

U. S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs



Washington, D.C. 20590

FOR IMMEDIATE RELEASE
January 4, 1980

DOT 1-80
Contact: Dennis Deuschl
Tel: (202) 426-3574

U.S.-CANADIAN SEAWAY AGREEMENTS PERMIT SHIPMENTS OF ADDITIONAL GRAIN VALUED AT OVER \$53 MILLION

Agreement between the United States and Canada to delay the closing of the St. Lawrence Seaway allowed more than 15 million additional bushels of U.S. and Canadian export grain valued at over \$53 million to move through the Seaway in the final six days of the 1979 navigation season.

Secretary of Transportation Neil Goldschmidt said, "The additional export grain movement permitted as a result of the negotiations contributed significantly to the balance of payments and farm economies of both the U.S. and Canada."

Administrator David W. Oberlin of the Department's Saint Lawrence Seaway Development Corporation praised the Great Lakes maritime trade for helping the Seaway to conclude on December 22 one of its most orderly closings in history. "The cooperation of the trade along with the effectiveness of our established closing procedures and the sustained favorable December weather all contributed to this success," Oberlin said.

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On October 26, the White House announced that the U.S. and Canada would extend the 1979 Seaway navigation clearance deadline by three days -- from midnight December 15 to midnight December 18. Canada concurred with the U.S. request in order to help reduce the backlog of grain awaiting shipment from U.S. Great Lakes ports.

Soon after October 26, the number of vessels in the Seaway system began to increase. A peak of 156 ocean ships was reached on November 28. By December 1, the official beginning of the Seaway closing period, a near-record number of 142 ocean ships were still operating in the system.

On December 18, Secretary Goldschmidt announced that the U.S. had agreed to a request from Canadian Minister of Transport Donald Mazankowski to allow a number of Canadian lake vessels carrying grain to sail out of the Seaway despite the fact that these vessels had not complied with the established 1979 Seaway closing procedure deadlines. The U.S. concurred because of the importance to the Canadian economy of moving additional export grain, Canada's past cooperation and unusually mild December weather.

As of the midnight December 18 clearance deadline, all outbound ocean ships but one had reported on time at Cape Vincent, N.Y. That ship was required to pay an operational surcharge of \$80,000 for late-transit privileges. One inbound lake vessel that was late in reporting at Cap St. Michel -- near Montreal -- also was required to pay the surcharge.

By December 22, all seaworthy vessels in the Seaway system had cleared the Montreal-Lake Ontario section of the Seaway, and the U.S. locks near Massena, N.Y., subsequently were closed for winter maintenance. Only one ocean ship, a Greek freighter, had to winter in the Seaway and that was due to extensive damage it sustained from grounding in the St. Lawrence River on December 16.

Details on the final cargo totals moved through the Seaway in 1979 are expected to be available by late January.

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FOR RELEASE 11:30 A.M. FRIDAY
January 4, 1980

DOT 2-80
Contact: Wilbur Martin
Phone : (202) 426-4321

WILLIAMS, JOHNSTON SWORN IN
AS DOT ASSISTANT SECRETARIES

Two new Assistant Secretaries of Transportation officially assumed their duties today.

Susan J. Williams was sworn in as Assistant Secretary for Governmental Affairs by her uncle, Judge Robert M. Scott of the Superior Court in Washington, D.C.

William B. Johnston took the oath of office from Secretary of Transportation Neil Goldschmidt as Assistant Secretary for Policy and International Affairs.

Both new Assistant Secretaries have long experience in the area of transportation. They were nominated to the positions by President Carter last November and confirmed by the Senate on Dec. 20.

Williams, a graduate of Upsala College in East Orange, N.J., has been acting Assistant Secretary since last July, and before that had served as Deputy Assistant Secretary and director of DOT's Office of Congressional Relations.

Prior to joining the Department of Transportation, she was an education consultant to the Department of Health, Education, and Welfare, and also served as a special assistant to District of Columbia Congressional Delegate Walter Fautroy.

Williams and her husband, Edwin Williams, live in McLean, Va. They have one son.

Johnston is a former associate director of the White House Domestic Policy Staff where he was responsible for transportation and policy review, and served as chairman of the Interagency Task Force on Maritime Policy.

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A graduate of Yale, Johnston is the author or co-author of a number of books and articles on urban transportation, labor market trends and the impact of federal programs on minorities and American Indians. He has been a consultant to the Ford Foundation and the Department of Labor, and has served as a research associate at George Washington University's Center for Social Policy Studies in Washington, D.C.

Johnston is married to Leslie Ruppert and lives in Washington, D.C.

The swearing-in ceremonies were conducted at the Department of Transportation's headquarters in Washington, D.C.

