

U. S. Department of Transportation

news:



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DOT 74-80
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GOLDSCHMIDT OUTLINES
U.S. AID TO AUTO INDUSTRY

Secretary of Transportation Neil Goldschmidt today said the President's program to assist the U.S. automobile industry is well underway and he listed several projects to aid laid off workers and financially pressed dealers.

Goldschmidt made his announcement in Detroit before the first organizational meeting of the Executive Committee of the Auto Industry Committee, a group of representatives of the industry, labor and government which the President established to manage his assistance program. The Transportation Secretary is chairman of the committee.

The Secretary said under the Worker Adjustment Assistance Program, the Downriver Community Conference for Wayne County, Michigan, had been awarded a \$1 million grant to offer assistance in job training, job seeking and relocation to 1,800 laid off workers. The project is a pilot for a broader program.

The Economic Development Administration is implementing a special Auto Community Adjustment Program, he announced, and in phase one of this a total of \$2.2 million in planning grants will go to 20 cities. In the second phase, grants, loans, loan guarantees and technical assistance will be available to cities hard hit by auto related unemployment.

In a program to help automobile dealers, a total of 764 applications have been received for loans guaranteed by the Small Business Administration and 414 have been approved for a total amount of \$88.3 million. Of 69 applications received from minority dealers, 31 have been approved for \$6 million. These loans are available to new car and truck dealers who have trouble getting financing in the current automobile sales crunch.

Other members of the executive committee include General Motors Chairman Thomas Murphy; Ford Chairman Philip Caldwell; Chrysler Chairman Lee Iacocca; American Motors Chairman Gerald Meyers, Volkswagen of America President James McLernon.

Also, United Automobile Workers President Doug Fraser, and United Steel Workers International President Lloyd McBride and United Rubber Workers International President Peter Bommarito representing related industry workers.

Also, George Irvin, president, National Automobile Dealers Association and James Bere, chairman, Borg-Warner Corp., representing related industries.

Also, Secretary of Labor Ray Marshall, Secretary of Commerce Philip Klutznick, and Special Assistant to the President for Consumer Affairs Esther Peterson.

The committee will hold a second meeting shortly and set up an agenda and specific topics for exploration such as regulations, post 1985 fuel standards, international competitiveness, plant closings and worker readjustment.

Secretary Goldschmidt also indicated that the Congress, state and local officials, and representatives of related auto industries and consumer groups would continue to be consulted and brought into discussions on the administration's efforts to assist the auto industry.

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FOR RELEASE FRIDAY
September 12, 1980

DOT 75-80
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DOT TO CELEBRATE HISPANIC WEEK WITH FAIR AND SPECIAL EVENTS

The Department of Transportation will sponsor a Hispanic information exchange fair and several other events to celebrate National Hispanic Heritage Week Sept. 14-20.

Secretary of Transportation Neil Goldschmidt said, "Americans of Hispanic origin have enriched our society. This celebration provides an occasion to reaffirm our effort to give Hispanics the opportunity to participate fully in jobs, education and other services."

Diego Asencio, assistant secretary of state for consular affairs, will be the keynote speaker when DOT employees meet at 10:30 a.m. on Sept. 16 to begin celebration of Hispanic Heritage Week. Deputy Secretary of Transportation William J. Beckham Jr. also will speak at the gathering of DOT employees.

Asencio is the former U.S. ambassador to Colombia who was held hostage for 61 days by terrorists in Bogota earlier this year.

On Sept. 18, Secretary Goldschmidt and Secretary of Housing and Urban Development Moon Landrieu will speak at noon at the Hispanic fair in the DOT Plaza. The fair is intended to inform federal employees and others about services available to Hispanic people in the Washington area. Representatives of 14 agencies -- members of the D.C. Council of Hispanic Community Agencies -- will provide information about day care, housing, education, legal assistance and other services. The fair will run from 11:30 a.m. to 2 p.m.

- more -

On Sept. 19, a documentary film showing the progress made by the Hispanic people in this country in the past two decades will be shown at 2:30 p.m. in the auditorium of the Federal Aviation Administration Building, 800 Independence Ave., S.W.

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FOR IMMEDIATE RELEASE

September 12, 1980

DOT 76-80

Contact: Wilbur Martin

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DOT SCHEDULES THREE
FREIGHT MOVEMENT MEETINGS

Are there bottlenecks in the transportation system slowing the movement of the nation's freight, particularly to ports for export markets?

The Department of Transportation is sponsoring three conferences over the next four weeks in various regions of the country to try and identify any such problems.

Secretary of Transportation Neil Goldschmidt will keynote the conference in St. Louis; Deputy Secretary William J. Beckham, Jr., the one in Berkeley, and Assistant Secretary for Policy William B. Johnston, the conference in Baltimore.

"It is vital we have adequate rail and highway links to support increased American exports in the 1980's," Goldschmidt said.

Representatives of states, cities, port authorities, shippers and other interested groups have been invited to attend. The purpose is to try and identify those bottlenecks - physical or institutional - which if improved would stimulate regional economies and private investment and solve national transportation problems.

The conferences are scheduled for:
Sept. 16 - Washington University, St. Louis, Mo.
Sept. 19 - University of California, Berkeley, Calif.
Oct. 15 - Johns Hopkins University, Baltimore, Md.

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U. S. Department of Transportation

news:

Office of Public Affairs



September 12, 1980

DOT-80-36
Contact: Edward Robinson
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U.S. INTERNATIONAL AIR TRAVEL INCREASES ALMOST EIGHT PERCENT FOR FIRST HALF OF 1980

DOT's Office of International Policy and Programs reports that total U.S. International air travel rose almost eight percent during the first half of 1980 with U.S. flag carriers transporting 50 percent of the traffic. Passengers on U.S. flag service increased five percent while passengers of non-U.S. flag service rose 11 percent. Also, scheduled traffic increased 11 percent while charter traffic declined 26 percent during the first half of 1980. Total passenger traffic for the month of June 1980 rose almost six percent compared to June 1979.

This report on international air traffic trends is issued by the Office of International Policy and Programs, International Aviation Division. The report is based on information developed by the DOT Transportation Systems Center in Cambridge, Massachusetts, from Immigration and Naturalization Service I-92 reports. The statistics do not include traffic between the United States and Canada. Please read the Technical Notes Section before interpreting the statistics.

WORLD TRENDS

For the month of June 1980 U.S. international scheduled passenger traffic increased nine percent and charter passenger traffic declined almost 24 percent. The U.S. flag share of total passenger traffic dropped from 51 percent in June 1979 to 49 percent in June 1980. U.S. citizen share of total passengers also declined from 54% to 52%. U.S. flag carriers experienced a passenger increase of 1% while passengers on non-U.S. flag service increased by 11%.

