the peak hour, and we can carry twice as many passengers on the same roadspace.

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For the 12th consecutive month the number of traffic deaths is down in this country. The latest figures available to the U.S. Department of Transportation are for October. They show a reduction of 824 deaths, or about 16 percent below the number of fatalities in October of 1973. The total reduction of traffic deaths since the first of the year is now estimated at 9,000.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
November 22, 1974

DOT R-50-74
Phone: (202) 426-4321

Senator Alan S. Bible of Nevada today received praise and an award from both the private and public transportation sectors for his leadership in the battle against cargo theft.

"Senator Bible has been one of the foremost leaders in the fight to stop cargo losses through theft and pilferage which cost the consumers of America more than \$1 billion a year," Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs General Benjamin O. Davis said.

General Davis and Harold Hammond, senior advisor to and former president of the Transportation Association of America, presented the award to Senator Bible at a luncheon at the DOT.

Hammond said the award was presented to the senator, "In grateful recognition and appreciation of his leadership efforts as chairman of the Senate Select Committee on Small Business on behalf of improved security of transportation cargo."

Today's award was made jointly by the Industry Transportation Cargo Security Council, sponsored by the TAA, and the governmental Interagency Committee on Transportation Security (ICOTS) under the leadership of DOT. Davis serves as chairman of ICOTS.

Senator Bible, who will retire from the Senate at the end of the current session after 20 years service, first highlighted the nationwide scope and financial impact of transportation cargo theft and pilferage when he initiated a series of Senate hearings on the problem in 1969.

His efforts led to a coordinated nationwide industry-government program to reduce the criminal loss through voluntary cooperation among local security forces, federal agencies, transportation services, shippers and the labor community.

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"We at DOT support voluntary cargo security measures. We believe the transportation industry, shippers and receivers should be given the opportunity to gain control of the problem without government regulation," the assistant secretary said.

"However," he added, "If after a reasonable period of time statistics prove that the voluntary approach is not working, DOT will then propose or support reconsideration of legislation calling for regulation."

Voluntary efforts appear to be making some progress. The Association of American Railroads reported theft-related claims for calendar year 1973 decreased by 13.5 percent from 1972, a savings to the railroads of almost \$2 million.

Air cargo theft-related claims as a percentage of total claims paid during the first six months of 1974 were approximately 51 percent, down from 55 percent in 1973 and 57 percent in 1972.

During 1973, operating revenues for Class I motor carriers of general freight increased by six percent, or \$643 million over 1972 revenues. Claims paid for all causes increased by only 3.4 percent. However, theft-related claims were 50 percent of the total claims paid in 1973 compared to 47 percent in 1972.

"Removal of the opportunity through theft prevention measures can be highly cost-effective. Preventing a \$100 theft claim produces up to a \$50 pure profit, whereas \$100 in new revenues only produces about \$5 additional profit," Davis noted.

One voluntary effort to combat cargo theft is the City Campaigns program, sponsored jointly by the Departments of Transportation and Justice.

This program is a cooperative venture among representatives of industry including shippers, carriers, receivers, insurers and labor and representatives of federal, state and local governments.

Its goals are to reduce cargo theft losses by encouraging and assisting the transportation industry in developing better security and accountability of cargo; to improve law enforcement response, investigations and prosecutive actions when thefts occur; and to develop methods for measuring the results so needed adjustments to the program can be made.

Fifteen cities are participating in the program. They are Boston, New York, Philadelphia, Baltimore, Atlanta, Miami, New Orleans, Houston, Dallas, Detroit, Chicago, Los Angeles, San Francisco, Seattle and San Juan.

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November 22, 1974

DOT 102-74
Phone: (202) 426-4321

The U.S. Department of Transportation today announced the availability of a report on transportation's role in expanding U.S. export trade.

Titled "Report on Export Expansion Through Transportation," the document includes a summary of transportation problems impeding the efficiency in the carriage of goods which exporters reported in responding to a DOT questionnaire.

The survey found that 65 percent of the problems exporters experience fall into four broad categories including cargo space, freight rates, containers and documentation.

