

# DOT News

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## New York City Gets DOT Grant For the Westway

Secretary William T. Coleman, Jr., has approved construction of the \$1.2 billion Westway Highway in New York City as part of the federal-aid Interstate Highway System.

At the same time, the Secretary also announced that DOT's Urban Mass Transportation Administration will make available an additional \$78.5 million in mass transit operating assistance funds to metropolitan New York.

This is the largest single grant ever made to a community for operating assistance.

Mr. Coleman's approval of the Westway project enables the New York State Department of Transportation to begin engineering planning for the proposed 4-mile interstate segment from the Battery to 42nd Street.

The federal government will provide 90 percent, or \$1.2 billion, for the new 6-lane highway which will replace the now closed West Side Highway. One lane in each direction will be reversed for high-occupancy vehicles during peak hours.

As planned, the new highway will create 93 acres of new parkland and 110 acres of land for residential, commercial and industrial development.

"There has been no other highway project in this country which has involved such extensive community participation and sensitive planning to assure acceptable design features," Secretary Coleman said. "As a result, the highway not only will be sound from an environmental standpoint, but it will actually contribute to the aesthetic, recreational and economic viability of this urban area by providing new parkland and recreational areas on the waterfront, pedestrian malls and bikeways, and new land for housing and commercial development."

(See WESTWAY, p. 2)

### Quotable . . .

I hope that I will leave this city with the same reputation for integrity I had when I came here.

But leaving personal hopes aside, I hope that over the long run the American people will think that the Department of Transportation has become the most exciting, responsible domestic agency in the government.

I hope the American people will feel that we have met the transportation problems and that to the best of our abilities we tried to decide them.

I also hope that the American people will feel that through my administration we were able to attract some very able men and women here.

Secretary William T. Coleman, Jr.  
News Conference, December 17, 1976.



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

January, 1977

My term as Secretary of Transportation is nearing its close and I take this moment to thank you for your assistance and for the support you have given me. This cooperation between us has done much to advance the cause of American transportation and I hope you share my pride in our achievements.

But we have done more.

When I accepted President Ford's invitation to join his cabinet, I took upon myself -- in addition to my responsibilities to transportation -- another task, another challenge of equal import. I determined that during my stay in Washington I would do what I could to help the American people once again participate in, and find renewed faith in, our democratic process. I was convinced that the long erosion of this process which culminated in Watergate had left our citizenry alienated and distrustful. There was a need to demonstrate again that the government cared. Accordingly, I determined that wherever possible the citizens affected by transportation decisions would have a chance to participate in the decision-making process. We arranged for them to have their day in court -- to be heard and recorded. And when the decision was made, we published for all to see a written finding of the facts, opinion and reasoning that contributed to that judgment.

Only time will tell whether or not our judgments were correct, but I think none will dispute that the method of arriving at these judgments was one of equity and justice.

I hope that as public servants you will continue to promote in spirit and in practice the principle of citizen involvement in the conduct of the government's business. There must be no barriers between those who govern and the governed. The halls of government must be the gathering places of the people.

I shall, after my departure, continue to follow the proceedings of the Department with a close and personal interest because the friendships -- and the memories -- I have formed here will be long and lasting. And I shall follow your progress with confidence for I have come to appreciate -- during my stay in Washington -- your talent and dedication.

And now I am looking forward in these last few hours to meeting as many of you as I can personally to say thanks and goodbye. In the meantime, I wish one and all happiness and good fortune.

*William T. Coleman, Jr.*  
William T. Coleman, Jr.

## Deadline Draws Near

## Summer Jobs Available in DOT

Several hundred summer jobs for college students and faculty are available from \$9,300 to nearly \$15,000 per year for those who qualify under the Department of Transportation's 1977 summer employment program.

DOT's summer job program offers employment opportunities for college graduates with one or more degrees. The GS-5 (\$9,300 per year and above) professional positions are open to college students, graduate students and persons planning to attend graduate school, or those who possess the equivalent in experience related to the duties of the positions for which they are applying.

High school and college faculty members are also eligible for the summer employment program.

Learning just how a complex cabinet department works from

the professional, technical and administrative levels and getting job experience are some of the rewards to those who qualify for the professional positions.

Those interested in GS-5 positions and above must apply before Feb. 15, 1977.