TABLE 1

PASSENGER TRAVEL BETWEEN U.S. AND THE WORLD
Arrivals and Departures

PERIOD	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)
Jun 80	3,653	+5.7	52	49	1,612 (47)	1,783 (53)	7	165 (64)	93 (36)				
Jun 79	3,455		54	51	1,528 (49)	1,588 (51)	10	239 (71)	99 (29)				
May 80	3,290	+8.0	50	50	1,502 (49)	1,579 (51)	6	140 (67)	69 (33)				
May 79	3,047		54	50	1,344 (48)	1,440 (52)	9	194 (73)	70 (27)				
Apr 80	3,006	+1.3	50	51	1,369 (48)	1,455 (52)	6	152 (84)	29 (16)				
Apr 79	2,969		52	51	1,294 (48)	1,401 (52)	9	212 (77)	62 (23)				

REGIONAL TRENDS

For the month of June 1980, as compared to June 1979, all regions experienced increases in passenger traffic with South America gaining almost 25 percent. Europe, the region with the most passenger traffic, gained three percent, with U.S. citizen share of traffic down almost four percent while non-U.S. citizen traffic advanced 16 percent.

During the first six months of 1980, U.S. international travel increased in all regions except the Middle East (down by approximately 5%). South America realized the greatest increase of almost 22 percent; however, the U.S. citizen share dropped from 34 percent to 29 percent. Oceania (17 percent) and the Far East (16 percent) ranked second and third respectively. Central America/Mexico experienced a 10% increase and Africa 8 percent increase with both the Caribbean and Europe gaining over 3 percent.

COUNTRY TRENDS

The top fifty countries ranked in order of total air passenger traffic with the U.S. for the month of June 1980 are reflected in Table 3. The United Kingdom remained in first place in total international passenger traffic, with Mexico, West Germany, Japan and the Bahama Islands rounding out the top five countries. The countries with the highest relative growth were Singapore (202 percent), Saudi Arabia (92 percent), Jordan (62 percent), Argentina (59 percent), and the Philippines (47 percent). Twenty of these top fifty countries experienced traffic declines. The highest were Iceland (-29 percent), Portugal (-23 percent), Guatemala (-22 percent), Ireland (-17 percent), and Greece (-15 percent). The largest charter market in June 1980 was West Germany, followed by the United Kingdom, the Bahama Islands, and Switzerland.

The top fifty countries for the first half of 1980 are reflected in Table 4. The United States-Mexico market ranked highest achieving a 17 percent increase in total traffic. The United Kingdom, Japan, the Bahama Islands, and West Germany completed the top five countries. The countries with the highest relative increases were Saudi Arabia (112 percent), Argentina (67 percent), South Korea (67 percent), Jordan (57 percent) and Hong Kong (41 percent). Seventeen of the top countries experienced traffic decreases. The largest West Guatemala (-16 percent), Portugal (-15 percent), Greece (-13 percent), Ireland, (-12 percent), and Martinique (-9 percent). The Bahama Islands was the top charter market to the first half of 1980. It was followed by West Germany, Mexico, the United Kingdom, and the Netherlands Antilles, rounding out the top five charter markets.

TABLE 2

PASSENGER TRAVEL BETWEEN U.S. AND WORLD REGIONS
Arrivals and Departures

REGION	PERIOD	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Pct of Total	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
All Regions	Jun 80	--	3653	+5.7	52	49	1612	(47)	1783	(53)	7	165	(64)	93	(36)
	Jun 79	--	3455		54	51	1528	(49)	1588	(51)	10	239	(71)	99	(29)
	YTD 80	--	18371	+7.9	51	50	8318	(48)	8894	(52)	6	899	(78)	259	(22)
	YTD 79	--	17019		54	51	7516	(49)	7929	(51)	9	1234	(78)	339	(22)
Central Am& Mex	Jun 80	14	529	+6.2	58	51	261	(50)	260	(50)	1	7	(93)	1	(7)
	Jun 79	14	498		62	54	257	(53)	229	(47)	3	12	(98)	0	(2)
	YTD 80	19	3454	+10.0	60	56	1797	(54)	1522	(46)	4	131	(97)	4	(3)
	YTD 79	18	3138		64	56	1582	(54)	1357	(46)	6	177	(89)	22	(11)
Carib- bean	Jun 80	15	553	+4.5	69	70	348	(68)	164	(32)	7	40	(98)	1	(2)
	Jun 79	15	529		69	68	313	(67)	153	(33)	12	48	(77)	14	(23)
	YTD 80	19	3526	+3.6	71	69	1987	(65)	1061	(35)	14	460	(96)	19	(4)
	YTD 79	20	3405		72	69	1831	(65)	985	(35)	17	518	(88)	71	(12)
South America	Jun 80	7	262	+24.6	28	45	117	(45)	145	(55)	0	0	(100)	0	(0)
	Jun 79	6	210		31	49	102	(49)	107	(51)	1	1	(72)	1	(28)
	YTD 80	8	1501	+21.7	29	45	663	(45)	817	(55)	1	20	(93)	2	(7)
	YTD 79	7	1233		34	46	531	(45)	658	(55)	4	42	(94)	3	(6)
Europe	Jun 80	46	1685	+3.2	54	44	631	(42)	868	(58)	11	105	(57)	80	(43)
	Jun 79	47	1632		58	47	601	(43)	783	(57)	15	170	(68)	78	(32)
	YTD 80	36	6527	+3.8	49	42	2480	(41)	3596	(59)	7	254	(56)	197	(44)
	YTD 79	37	6286		54	44	2302	(41)	3310	(59)	11	452	(67)	223	(33)
Africa	Jun 80	1	25	+10.2	46	42	10	(42)	14	(58)	0	0	(0)	0	(0)
	Jun 79	1	22		52	48	10	(47)	12	(53)	1	0	(100)	0	(0)
	YTD 80	1	128	+7.7	54	43	53	(42)	73	(58)	2	3	(97)	0	(3)
	YTD 79	1	119		62	49	52	(48)	58	(52)	8	6	(67)	3	(33)
Middle East	Jun 80	2	70	+3.6	60	35	20	(34)	38	(66)	19	5	(40)	8	(60)
	Jun 79	2	68		53	23	14	(21)	52	(79)	2	1	(88)	0	(12)
	YTD 80	1	265	-4.9	63	35	81	(33)	162	(67)	8	11	(50)	11	(50)
	YTD 79	2	279		60	28	73	(27)	198	(73)	3	6	(83)	1	(17)
Far East	Jun 80	12	436	+7.9	28	42	177	(42)	247	(58)	3	8	(68)	4	(32)
	Jun 79	12	404		27	45	179	(45)	217	(55)	2	3	(39)	5	(61)
	YTD 80	13	2354	+16.0	26	42	959	(42)	1350	(58)	2	18	(39)	27	(61)
	YTD 79	12	2030		26	45	886	(45)	1105	(55)	2	24	(63)	14	(37)
Oceania	Jun 80	3	93	+2.2	36	51	47	(51)	46	(49)	0	0	(0)	0	(0)
	Jun 79	3	91		38	60	52	(60)	35	(40)	4	3	(73)	1	(27)
	YTD 80	3	616	+16.6	40	49	298	(49)	314	(51)	1	4	(100)	0	(0)
	YTD 79	3	528		41	51	259	(50)	257	(50)	2	10	(83)	2	(17)

Source: DOT, Transportation Systems Center

See Technical Notes

TABLE 3

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES
Top Fifty Countries Ranked By Total Number of Passengers for June 1979 and 80