Among other problems exporters mentioned were banking practices, tariffs, strikes, duties, customs, port practices, labeling regulations and insurance.

DOT's Office of Facilitation sent the questionnaire to 250 major exporters who account for an estimated 75 percent to 80 percent of current U.S. export trade and received a response from 186 of them.

Additionally, 314 of the questionnaires were sent to smaller exporters with 33 responding.

Office of Facilitation staff members are now contacting those who responded to the survey to obtain details needed to clarify their problems and develop solutions to them.

Copies of the report may be obtained by contacting:

Office of Facilitation
U.S. Department of Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

(202) 426-4350

JJC/4PM/111374

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-252

Broadcast: Monday, November 25, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, Nov. 25, has a 35-second story on rural transportation projects and an advisory for tomorrow.

The U.S. Department of Transportation is launching a 30-million dollar rural highway public transportation demonstration program. The Federal-Aid Highway Act of 1973 authorized the new program for increasing mobility in rural areas which will emphasize selecting a wide range of projects for different sizes, types and geographical locations. Projects eligible for federal funds include highway traffic control devices; passenger facilities and shelters; parking lots serving public transportation; and purchase of passenger equipment other than rail cars. Reasonable expenses for operating costs that are an integral part of new demonstration projects are also eligible for federal funding.

This advisory: Tuesday's Broadcast News Service will cover the President's signing of the 12-billion dollar National Mass Transportation Act of 1974.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-253

Broadcast: Tuesday, November 26, 1974
NATIONAL LINES ONLY

The U.S. Department of Transportation Broadcast News Service for Tuesday, Nov. 26, has two cuts of 19 and 65 seconds of Transportation Secretary Brinegar commenting on mass transit legislation signed at the White House today. Each is preceded by a lead-in.

President Ford today signed the \$11.8 billion National Mass Transportation Assistance Act and Transportation Secretary Claude Brinegar said funds will be available "in the first quarter" of next year as recipients comply with requirements of the legislation.

SECRETARY BRINEGAR: "While this bill is only a part of the solution to the nation's overall mass transit problems, it should do a great deal to help our cities improve the quality and quantity of their public transportation and with this improvement will come energy savings, a reduction in pollution, and less urban congestion."

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Nearly \$12 billion will be provided for the nation's mass transit systems over a six-year period through legislation signed today by President Ford. Transportation Secretary Claude Brinegar discussed its important features:

SECRETARY BRINEGAR: "First, it is a long-term bill -- we have lacked that in the past. The mayors and the governors and others can now look long-term. You cannot plan a transit solution to a city if you every year are having to come down and

(more)

plead for a new program. So they now know what the federal role is -- they can think long-term.

"Second, a part of the money -- about a third -- that will be allocated by formula, can be used on local option for either capital or as the mayor needs it, for operational assistance -- for subsidies. So there is now a local decision -- he's got to decide if he's going to put it here, or if he's going to give up something.

"So that kind of local trade-off, we think, is the right role to decide how to support the operational side. So local flexibility for operational assistance was the key principle.

"The third one is that it strengthens the planning process between the governors and the mayors and the administration. These, I think, are very fundamental points that will shape for a decade or more the federal role in mass transit."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-254

Broadcast: Tuesday, November 26, 1974
LOCAL LINES ONLY

The U.S. Department of Transportation Broadcast News Service for Tuesday, Nov. 26, has three cuts of 36, 19 and 65 seconds of Transportation Secretary Brinegar on mass transit legislation signed today at the White House. The first of the cuts -- each is preceded by a lead-in -- deals with the Washington area.

The National Mass Transportation Assistance Act signed by President Ford today provides for both operational and capital expenses. U.S. Secretary of Transportation Claude Brinegar explained its applicability to Washington's Metro system.

SECRETARY BRINEGAR: "The capital construction of Metro is handled through a different process. That has been handled by Congress through specific appropriations targeted to this agency. Our Department has not been a part of that process -- and we would not expect to be under this bill -- (for) the construction. This bill will provide money through the formula allocation -- that once it's operating (and, in fact, the bus systems now) could help with the operational side of Metro."