Degree applicants should have one of the following academic majors: economics, political science, urban planning, engineering, business administration, mathematics and transportation.

Last year about 175 positions in the Washington, D.C. area and approximately an equal number in the combined 10 DOT regional areas of the nation were filled under the summer program.

Depending upon budget allocations, a similar number of professional and clerical positions is expected to be available this year.

Each DOT region has its own federal summer program and budget under the Civil Service Commission. The summer program period starts in mid-May and extends to the latter part of September.

Degree applicants and faculty members may secure further information and application forms by writing (or visiting): U.S. Department of Transportation (TAD-181), Central Employment Office, Room 2223, 400 7th St., S.W., Washington, D.C. 20590.

## In Oil Spill Aftermath

## Coleman Orders Marine Law Study

Transportation Secretary William T. Coleman, Jr. has established a departmental task force to review U.S. marine safety regulations and their effectiveness as they affect the prevention or containment of oil spills.

"While I have no reason to doubt that the recent heavy incidence of marine casualties resulting in pollution of our waters is anything more than a sinister coincidence," Secretary

Coleman said, "I look to the task force to determine whether every reasonable effort has been made to prevent those accidents and to minimize their damage.

OST General Counsel Donald T. Bliss is chairman of the special task force. The other members are Admiral Owen W. Siler, commandant of the U.S. Coast Guard; Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Judith T. Connor; and Rear Admiral G. H. Patrick Bursley, chief counsel of the Coast Guard. Secretary Coleman will serve as an ex officio member.

The task force will examine or review:

- Statutes, regulations, treaties and bilateral agreements pertaining to the operation of tankers and their design, construction and manning in order to ascertain whether and how it is necessary to strengthen, revise or improve them;
- The Coast Guard's responsibility and capability of oil spill prevention and its containment after occurrence;
- The possible need for additional legislation to increase the capability of oil spill avoidance and to minimize damage to the environment once a spill has occurred; and
- Assessment of the laws of financial responsibility for oil spill damages.

The task force submitted an interim report on January 11.

## Consumers Get Larger Role In DOT Decisions

The Department of Transportation, along with 16 other federal agencies and departments, has developed a consumer representation plan (CRP).

The intent is to open the department's activities to the widest possible public view and to increase consumer participation in DOT decision-making.

"Meeting the consumer's transportation needs demands that each of us in the department understands how our policies and programs affect the daily lives of American citizens," Transportation Secretary William T. Coleman, Jr., said. "Our consumer representation plan is a major step in helping all of us become more aware of the relationship between DOT and the transportation consumer."

(See CONSUMER, p. 2)



Secretary Coleman greets Secretary-designate Brock Adams at a recent meeting in Mr. Coleman's office. Mr. Adams, who was elected to Congress in 1964, currently serves as Chairman of the House Budget Committee. He also serves as a member of the Committee on Interstate and Foreign Commerce and its Transportation and Commerce Subcommittee.

## Consumer—*from page one*

The CRP discusses several ways the department tries to elicit consumer opinion, including public hearings, the National Highway Traffic Safety Administration (NHTSA) automotive hotline, news releases, public service announcements, and DOT funding requirements.

To create public participation, Secretary Coleman has held public hearings on such transportation issues as passive restraint systems; the British-French Concorde landings in the United States; the possible financing arrangements needed to enable aircraft operators to modify their aircraft to reduce the noise levels on older jets to meet FAA noise regulations; sites for new airports; and specific routes taken by Interstate highways such as I-66 in the Virginia suburbs of Washington, D.C.

In addition, the operating administrations within DOT frequently hold public hearings and meetings, in Washington and other cities, on issues of significance to consumers.

The Federal Aviation Administration (FAA), for instance, has held hearings in 25 cities to elicit public opinions on a national airport noise policy. The Federal Highway Administration (FHWA) ran a symposium on the possible economic effects of speeding-up the completion of the Interstate Highway System. A recent U.S. Coast Guard seminar gathered opinions from consumer organizations and government agencies concerning ways to coordinate the various boating education programs being presented throughout the country.

NHTSA has been operating a hotline since October 1975 as an experiment to gather consumers' reports on auto safety-defects and to respond

to consumer questions. Using the hotline concept as a method of directly communicating with consumers about specific issues may be expanded if the NHTSA experiment proves successful.