COUNTRY	MONTH Jun of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
			Total Traffic 000s	80/79 % Chng	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
Unit Kingdom	80	1	629	+12.7	49	49	283	(49)	293	(51)	9	27	(50)	27	(50)
	79	1	558		56	57	289	(56)	226	(44)	8	32	(73)	12	(27)
Mexico	80	2	433	+7.7	62	51	214	(50)	212	(50)	2	6	(92)	1	(8)
	79	2	402		66	55	209	(53)	183	(47)	3	10	(99)	0	(1)
Germany-West	80	3	276	+16.9	59	52	106	(49)	109	(51)	22	37	(61)	24	(39)
	79	4	236		56	48	65	(43)	86	(57)	36	49	(57)	36	(43)
Japan	80	4	275	-4.9	21	45	125	(46)	147	(54)	1	0	(0)	4	(100)
	79	3	289		21	48	139	(48)	149	(52)	0	0	(0)	1	(100)
Bahama Islds	80	5	182	+16.9	76	80	114	(76)	35	(24)	18	32	(98)	1	(2)
	79	5	155		76	80	92	(75)	31	(25)	21	32	(100)	0	(0)
France	80	6	137	-8.1	55	51	61	(47)	67	(53)	7	9	(93)	1	(7)
	79	6	149		57	52	59	(45)	72	(55)	12	18	(98)	0	(2)
Italy	80	7	112	-5.2	69	58	57	(55)	47	(45)	7	8	(100)	0	(0)
	79	7	118		70	62	63	(58)	45	(42)	9	11	(100)	0	(0)
Bermuda	80	8	100	+11.4	93	100	99	(100)	0	(0)	0	0	(100)	0	(0)
	79	10	89		93	100	88	(100)	0	(0)	1	1	(100)	0	(0)
Netherlands	80	9	99	+8.0	54	14	12	(14)	77	(86)	10	2	(20)	8	(80)
	79	9	91		49	22	14	(16)	71	(84)	6	6	(100)	0	(0)
Scandinavia	80	10	89	-4.2	44	20	17	(20)	69	(80)	4	1	(30)	2	(70)
	79	8	93		46	22	16	(18)	70	(82)	9	5	(60)	3	(40)
Dominican Re	80	11	73	-5.3	49	55	41	(55)	33	(45)	0	0	(32)	0	(68)
	79	11	77		48	54	41	(54)	36	(46)	0	0	(16)	0	(84)
Venezuela	80	12	70	+30.1	23	61	43	(61)	27	(39)	0	0	(0)	0	(0)
	79	15	54		27	63	34	(63)	20	(37)	1	0	(54)	0	(46)
Switzerland	80	13	65	+22.4	51	15	0	(0)	48	(100)	25	9	(58)	7	(42)
	79	16	53		50	22	0	(0)	33	(100)	38	12	(59)	8	(41)
Colombia	80	14	60	+19.4	27	23	14	(23)	47	(77)	0	0	(100)	0	(0)
	79	18	50		29	25	13	(25)	38	(75)	0	0	(100)	0	(0)
Jamaica	80	15	58	-3.9	54	32	18	(31)	39	(69)	2	1	(70)	0	(30)
	79	14	60		59	26	15	(26)	42	(74)	5	1	(26)	2	(74)
Spain	80	16	56	-13.5	62	40	22	(43)	30	(57)	7	0	(0)	4	(100)
	79	12	64		68	53	28	(54)	23	(46)	21	6	(48)	7	(52)
Ireland	80	17	52	-17.4	62	40	16	(36)	29	(64)	14	5	(65)	2	(35)
	79	13	62		74	36	9	(20)	35	(80)	30	13	(70)	6	(30)
Brazil	80	18	49	+27.7	32	54	26	(54)	23	(46)	0	0	(100)	0	(0)
	79	21	38		36	53	20	(52)	18	(48)	0	0	(100)	0	(0)
Belgium	80	19	47	+8	48	47	21	(46)	25	(54)	3	1	(100)	0	(0)
	79	19	47		50	46	19	(42)	25	(58)	6	3	(100)	0	(0)
Israel	80	20	45	+13.0	64	24	6	(19)	26	(81)	27	4	(35)	8	(65)
	79	20	40		62	14	5	(13)	34	(87)	2	1	(78)	0	(22)
Greece	80	21	43	-15.0	73	50	20	(47)	22	(53)	4	2	(100)	0	(0)
	79	17	51		78	56	22	(50)	22	(50)	12	6	(100)	0	(0)
Korea-South	80	22	39	+30.4	37	20	8	(20)	31	(80)	0	0	(0)	0	(0)
	79	25	30		33	8	2	(9)	25	(91)	9	0	(0)	3	(100)
Neth Antills	80	23	38	+1.6	73	66	22	(63)	13	(37)	7	2	(100)	0	(0)
	79	23	37		74	66	23	(65)	12	(35)	6	2	(86)	0	(14)
Philippines	80	24	35	+47.1	47	37	13	(37)	22	(63)	0	0	(0)	0	(0)
	79	29	24		47	54	13	(55)	11	(45)	3	0	(46)	0	(54)
Australia	80	25	35	-7.6	28	47	16	(47)	19	(53)	0	0	(0)	0	(0)
	79	22	38		27	44	17	(44)	21	(56)	0	0	(0)	0	(0)
Hong Kong	80	26	33	+32.3	53	70	22	(69)	10	(31)	2	1	(100)	0	(0)
	79	28	25		56	83	19	(85)	3	(15)	10	2	(65)	1	(35)

TABLE 3(Cont'd)

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES
Top Fifty Countries Ranked By Total Number of Passengers for June 1979 and 80