The Act will provide \$11.8 billion dollars for mass transit in the United States over a six-year period.

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(more)

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-255

Broadcast: Wednesday, November 27, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday and Thursday has two actualities with Deputy Secretary Barnum covering auto efficiency goals and rural transit funding. They run 52 and 37 seconds and each follows a lead-in.

At the White House Conference on Domestic and Economic Affairs in Minneapolis Tuesday, U.S. Deputy Secretary of Transportation John Barnum explained the government's aims in meeting the President's auto fuel efficiency goal in view of the federal regulations for safety and emissions.

DEPUTY SECRETARY BARNUM: "Now what we're trying to do is to pull together all the various ways in which the automobile industry is being regulated. This goal for increased fuel efficiency which is so critical to our energy goals, the goal for environmental compatibility, and the goals for increased safety -- we recognize that trade-offs need to be made.

"The answer is not simply 'let's everybody drive a smaller car -- and therefore we would use less gas'-- because we recognize that the smaller car does present a safety problem. A better answer

would be -- 'let's get the people of the United States to recognize that they do not need the very large engines in cars which they may be driving primarily in an urban area'. And of the three principal strategies for obtaining this 40% fuel efficiency improvement by 1980, I think the resizing of the engines in America's automobiles is the strategy that is likely to return the highest single pay-off."

After President Ford signed the National Mass Transportation Assistance Act Tuesday in Washington, U.S. Deputy Secretary of Transportation John Barnum, attending the White House Conference on Domestic and Economic Affairs in Minneapolis, explained the 500 million dollars reserved in the legislation for helping smaller communities.

DEPUTY SECRETARY BARNUM:

"These funds are to be available for the mass transit needs of communities of 50,000 persons or less. Now we don't always think of cities, or towns, or hamlets even of that size as having mass transit problems -- and indeed very few do. But it is also true that there is much that can be done in these smaller towns to improve mobility -- to make mass transportation, whether it be two or three or four buses, or improving the existing bus system by some kind of demand responsive addition to the existing system, we can improve mass transportation in rural areas."

The Broadcast News Service for Friday, Nov. 29, will include a special report on new "super lights" for the Coast Guard's search and rescue efforts.

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-256

Broadcast: Friday, November 29, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, Nov. 29, has an actuality on the Coast Guard's "super lights" and a consumer advisory. The Coast Guard actuality runs 32 seconds and follows a lead-in.

In an effort to reduce costs and increase night search effectiveness, the U.S. Coast Guard has installed a high intensity searchlight on its helicopters. A recent test with a 30-kilowatt light illuminated an area 3/4 of a mile wide. Two kilowatt lights are now in use. The "super lights" replace the old parachute flares -- Coast Guard helicopter pilot Lt. Cmdr. Hugh Dayton explains the advantages of the change.

LT. CMDR. DAYTON: "The new searchlight allows the helicopter crew to operate at a much safer altitude while locating and identifying targets. Illumination by parachute flares, which was the older method, required a fixed wing aircraft to drop the flares with a helicopter flying underneath. This was a serious hazard to flight. Parachute flares further were not really intended for over land or major oil spill operations due to the hazards of fire. These lights provide illumination that is about five times brighter than the moonlight and have proven themselves in locating many targets and people who have been lost in the water."

The following consumer advisory by The U.S. Department of Transportation's Director of Consumer Affairs Ann Uccello concerns federal flammability requirements. It runs 53 seconds.

MISS UCCELLO: "Consumers and interested parties are encouraged to submit comments on a proposal to amend safety standards on flammability requirements for occupant compartments of recreational campers and trailers. The filing deadline is January 17, 1975, and the public is urged to respond before that time. The proposal would amend the Federal Motor Vehicle Safety Standard to extend burn resistance regulations to these recreational vehicles. The current requirements are that material in occupant compartments can burn at a rate no faster than four inches per minute. Interested parties are invited to direct their comments to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590."

This has been the Transportation News Report.

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