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FOR RELEASE THURSDAY
January 10, 1980

DOT 3-80
Contact: Clyde Linsley
Phone: (202) 426-2147

DOT SAYS NEW TRUCK RULE
WOULD AID SMALL TOWNS

The U.S. Department of Transportation said today it supports an Interstate Commerce Commission proposal to permit regulated truckers temporarily to serve intermediate stops enroute to their destinations.

DOT filed its comments with the ICC in response to a request from the commission, which proposed the new rule as a means of conserving scarce diesel fuel during the winter. (Diesel fuel and heating oil are chemically identical.)

"There is an even stronger reason for adopting such a rule -- the likelihood that truck service to small communities would improve as a result," DOT General Counsel Linda Heller Kamm said.

Existing regulations often forbid carriers from making intermediate stops in communities that lie near or along their routes.

Kamm noted that a number of studies conducted by or for the department have concluded that small communities often are poorly served by regulated common carriers, and "the smaller the community, the worse the service."

"There appear to be two reasons for this: Some carriers lack the necessary authority; and some of the others take a limited view of their 'common carrier obligation'," Kamm said in the filing.

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DOT cited the example of a small town merchant whose order of disposable diapers was shipped all over the state by a carrier who searched in vain for someone authorized, or willing, to serve the merchant's community.

"The shipment finally arrived in a town 11 miles away, where a plumber picked it up and delivered it in his own truck, as a personal favor," the department said.

DOT said the 180-day experiment proposed by the ICC would not be long enough to give the new rule a fair test. It proposed extending the trial to one year, instead.

DOT urged the commission to make two additional modifications to the proposed rule:

- o Extension of the distance truckers could deviate from their routes in order to serve intermediate points. The proposed rule would permit one-mile detours, but DOT said truckers should be permitted to deviate as much as 10 miles in order to serve communities with populations of 2,500 or less.

- o Creation of a "zone of reasonableness" within which truckers could raise or lower their rates for service to intermediate points, without ICC approval.

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Office of Assistant Secretary for Governmental and Public Affairs

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FOR RELEASE WEDNESDAY
January 16, 1980

DOT 4-80
Contact: Clyde Linsley
Phone: (202) 426-2147

DOT PROPOSES RADIO BAND FOR USE OF MOTORISTS

The U.S. Department of Transportation is urging the Federal Communications Commission to set aside a portion of the radio frequency spectrum for possible use in a two-way highway information system for the nation's motorists.

DOT's proposal was submitted Tuesday in response to a request by the FCC for comment on a proposed new personal radio service to alleviate congestion on existing services such as mobile radio and citizens band.

"We see this program as an opportunity to improve the communication of information to motorists," DOT General Counsel Linda Heller Kamm said.

Kamm urged that a portion of the 900 megahertz frequency range, the range proposed for the FCC's personal radio service, be set aside for a motorist communication system "for as long as the necessary development and implementation takes...probably well into the 1990s and beyond." Full implementation of such a system would require many years.

Drivers need many kinds of information," DOT said. "For example, they need to know a great deal about routes, including facts about accidents, hazards and other things that may require a detour. They need to be warned whenever emergency vehicles are approaching, and they need to know the location of public accommodations and service stations."

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Although much of this information can be provided by signs and other conventional means, such devices are not always adequate, DOT said.

"And in any event, the conventional measures are of no use when a driver needs to send information, as in cases of mechanical breakdown and in other emergencies," DOT said.

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Office of Assistant Secretary for Governmental and Public Affairs



Washington, D.C. 20590

FOR RELEASE 1:00 PM THURSDAY
January 17, 1980

DOT #5-80
Contact: William Bishop
Phone: (202) 426-4321

GOLDSCHMIDT TELLS SEMINAR TRUCKING REFORM WILL CUT COSTS, SAVE FUEL

The Carter Administration's proposal to reform the economic regulation of the trucking industry will reduce both the consumption of imported oil and the nation's cost of doing business, Secretary of Transportation Neil Goldschmidt said today.

Stating that transportation moves the goods that move the economy, Goldschmidt said, "If there is fat in the transportation system, it shows up as added cost --either in dollars we send to OPEC or in added inflation that we pay for in the market.

"I believe that the transportation system can lead the way to a leaner, more conserving economy -- and that truck reform is a part of that leadership."

The Secretary spoke at a seminar in Washington sponsored by the Coordinating Committee for Truck Regulatory Reform. He cited a DOT survey of trucking service to small communities to refute the argument of supporters of the regulatory status quo that the Administration's proposals for trucking reform will result in deteriorated service to small towns.