COUNTRY	MONTH Jun of:	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Rank	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
Panama Rep	80 79	27 27	25 25	-4.7	46 49	72 75	17 19	(71) (74)	7 7	(29) (26)	4 5	1 1	(100) (100)	0 0	(0) (0)
Argentina	80 79	28 37	25 16	+58.7	18 27	46 79	12 13	(46) (81)	14 3	(54) (19)	0 2	0 0	(0) (0)	0 0	(0) (100)
Guatemala	80 79	29 24	25 31	-21.1	40 44	78 84	19 26	(78) (84)	5 5	(22) (16)	0 0	0 0	(100) (100)	0 0	(0) (0)
Portugal/Azr	80 79	30 26	22 28	-22.9	60 64	58 46	9 9	(51) (38)	9 15	(49) (62)	15 14	3 4	(100) (100)	0 0	(0) (0)
New Zealand	80 79	31 35	21 18	+21.6	24 26	37 60	8 8	(37) (56)	14 7	(63) (44)	0 15	0 2	(0) (87)	0 0	(0) (13)
Ecuador	80 79	32 33	20 18	+9.7	37 35	41 44	8 8	(41) (44)	12 10	(59) (56)	0 0	0 0	(0) (0)	0 0	(0) (0)
Haiti	80 79	33 30	20 20	-3.0	44 49	88 82	17 16	(88) (81)	2 4	(12) (19)	1 1	0 0	(100) (100)	0 0	(0) (0)
Grand Cayman	80 79	34 41	19 14	+35.6	77 79	26 33	5 5	(26) (33)	14 9	(74) (67)	0 0	0 0	(100) (100)	0 0	(0) (0)
Trinidad/Tob	80 79	35 39	19 15	+25.2	37 39	27 52	5 8	(27) (52)	14 7	(73) (48)	0 0	0 0	(0) (100)	0 0	(0) (0)
Barbados	80 79	36 36	18 16	+8.7	61 64	63 77	11 12	(63) (77)	6 4	(37) (23)	0 0	0 0	(0) (0)	0 0	(0) (0)
Costa Rica	80 79	37 46	16 12	+40.7	39 43	40 16	7 1	(40) (9)	10 10	(60) (91)	0 9	0 1	(100) (87)	0 0	(0) (13)
Peru	80 79	38 38	16 15	+7.6	38 39	37 47	6 7	(37) (47)	10 8	(63) (53)	0 0	0 0	(0) (0)	0 0	(0) (100)
Taiwan/China	80 79	39 34	18 18	-.6	30 32	20 15	4 3	(20) (15)	14 15	(80) (85)	0 0	0 0	(0) (100)	0 0	(0) (0)
Honduras	80 79	40 47	15 11	+37.0	45 49	25 0	4 0	(25) (0)	12 11	(75) (100)	0 0	0 0	(0) (0)	0 0	(0) (0)
India	80 79	41 44	15 13	+19.4	34 30	13 9	2 1	(13) (9)	13 11	(87) (91)	0 0	0 0	(0) (0)	0 0	(0) (0)
Poland	80 79	42 40	13 15	-13.2	49 58	18 30	2 3	(22) (27)	8 8	(78) (73)	18 22	0 1	(0) (41)	2 2	(100) (59)
Mariana Is	80 79	43 43	12 13	-7.0	55 61	96 99	12 13	(96) (99)	1 0	(4) (1)	0 0	0 0	(0) (0)	0 0	(0) (0)
Saudi Arabia	80 79	44 56	12 6	+91.9	62 71	100 100	11 6	(100) (100)	0 0	(0) (0)	6 2	1 0	(100) (100)	0 0	(0) (0)
Jordan	80 79	45 53	11 7	+61.6	42 44	0 0	0 0	(0) (0)	11 7	(100) (100)	0 0	0 0	(0) (0)	0 0	(0) (0)
Fr Polynesia	80 79	46 48	10 11	-1.8	46 51	0 42	0 4	(0) (42)	10 6	(100) (58)	0 11	0 0	(0) (42)	0 1	(0) (58)
Iceland	80 79	47 42	9 13	-28.7	36 52	0 1	0 0	(0) (0)	9 13	(100) (100)	0 1	0 0	(0) (100)	0 0	(0) (0)
Chile	80 79	48 50	9 9	+5.0	27 27	46 50	4 3	(46) (44)	5 4	(54) (56)	0 11	0 1	(0) (93)	0 0	(0) (7)
Finland	80 79	49 49	9 10	-10.7	34 37	6 14	0 0	(0) (0)	8 8	(100) (100)	14 19	1 1	(41) (74)	1 1	(59) (26)
Singapore	80 79	50 70	9 3	+201.6	41 58	32 34	2 1	(22) (34)	6 2	(78) (66)	12 0	1 0	(100) (0)	0 0	(0) (0)
Total-Above Countries	80 79		3518 3292	+6.9	52 54	49 52	1560 1478	(48) (50)	1713 1506	(52) (50)	7 9	155 223	(63) (72)	90 85	(37) (28)

Source: DOT, Transportation Systems Center

See Technical Notes

TABLE 4

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES
Top Fifty Countries Ranked By Total Number of Passengers for January Through June, 1979 and 80

COUNTRY	For Year of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
			Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)
Mexico	80	1	2883	+13.2	64	57	1524	(55)	1228	(45)	5	128	(98)	2	(2)
	79	1	2547		68	57	1301	(55)	1073	(45)	7	154	(89)	19	(11)
Unit Kingdom	80	2	2487	+8.6	46	49	1166	(49)	1193	(51)	5	57	(45)	71	(55)
	79	2	2290		51	54	1167	(54)	1005	(46)	5	69	(58)	50	(42)
Japan	80	3	1573	+7.6	19	44	696	(45)	851	(55)	2	0	(2)	25	(98)
	79	3	1463		20	46	677	(47)	778	(53)	1	0	(4)	8	(96)
Bahama Islnds	80	4	1128	+10.1	78	79	673	(74)	236	(26)	19	218	(99)	1	(1)
	79	4	1025		78	81	595	(75)	194	(25)	23	233	(99)	2	(1)
Germany-West	80	5	1002	+19.5	51	49	410	(48)	439	(52)	15	82	(54)	71	(46)
	79	5	839		53	43	248	(40)	367	(60)	27	114	(51)	110	(49)
France	80	6	574	-2.1	49	48	233	(44)	298	(56)	7	41	(96)	2	(4)
	79	6	586		53	49	206	(41)	296	(59)	14	82	(98)	2	(2)
Bermuda	80	7	442	+8.4	91	100	422	(100)	0	(0)	5	20	(100)	0	(0)
	79	10	408		92	100	392	(100)	0	(0)	4	16	(100)	0	(0)
Italy	80	8	439	-1.9	61	59	240	(57)	181	(43)	4	18	(100)	0	(0)
	79	8	447		64	66	268	(64)	154	(36)	6	26	(100)	0	(0)
Jamaica	80	9	437	-7.2	64	33	99	(25)	289	(75)	11	44	(91)	5	(9)
	79	7	471		67	32	92	(24)	283	(76)	21	58	(60)	38	(40)
Dominican Re	80	10	432	-3.4	49	54	226	(53)	198	(47)	2	8	(98)	0	(2)
	79	9	447		52	54	219	(51)	207	(49)	5	20	(96)	1	(4)
Venezuela	80	11	405	+18.4	24	58	228	(57)	170	(43)	2	6	(83)	1	(17)
	79	13	342		26	56	189	(56)	149	(44)	1	3	(86)	1	(14)
Netherlands	80	12	359	-5.2	48	11	38	(11)	310	(89)	3	2	(21)	9	(79)
	79	11	379		50	21	69	(19)	299	(81)	3	11	(98)	0	(2)
Neth Antills	80	13	338	-1.8	82	77	188	(71)	76	(29)	22	74	(100)	0	(0)
	79	12	344		83	71	161	(62)	97	(38)	25	83	(95)	4	(5)
Scandinavia	80	14	307	+5.5	34	16	47	(15)	256	(85)	1	1	(26)	3	(74)
	79	14	291		39	11	24	(8)	256	(92)	4	7	(62)	4	(38)
Brazil	80	15	287	+14.5	36	53	146	(52)	135	(48)	2	7	(100)	0	(0)
	79	17	251		48	54	103	(47)	115	(53)	13	31	(96)	1	(4)
Colombia	80	16	285	+17.9	32	26	68	(24)	211	(76)	2	6	(98)	0	(2)
	79	18	242		37	28	62	(26)	175	(74)	2	5	(97)	0	(3)
Switzerland	80	17	268	+9	49	9	3	(1)	231	(99)	13	21	(59)	14	(41)
	79	16	266		51	16	10	(5)	203	(95)	20	33	(63)	20	(37)
Spain	80	18	260	-8.6	58	42	102	(43)	136	(57)	8	6	(30)	15	(70)
	79	15	284		68	53	121	(52)	113	(48)	18	29	(57)	21	(43)
Australia	80	19	240	+24.1	30	46	110	(46)	130	(54)	0	0	(0)	0	(0)
	79	19	193		30	44	85	(44)	107	(56)	0	0	(25)	1	(75)
Korea-South	80	20	190	+67.1	35	19	36	(19)	154	(81)	1	0	(0)	1	(100)
	79	31	114		31	10	10	(9)	100	(91)	3	1	(16)	3	(84)
Belgium	80	21	187	+28.6	40	42	76	(41)	108	(59)	1	3	(100)	0	(0)
	79	26	146		46	26	30	(22)	108	(78)	5	8	(100)	0	(0)
Philippines	80	22	180	+21.4	43	36	66	(36)	115	(64)	0	0	(0)	0	(0)
	79	24	149		47	47	69	(48)	76	(52)	2	0	(9)	3	(91)
Hong Kong	80	23	179	+40.7	52	71	124	(70)	52	(30)	2	3	(100)	0	(0)
	79	28	127		52	86	90	(84)	17	(16)	15	18	(95)	1	(5)
Argentina	80	24	174	+67.4	19	45	79	(46)	95	(54)	0	0	(0)	0	(100)
	79	33	104		25	49	51	(49)	53	(51)	0	0	(0)	0	(100)
Greece	80	25	167	-12.8	70	44	70	(43)	93	(57)	2	4	(100)	0	(0)
	79	20	192		74	49	72	(43)	97	(57)	11	22	(100)	0	(0)
Israel	80	26	161	-6.6	66	21	27	(19)	116	(81)	11	7	(38)	11	(62)
	79	23	172		68	19	30	(18)	138	(82)	2	3	(69)	1	(31)

TABLE 4(Cont'd) PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES
Top Fifty Countries Ranked By Total Number of Passengers for January Through June, 1979 and 80

COUNTRY	For Year of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
			Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
Guatemala	80	27	159	-15.7	41	79	124	(79)	33	(21)	0	0	(51)	0	(49)
	79	21	188		45	83	150	(82)	32	(18)	3	6	(100)	0	(0)
Ireland	80	28	156	-12.3	60	26	28	(20)	112	(80)	10	13	(78)	4	(22)
	79	22	178		73	31	25	(18)	116	(82)	21	30	(80)	8	(20)
Panama Rep	80	29	146	-1.8	43	71	102	(70)	43	(30)	1	1	(100)	0	(0)
	79	25	148		48	78	112	(77)	33	(23)	2	3	(99)	0	(1)
New Zealand	80	30	145	+22.3	37	37	53	(37)	92	(63)	0	0	(0)	0	(0)
	79	30	119		31	31	34	(29)	82	(71)	2	2	(87)	0	(13)
Barbados	80	31	133	+3.8	71	73	92	(72)	36	(28)	4	5	(100)	0	(0)
	79	27	128		74	76	88	(75)	30	(25)	8	9	(92)	1	(8)
Grand Cayman	80	32	125	+30.9	77	30	33	(27)	88	(73)	4	4	(98)	0	(2)
	79	36	96		79	37	33	(35)	61	(65)	2	2	(100)	0	(0)
Ecuador	80	33	119	+16.6	31	39	46	(38)	73	(62)	1	1	(100)	0	(0)
	79	34	102		33	42	43	(42)	60	(58)	0	0	(0)	0	(0)
Haiti	80	34	117	-6.8	47	85	98	(85)	18	(15)	1	1	(100)	0	(0)
	79	29	125		52	82	100	(81)	23	(19)	2	2	(100)	0	(0)
Trinidad/Tob	80	35	116	+19.0	42	41	45	(40)	68	(60)	2	2	(100)	0	(0)
	79	35	97		44	56	46	(52)	42	(48)	9	8	(90)	1	(10)
Costa Rica	80	36	105	+31.4	42	37	39	(37)	65	(63)	1	0	(2)	1	(98)
	79	39	80		49	19	8	(11)	63	(89)	12	7	(76)	2	(24)
Peru	80	37	97	+7.2	36	41	40	(41)	57	(59)	0	0	(100)	0	(0)
	79	37	90		40	45	41	(45)	49	(55)	0	0	(55)	0	(45)
Portugal/Azr	80	38	92	-14.7	60	37	30	(34)	58	(66)	4	4	(100)	0	(0)
	79	32	108		65	41	34	(35)	64	(65)	9	10	(100)	0	(0)
Taiwan/China	80	39	84	+6	32	9	8	(9)	77	(91)	0	0	(0)	0	(0)
	79	38	84		34	23	19	(23)	65	(77)	0	0	(100)	0	(0)
Honduras	80	40	76	+22.3	43	9	7	(9)	69	(91)	0	0	(100)	0	(0)
	79	45	62		48	0	0	(0)	62	(100)	0	0	(100)	0	(0)
Mariana Is	80	41	74	+3.8	48	96	71	(96)	3	(4)	0	0	(0)	0	(0)
	79	41	72		54	98	70	(98)	1	(2)	0	0	(100)	0	(0)
India	80	42	70	+7.1	35	15	11	(15)	59	(85)	0	0	(0)	0	(0)
	79	43	65		36	16	10	(16)	55	(84)	0	0	(0)	0	(0)
Antigua	80	43	68	+6	69	59	40	(59)	28	(41)	0	0	(77)	0	(23)
	79	42	68		73	64	40	(62)	24	(38)	5	3	(93)	0	(7)
Fr Polynesia	80	44	68	-6.4	59	4	0	(0)	65	(100)	4	3	(100)	0	(0)
	79	40	73		59	30	14	(22)	50	(78)	11	7	(88)	1	(12)
Chile	80	45	65	+32.7	28	45	29	(45)	36	(55)	0	0	(72)	0	(28)
	79	50	49		29	43	20	(42)	28	(58)	3	1	(94)	0	(6)
Cuba	80	46	54	+9.0	41	77	0	(0)	0	(100)	100	42	(78)	12	(22)
	79	48	50		45	53	0	(0)	0	(0)	100	26	(53)	24	(47)
Martinique	80	47	51	-9.4	77	89	25	(82)	5	(18)	40	20	(99)	0	(1)
	79	47	57		81	89	22	(78)	6	(22)	51	29	(100)	0	(0)
Saudi Arabia	80	48	49	+112.0	72	100	45	(100)	0	(0)	8	4	(99)	0	(1)
	79	62	23		72	99	23	(99)	0	(1)	1	0	(100)	0	(0)
Jordan	80	49	45	+57.3	45	0	0	(0)	45	(100)	0	0	(0)	0	(0)
	79	57	28		47	0	0	(0)	28	(100)	0	0	(0)	0	(0)
Poland	80	50	42	-7.0	36	20	8	(22)	30	(78)	8	0	(0)	3	(100)
	79	51	45		44	30	12	(29)	28	(71)	11	2	(33)	3	(67)
Total-Above Countries	80		17643	+8.5	51	51	8070	(49)	8464	(51)	6	856	(77)	253	(23)
	79		16254		54	52	7286	(49)	7462	(51)	9	1175	(78)	330	(22)