"Regulated common carriage, in reality, is small town America's last resort," he said. "Over and over again, the people we interviewed told us they considered regulated truckers to be undependable, unconcerned and ungodly expensive."

(DOT conducted its survey in the states of Nevada, Kentucky and New Mexico in towns selected by the Senate Commerce Committee.)

- more -

"Some folks told us they relied on common carriers only when there was no other choice. Others said they didn't rely on common carriers even then."

Goldschmidt said that small communities generally receive adequate trucking service. But, he said, the survey found that this was rarely due to general freight carriers regulated by the Interstate Commerce Commission.

"Rather, the most responsive service was provided by small package specialists such as United Parcel Service, by private truckers and by intrastate truckers, not subject to ICC regulation."

Goldschmidt said that one reason trucking service to small communities is so bad "is that it doesn't have to be good. Under the current regulatory scheme, every common carrier has its own turf, and that turf is protected against new competitors," he said.

The Secretary said the Administration's legislation is not intended to eliminate the regulatory system but rather to eliminate its cumbersome and unwieldy aspects.

He said its objectives are:

- * Making it easier for truckers to apply for new routes by eliminating red tape.
- * Eliminating circuitous routings.
- * Reducing restrictions on commodities that individual truckers are permitted to haul.
- * Exempting all farm and food products from regulation.
- * Increasing competition in the trucking industry by encouraging ratemaking flexibility and discouraging price-fixing.

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Office of Assistant Secretary for Governmental and Public Affairs
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FOR RELEASE THURSDAY
January 24, 1980

DOT 5-80
Contact: Beverly Silverberg
Phone: (202) 426-2144

DOT DEMONSTRATION REVIVES
PASSENGER RAIL SERVICE
BETWEEN BOSTON, CONCORD, N.H.

Secretary of Transportation Neil Goldschmidt and Governor Hugh Gallen of New Hampshire will inaugurate a two-year, \$3 million experimental rail passenger service from Boston, Mass., to Concord, N.H., with a special train trip on Friday, Jan. 25.

Joining Secretary Goldschmidt, Governor Gallen and Federal Railroad Administrator John M. Sullivan in launching the new service will be state and local officials from both Massachusetts and New Hampshire. The special train will leave from Boston's North Station at 10:30 a.m. and will stop for brief ceremonies at Lowell, Nashua, Manchester and Concord.

During the stop in Nashua at noon, two self-powered rail cars will be unveiled -- the British Leyland Railbus and the Budd SPV 2000.

The 73-mile Concord to Boston service will begin Monday, Jan. 28 with two round trips daily, Monday to Friday and one round trip a day on Saturday and Sunday.

"We are in the midst of an energy crisis that is changing America's transportation outlook," Secretary Goldschmidt said. "People are looking for alternatives to commuting by auto. And the people who will need new options are those living in our less populated areas where public transportation has been somewhat limited."

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The Secretary noted that there had not been passenger service from New Hampshire to Boston since 1968 and he was delighted that this demonstration service once again would give people the choice of travelling by train.

The demonstration project, funded by the Department of Transportation's Federal Railroad Administration, has three parts. The first phase is to operate a conventional locomotive-hauled train between the cities on the route to provide ridership, cost and energy use data.

Phase two, which has already begun, is strictly research and testing of the first railbus to operate in the U.S.

Phase three, which will probably begin next fall, will test the railbus in revenue service on the Concord-Boston route.

"This demonstration program will not only provide valuable information about operating expenses, fuel efficiency and passenger preferences," Secretary Goldschmidt said, "but it will give people in the Boston to Concord corridor a new way to commute."

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FOR RELEASE MONDAY
January 28, 1980

DOT 7-80
Contact: Ed O'Hara
Phone: (202) 426-4321

DOT PROPOSES RULES FOR RADIOACTIVE SHIPMENTS

The Department of Transportation today proposed regulations requiring trucks that carry radioactive materials to avoid heavily populated areas and to minimize travel times.

In a notice of proposed rulemaking to be published in the January 31 Federal Register, DOT said motor vehicles hauling "high-level" radioactive shipments -- such as spent nuclear plant fuel -- would be required to travel only on "preferred" highways -- Interstate highways or alternative highways selected by the states.

The proposed rules are consistent with President Carter's response to recommendations by the Kemeny Commission calling for efforts to reduce potential hazards to the public from radiation sources in areas affected by nuclear power. The commission investigated the Three Mile Island nuclear plant accident and made recommendations to the President.

DOT said the use of Interstate highways for high-level radioactive shipments would give the greatest margin of safety since they have much lower accident rates than other highways.