Source: DOT, Transportation Systems Center

See Technical Notes

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TECHNICAL NOTES

- o These statistics are developed by DOT's Transportation Systems Center from the international flight reports (Forms I-92) collected by the U.S. Immigration and Naturalization Service (INS). This Center is the DOT's research and development facility for all modes of transportation, and is located in Cambridge, Massachusetts.
- o Canadian/U.S. travel is not included in these statistics because the data are not collected by the INS.
- o "Other flag" refers to carriers other than U.S. flag airlines.
- o The travel data for Denmark, Norway, and Sweden are combined and the total given as "Scandinavia," in Table 3.
- o Passenger data are based on passengers arriving at U.S. ports plus passengers departing from U.S. ports on commercial international flights.
- o A "0" in a passenger data cell indicates between 0 and 499 passengers.
- o Subtotal values may not add to totals because of independent rounding. Percentage changes are calculated from unrounded statistics and not from the rounded data contained in the tables.
- o These statistics may be revised later to reflect traffic contained in late and missing reports.
- o Further technical information and more detailed statistics, including subscription information on published reports which contain additional data, may be obtained by writing or calling: Frank Carroll, Chief, Statistical Information Reporting Branch, Transportation Systems Center, Kendall Square, Cambridge, MA 02142 (telephone: (617) 494-2582).
- o Suggestions from users for improving either the scope, presentation, or utility of the information contained in this and future releases are invited. Contact Ed Robinson, Office of Air Transportation, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.

U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE TUESDAY P.M.
September 16, 1980

DOT 77-80
Contact: Clyde Linsley
Tel.: 202-426-2147

DOT APPROVES INTERSTATE FUNDS FOR CANTON, OHIO INTERCHANGE

The U.S. Department of Transportation today approved the use of Interstate highway construction funds for modifying the Whipple Avenue interchange with I-77 in Canton, Ohio.

In an announcement in Canton today, Secretary of Transportation Neil Goldschmidt said the use of Interstate funds was approved because the proposed modifications would produce significant benefits for users of the highway as well as for local motorists.

"You have presented us with forceful arguments, grounded in solid evidence, that a modification of the Whipple Avenue interchange makes sense, from your standpoint and from ours," Goldschmidt told an audience of local residents and local and state officials.

Although the Federal Highway Administration approved the concept of modifying the interchange in 1973, FHWA has previously argued that the modifications should not be carried out with federal funds.

Goldschmidt said eliminating traffic congestion that frequently blocks the Interstate's northbound off-ramp would also improve traffic flow and safety of the Interstate itself.

"That's the kind of improvement in which the federal government can participate," he said.

The modifications, which would cost about \$2.9 million at today's prices, consist of the relocation of the existing northbound offramp and construction of a new southbound onramp, to ease traffic congestion caused by commercial development in the area, known as Belden Village.

Local and state officials have argued that the existing interchange, which was designed and built when the area was largely rural and served by two lane rural roads, is no longer adequate.

Traffic tieups at the base of the offramp cause frequent rear-end collisions on the ramp itself.

U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
September 22, 1980

DOT 79-80
Contact: Ed O'Hara
Tel.: 202-426-4321

DOT APPROVES RETURN
TO PACIFIC TIME ZONE
FOR JUNEAU, ALASKA

Juneau, Alaska, and its surrounding area will be returned to the Pacific time zone, effective at 2 a.m. Yukon Daylight Time October 26, 1980, under a rule announced today by the Department of Transportation.

The action was taken after the assembly of the city and borough of Juneau requested DOT to reverse its September 1979 decision to move Juneau from the Pacific to the Yukon time zone.

Juneau changed to the Yukon time zone last April 27 as a result of a previous request from Juneau's assembly. One reason for the original change was to make the area's time more consistent with the Canadian Yukon Territory. However, after Juneau went on Yukon time, the Yukon territory, on its own initiative, changed to Pacific time.

On March 28, 1980, Juneau's voters approved, by a 2-to-1 margin, a proposition requiring the assembly to request DOT to reconsider its 1979 decision moving the area to Yukon time.

Last July, DOT held several public hearings on the issue in Alaska. The great majority of the comments, both written and oral, from state and local government, Indian groups, educational and medical organizations, transportation and industry favored a return to Pacific time.

The statements in favor of the change reflected the feeling that dividing southwestern Alaska into two time zones had created much confusion, especially in the tourist and fishing industries, and had disrupted various aspects of transportation and communications in the area.

Tourists were often confronted with several time changes a day. Fishermen had difficulty reading tide charts adapted to one zone but not the other.

The Secretary of Transportation has legislative authority to move communities from one time zone to another under the Uniform Time Act. The law provides that rules should be based on the "convenience of commerce and the existing junction points and division points of common carriers engaged in interstate and foreign commerce."

DOT said it delayed the effective date of the new rule until October 26, to avoid inconveniencing small tourist and transportation businesses which publish schedules on a seasonal basis.

For further information, contact Marc Kelley, DOT Regional Representative in Seattle, 206/442-0590, or Jack Lusk, Office of the General Counsel, Department of Transportation, Washington, D.C. 20590, at 202/426-4723.

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OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
September 26, 1974

DOT 80-74
Phone: (202) 426-4321

U. S. Secretary of Transportation Claude S. Brinegar announced today that he has called an emergency meeting of U.S. international air carriers in an effort to obtain agreement on North Atlantic charter fares. The air carrier officials have been asked to meet at the U.S. Department of Transportation in Washington at 11:00 a.m., Friday.

The move was made by Secretary Brinegar following the failure by the North Atlantic Charter Fare Conference in New York to agree on a floor for the North Atlantic charter fares. At the same time Brinegar wired the co-chairmen of the fare conference, Mr. J. Champion and Mr. E. J. Driscoll, asking them to attend Friday's meeting and requesting an extension to midnight, September 30, of a tentative minimum fare agreement reached earlier. This agreement is now scheduled to expire September 27.

The move to establish a floor for North Atlantic charter fares is an integral part of the Administration program for improving the financial position of international U.S. air carriers, such as Pan American which is facing an immediate cash shortage. The Administration program was announced by Brinegar on September 18 following a White House announcement that President Ford had ruled against the granting of a monthly \$10 million subsidy requested by Pan American.

The charter fare floor was one of seven steps the Secretary said would be undertaken cooperatively by the carriers and the Federal Government to end the financial squeeze on the U.S. lines. The squeeze has resulted from a number of factors such as competition by foreign-owned and foreign-subsidized lines, but was greatly intensified by the recent increases in world petroleum prices. Pan American estimates that the increased cost of jet fuels at foreign airports has added \$200 million to its annual operating costs.

In announcing the Administration program last week, Secretary Brinegar said, "Fare structures that more closely reflect today's costs should be soon approved by the appropriate organizations. This includes fares of the scheduled carriers and the charter carriers, including those available

to the military. Although no one wants to see travel fares go higher, realistically we must recognize that as costs go up--and foreign fuel prices have tripled in the past year--the carriers must recover these costs in higher ticket prices."

Today's action by the Secretary was the second move in the past three days by the Transportation Department to push its program for relief of the financially pressed U.S. lines. One of the points of the program was a call for an upward adjustment of international mail rates. In citing that goal, last week, Secretary Brinegar said, "We are encouraging the Civil Aeronautics Board to accelerate their actions to adjust international mail rates to reflect today's higher costs."

On Tuesday of this week, Under Secretary of Transportation John W. Barnum sent a letter to CAB Chairman Robert D. Timm asking for prompt action on the mail rate question. He noted that an investigation of the need for higher rates has been pending before the CAB since March 8. Barnum then added, "Actions should be taken to determine promptly the final international mail rates so that U.S. flag carriers may receive the fair and reasonable rates of compensation for carrying the mail to which they are entitled under Section 406 of the Federal Aviation Act."

In his announcement today Brinegar said he had sent telegrams to the heads of eight U.S. air carriers asking them to the Friday meeting. He said he told them he was deeply concerned over their failure to reach a fare agreement and informed them that Friday's meeting would be devoted to a discussion of whether such an agreement is possible.

Brinegar also directed a wire to Knut Hammarskjold, Director General of the International Air Transport Association, informing him of this action.

Those asked to attend Friday's meeting, in addition to the co-chairmen of the rate conference, include:

William T. Seawell, Chairman of the Board and Chief Executive Officer, Pan American World Airways; F. W. Wiser, Jr., President and Chief Operating Officer, Trans World Airlines; L. B. Maytag, Chairman and President, National Airlines; Jesse F. Stallings, Chairman and President, Capitol International Airways; G. F. Steedman Hinckley, Chairman of the Board and Chief Executive Officer, Overseas National Airways; Howard J. Korth, Chairman of the Board and Chief Executive Officer, Saturn Airways; Glenn A. Cramer, Chairman of the Board, Trans International Airlines; and Edward J. Daly, President and Chairman of the Board, World Airways.

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U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY
September 26, 1980

DOT 80-80
Contact: William Bishop
Tel.: 202-426-4321

DOT INCREASES EMPHASIS ON RESEARCH PROGRAMS

Research will have a higher priority in the Department of Transportation in the coming years, Secretary Neil Goldschmidt said today. He will appoint a research and technology advisor to oversee the planning and management of all DOT research and development programs.

The advisor will head a new office of Transportation Research and Technology to be located in the Secretary's office. He or she will be the principal advisor to the Secretary and Deputy Secretary on scientific and technical matters relating to the nation's transportation systems.

In addition, the advisor will be the Secretary's liaison with the scientific community and industry on matters of transportation technology and his spokesman on research and development policy. Also, as a member of DOT's Regulatory Council, the advisor, where appropriate, will ensure the sound scientific basis of departmental regulations.

"President Carter has pledged this administration to an all-out effort to assist in the revitalization of U.S. industry," Secretary Goldschmidt said. "Technological progress will be a key element in improving our industry's international competitiveness. There are numerous technical opportunities for improving the capability of our transportation system to serve American industries by becoming a more economic and productive mover of people and goods."

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"To participate effectively in the President's economic renewal program," Goldschmidt added, "DOT must broaden and creatively develop its programs and move into research that cuts through parochial industry boundaries.

"The reorganization announced today sets us on that course."

In addition to the creation of the Research and Technology Office, the Secretary announced that he will propose to Congress that the Administrator of the Research and Special Programs Administration be made a presidentially-appointed position subject to Senate confirmation. RSPA will become the locus of basic research in the Department.

The research and technology advisor will develop a process for determining R&D priorities across the board in DOT.

Such a process is needed, the Secretary said, to assure that all elements of the department give top priority to research programs and obtain the increased budgets needed to conduct them.

Goldschmidt pointed out that since the creation of DOT in 1967 the Department's research and development programs have been managed mainly by its several operating administrations.

The operating administrations will continue to initiate and manage research, the Secretary said, but he stressed that a new overall direction is required. New emphasis will be placed on research of an inter-modal and transmodal nature that will be complimentary to the other research being done in the Department. The role of the Research and Special Programs Administration in this area will be broadened.

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DOT R-07-80
Contact: Robert Beasley
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DENVER RIDESHARERS GET PRESIDENTIAL AWARD

DENVER--Three Metro-Denver companies and an agency of regional government today received the President's Award for Energy Efficiency.

The awards were presented on behalf of President Carter by Federal Highway Administrator John S. Hassell Jr. at a ceremony held here at Stapleton International Airport.

Adolph Coors Co. and Rockwell International, both of Golden, Mountain Bell Telephone Co., Denver, and the Denver Regional Council of Governments received the awards for outstanding energy conservation efforts in the field of transportation.

All of the awards were given for successful efforts in promoting ridesharing programs.

● The Coors firm has achieved a 20.4 percent participation of its employees in ridesharing programs. Some 1,300 employees commute to work in carpools and another 300 in vanpools. A management sponsored program started in 1978 with only six vans has grown to 27 units with the expectation of adding five to 10 more vans by the end of the year.

● At Rockwell some 2,400 employees--70 percent of the work force--participate in various forms of ridesharing. In addition to a heavily-promoted carpool program, the company sponsors a 15-vehicle vanpool program. A company-operated shuttle bus service to its Rocky Flats manufacturing complex from the nearest Rapid Transit District bus stop some 2.5 miles from the plant enables many employees to use public mass transit.

● Some 2,500 Mountain Bell employees take advantage of the company's offer of a one-third discount on monthly transit bus passes. Since April 1979, Mountain Bell has increased employee participation in carpools by 20 percent. Additionally, the company sponsors a 15-vehicle vanpool program which serves its downtown Denver and Southgate locations.

● The Denver Regional Council of Governments received its award for the assistance given to Denver area employers in organizing carpool and vanpool programs. It maintains a computer file of some 100,000 names of persons interested in those means of transportation. The agency estimates that the 34,000 carpools active in the Denver area result in a yearly saving of 986,000 gallons of gasoline.

President Carter announced his Energy Efficiency Awards Program on April 29. The program is part of a long-term federal initiative to encourage citizen participation in the national drive toward greater energy efficiency.

The first awards for energy conservation achievements in transportation were presented by the President at a White House ceremony on July 22. At the ceremony Carter urged Americans to conserve energy to reduce U.S. dependence on oil imports. He said conservation is working because the nation imported 15 percent less oil in the first half of 1980 compared to last year. But "we have still not reached our goals," Carter said.

He added that "millions of our citizens now recognize how vital it is for each one to join in to cut imports" and said that the cheapest way to do that "is to reduce our own consumption."

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE TUESDAY
September 30, 1980

DOT 81-80
Contact: William Bishop
Tel.: 202-426-4321

DOT-DOE REPORT IDENTIFIES POTENTIAL BOTTLENECKS TO ENERGY TRANSPORTATION

Major investments to increase capacity of the nation's transportation system will be required to meet energy transportation needs by 1990.

This is the conclusion of a preliminary report released today by Secretary of Transportation Neil Goldschmidt and Secretary of Energy Charles W. Duncan, Jr.