Motor vehicles carrying highly radioactive loads would be required to use an Interstate beltway or bypass route to avoid passing through center city neighborhoods. In cities that lack an Interstate bypass, the state could choose an alternative route that serves the same purpose.

Vehicles carrying lower-level radioactive materials, such as medical, research and industrial use isotopes and low-level wastes, would be subject to less restrictive routing requirements.

The proposed rules would preempt a number of state and local restrictions on radioactive shipments.

The DOT proposal would prohibit state and local laws that completely ban shipments between any two points served by highways. It also would prohibit statutes that ban the use of an Interstate highway, including restrictions on hours of shipments, unless an equivalent "preferred" highway is designated.

Local restrictions impose widely different and sometimes conflicting requirements on shippers and carriers and have the effect of stopping or unduly restricting interstate commerce, DOT said. Such restrictions can result in added risks by diverting shipments onto narrower, less safe highways.

Public hearings on the proposed rules will be held in three cities within the next three months. The locations will be announced later. The rules were drafted by DOT's Research and Special Programs Administration.

The routing regulations are based on 16 months of investigation by RSPA's Materials Transportation Bureau and 550 comments from public interest groups, state and local governments, motor carriers and shippers.

Comments on the proposed regulations may be submitted until May 31, 1980, to the Dockets Branch, Materials Transportation Bureau, Washington, D.C. 20590. DOT plans to issue a final rule by November 1980.

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FOR RELEASE THURSDAY
January 31, 1980

DOT 10-80
Contact: Howard Coan
Phone: (202) 426-4321

DOT ISSUES DIRECTORY OF ENERGY ACTIVITIES

The Department of Transportation has published an extensive listing of the department's energy-related efforts.

The 110-page technical reference work, entitled, "Transportation Energy Activities of the U.S. Department of Transportation," includes a directory of current or recently completed energy research projects, programs and conferences directed or funded by the department.

The publication also lists DOT offices that can inform and assist consumers and state and local governments on energy programs and issues, such as carpools and vanpools, fuel efficiency and bicycle transportation. In addition, the addresses of state and local ridesharing agencies are given.

The bibliography lists reports by DOT and others on local and regional contingency plans for fuel emergencies, transportation energy conservation, carpool and vanpool programs and case studies, energy efficiency in rail freight transportation and bicycle transportation.

The report, compiled by the Technology Sharing Program Office, will be updated as programs change.

Single copies of the report are available. A self-addressed mailing label should be sent to the Technology Sharing Program, Office of the Secretary, Department of Transportation, Room 10407, 400 Seventh St., S.W., Washington, D.C. 20590. Phone: (202) 426-4208.

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FOR RELEASE THURSDAY
January 31, 1980

DOT #11-80
Contact: Ed O'Hara
Phone : (202) 426-4321

GOLDSCHMIDT NAMES FIVE TO AMTRAK PAY BOARD

Secretary of Transportation Neil Goldschmidt today appointed five persons to serve on a commission that will evaluate salaries of Amtrak officials and develop proposed employee incentive and morale programs.

Those named are Sherri Y. Alston of St. Paul, Minn., an assistant commissioner of the Minnesota Department of Transportation; Harry T. Edwards of Ann Arbor, Mich., chairman of the Amtrak board of directors and a University of Michigan Law School professor; Fred C. Hardin of Cleveland, president of the United Transportation Union; Charles A. Matthews of Somerdale, N.J., vice chairman of the Philadelphia Stock Exchange, and James E. Self, former vice mayor of San Jose, Calif., who will serve as chairman of the commission.

In enacting the Amtrak Reorganization Act of 1979, Congress called for establishment of the Amtrak Employee Compensation and Incentive Commission.

The commission is charged with the task of evaluating the salaries of Amtrak officers in relation to Amtrak's ability to attract and keep qualified officers. After consulting with Amtrak officials and railroad labor organizations, the board is to develop a program to improve employee incentive and morale, including such measures as recognition and financial awards for outstanding employees.

The legislation calls for the commission to submit its recommendations by March 1 to the Amtrak board of directors, the Secretary of Transportation and the Federal Railroad Administrator.

In her present position, Alston directs state programs involving railroads and other modes of transportation and regulates the safety and service of rail and truck industries. She served as chairperson of the Transportation Regulation Board, Iowa Department of Transportation, from 1975 to 1977.

Edwards has served on the Amtrak board since 1977 and was elected chairman in 1979.

Hardin formerly served as vice president and general chairman of the Brotherhood of Railroad Trainmen.

Matthews is a director of the Depository Trust Company of Philadelphia and a member of the board of governors of the Philadelphia Stock Exchange.

Self is a former member of the San Jose City Council and the Santa Clara County Transportation Commission.

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