The transportation industry already is making plans to increase energy transport capacity, and actual construction is not expected to be a problem in most cases, the report says. But it notes that financial, environmental, social and safety considerations, often involving government regulations, must be resolved.

"As we move from expensive foreign oil to more secure dependable sources of energy," Secretary Goldschmidt said, "we must concurrently develop the capacity to move these resources to where they are needed when they are needed."

The product of a two-year study by a DOT-DOE task force, the report, National Energy Transportation Study, identifies the potential bottlenecks that may be anticipated as the U.S. shifts from a petroleum-dominated energy supply to alternative energy sources--principally coal--under President Carter's energy plan.

Mandated by the President, the study identifies the future trends and major transportation corridors for the transport of energy products through 1990. It will serve as the basis for a national energy supply transportation plan which the federal government will develop.

The report lays the groundwork for the transportation improvements that must be made by both government and private enterprise to reduce the nation's overdependence on foreign oil.

"Taken on a first-things-first basis," Secretary Goldschmidt said, "this report emphasizes the need to increase the railroads' capacity to respond to the vastly increased coal-hauling demands of the next decade. The Administration's proposed legislation on rail deregulation is aimed at helping the railroads meet that goal.

"Because of the geographic constraints of water-borne coal traffic and the long lead time needed for the approval of coal slurry pipelines," Goldschmidt said, "we shall be heavily dependent on the railroads to meet our coal transportation needs for the foreseeable future."

The report emphasizes the continued importance of petroleum transportation through the next decade, despite the anticipated shift to coal. Although total amounts of oil transported are not expected to increase significantly, delivery from new supply sources will cause a considerable increase in combined tanker-pipeline movements.

The study concluded that future domestic shipments of fuels generally will be made over longer distances. The shift to more distant sources of coal, oil and natural gas will result in increased use of some presently under-utilized facilities and a dropping off of traffic in others. For example, some existing natural gas pipelines will operate below capacity while new pipelines will be built in other areas. Also, some rail lines now classified as light density may become heavily used as routes for coal unit trains. Such a transition will affect communities located along or near these lines.

Two public hearings on the National Energy Transportation Study will be held during the 60-day comment period which ends on Dec. 1.

The first hearing will be held on Oct. 27 in Seattle, Wash., at the Federal Building, 915 Second Ave. The second will be held on Oct. 31 in Washington, D.C., in the Federal Aviation Administration Auditorium, 800 Independence Ave., S.W. Both hearings are scheduled to begin at 9:30 a.m. local time.

Written comments should be sent to Docket Clerk, OST File No. 61, Office of the General Counsel, Department of Transportation, Washington, D.C. 20590.

Single copies of the National Energy Transportation Study may be obtained from:

Office of Public Affairs (S-87)
U.S. Department of Transportation
Washington, D.C. 20590
telephone (202) 426-2144

or

Office of Energy Supply Transportation
U. S. Department of Energy
Washington, D.C. 20461
telephone (202) 633-8959

fact sheet

United States
Department of Transportation

Office of Public Affairs

Washington, D.C. 20590

The information contained in this fact sheet has been checked for accuracy and corrected as of the date shown below. The Office of Public Affairs should be contacted if further information is required.

Subject: NATIONAL ENERGY TRANSPORTATION STUDY

Date: September 30, 1980

Phone: (202) 426-4321

The study is a joint effort by the Departments of Transportation and Energy to assess the ability of the nation's transportation system to carry future volumes of coal, petroleum, natural gas and nuclear materials. Called for by President Carter's National Energy Plan of April 1977, the study analyzes the changing transportation patterns that will occur by the expected shift from oil to coal and the search for new sources of oil and gas.

The major findings of the study are summarized below by energy product.

COAL

The report projects that western coal traffic, carried almost entirely by rail or a combined rail-water movement, will increase from the level of 97 million tons in 1975 to 625 million tons in 1990.

While growing at a slower rate, Appalachian coal traffic is expected to almost double the 1975 level by 1990, reaching 600 million tons.

- 0 Coal shipments from the Powder River Basin in Wyoming and Montana are expected to increase dramatically, though recently updated DOE forecasts not included in the report predict a lower level of coal production. The report points out the need for increased rail capacity in the corridor from that area through Nebraska and Iowa to Missouri. It also forecasts the need for increased rail capacity between Wyoming and Texas and between Montana and Wisconsin for transshipment on the Great Lakes. Large quantities of coal are expected to be produced in Utah for shipment east and south. Western coal shipments will cause increased congestion at rail grade crossings.
- 0 The railroads' ability to make capital investments is affected by the uncertainties surrounding the level of traffic that will materialize and the federal regulatory structure of the next decade.
- 0 Although administration-backed legislation would aid construction of coal slurry pipelines, the problem of water supply and institutional constraints will limit the amount of coal shipped by this method for the foreseeable future.
- 0 Large-scale increases in generation of electricity at coal mine sites and delivery by high-voltage transmission lines is dependent on improved technology to reduce water requirements and resolution of environmental problems associated with construction of high-voltage transmission lines.

- 0 Continued deterioration of highways used to haul coal will cause hardships to citizens and increased operating costs for truckers. Nearly 75 percent of all coal is moved by truck at some point.
- 0 Coal carried by barge will not be constrained if planned waterway lock improvements are made.

PETROLEUM

- 0 The level of crude oil traffic by pipeline only and combination pipeline-water shipment will increase only slightly from 2,709 million barrels in 1975 to 2,950 million barrels in 1990. The significant change within that total will be in the greatly increased proportion of tanker-pipeline traffic caused by Alaska and California oil shipments to the Gulf ports.
- 0 Pipeline traffic in crude oil from the Gulf northward through the Mississippi River corridor to Chicago will increase dramatically due to increased movement of imported, Alaskan and west coast crude to Gulf ports.
- 0 Petroleum products traffic will experience localized congestion.
- 0 Uncertainty about the rate-of-return to be allowed by the Federal Energy Regulatory Commission has slowed decisions on private investment in the increased pipeline capacity needed for both crude oil and petroleum products.

NATURAL GAS

The use of natural gas will decline, but shifting sources of supply will force new pipeline construction. The proposed Alaska Highway Gas Pipeline, expected to account for a growing share of the nation's 1990 natural gas needs, faces formidable financing difficulties in the private sector. Expansion of the pipeline system in the upper Plains States will be needed to deliver this Alaskan-Canadian gas to market.

No serious problems are expected in adding pipelines to distribute natural gas from Mexico, the Outer Continental Shelf and the Overthrust Belt of the Rocky Mountains.

Recent and pending DOT regulations concerning liquefied natural gas facilities siting at terminals and highway transportation of liquefied natural gas and liquefied petroleum gas will increase safety in handling these products. Railroad accidents involving liquefied petroleum gas remain a major concern which will receive continued attention.

NUCLEAR

Transportation of radioactive spent fuels and wastes is already increasing and will continue to do so. Although causing no capacity problems, these shipments have caused public apprehension which has inspired state and local highway routing restrictions. If DOT's proposed rule for routing radioactive shipments is not put into effect, thus preempting inconsistent state and local ordinances, transportation of spent fuel and wastes will be severely constrained.