NHTSA has held public meetings to review its automotive safety defect and recall program and meetings to consider revision of 15 highway safety program standards dealing with such issues as motorcycle safety, pupil transportation, and motor vehicle registration.

An Urban Mass Transportation Administration (UMTA) hearing in Washington focused on advanced design buses that will accommodate the wheelchairs of handicapped travelers, and the Federal Railroad Administration (FRA) held a public meeting to gather citizens' comments on procedures to be used by applicants seeking financial assistance for acquiring, rehabilitating, and improving rail properties.

The department requires local governments to take into account consumers' opinions and comments before making final decisions on transportation projects in which federal transportation funds are used.

Also, as a result of the CRP, the department stamps all consumer-oriented news releases "Consumer Advisory." News releases that seek comments from the consumer are also stamped "Request for Public Comment." These news releases are mailed directly to consumers and consumer organizations in addition to being distributed to the news media.

News releases are used as a method of informing the consumer as well as soliciting his comments. The department issues hundreds of news releases annually to keep the consumer up to date on the DOT and its policies.

## Westway—*from page one*

In regard to minority participation, Secretary Coleman said he has been informed by Governor Hugh L. Carey that a minority-owned business with expertise in similar programs will be engaged to coordinate the efforts to bring about fair and equal opportunity for both minority employment and use of minority-owned businesses on the construction of Westway.

Secretary Coleman said the Business/Labor Working Group, headed by David Rockefeller, chairman of the Chase Manhattan Bank, and Harry Van Arsdale, president of the Central Labor Council, AFL-CIO, had made the following commitments:

- Secure, subject to obtaining the appropriate financing under reasonable terms and conditions, more than \$7.378

billion of new private investment in facilities basic to the City.

- Assure that any highway construction will be carried out in a way that will provide apprenticeship opportunities, skilled training and jobs for minorities, including Blacks, Hispanics and others, as well as unemployed youth. In addition, we will assist the State in implementing their efforts to provide opportunities for minority-owned businesses.
- Complete the project without strikes or other types of work stoppages.
- Support in every way possible the commitments set forth by the Governor of the State of New York and the Mayor of the City of New York.

To reach the widest possible audience, the department uses radio and television public service advertisements in its safety and fuel conservation efforts. DOT issues safety bulletins and a daily newscast on departmental activities.

In addition to publishing booklets, fact sheets, and newsletters to inform consumers about transportation issues, the department conducts consumer education programs. These range from presentation of boating safety classes to development booklets, fact sheets, and newsletters of instructional materials for use in schools at all grade levels.

Another method the DOT uses to keep consumers informed is publishing notices in the Federal Register as early as possible when the department plans to change or make new policy and rules concerning the transportation industry.

The CRP also provides for monitoring and thereby improving the consumer-DOT relationship. It requires each element in the department to submit a detailed quarterly report to the Office of Consumer Affairs in the Office of the Assistant Secretary for Environment, Safety and Consumer Affairs. In turn, the consumer affairs office will publish in the Federal Register annually a report to consumers with request for comments on the CRP and how well it has worked for the consumer in the preceding year.

## Winter Driving Tips in Free NHTSA Booklet

Even if you are from "cold country" where winter driving skill is assumed to come with your operator's permit, there is a chance you might have missed a pointer or two.

"Safe Driving in Winter," a booklet available free of charge from the National Highway Traffic Safety Administration (NHTSA), will remedy any winter driving shortcomings you might have.

The booklet provides advice on planning and preparation for driving in wintry weather, provides suggestions on items of cold weather equipment that should be carried in the vehicle, describes the special techniques needed for driving on snow or ice and provides special preventive maintenance hints to alleviate or eliminate some of the motoring problems caused by cold weather, ice and snow.

Single copies are available in room 4423 in the Nassif building, or by writing National Highway Traffic Safety Administration (N48-42), General Services Division/Distribution, 400 Seventh St., S.W., Washington, D.C. 20590.



With the first plane scheduled for delivery in June 1979, the Coast Guard will eventually have a fleet of 41 Falcon Jets like this one. The medium-range surveillance jet will be used mainly for search and rescue, marine environmental protection, and enforcement of laws and treaty missions, as well as other assignments.

## The Jet Set

### Coast Guard Orders 41 Falcon Jets

The U.S. Coast Guard has awarded a multi-million dollar contract for 41 medium-range surveillance aircraft to Falcon Jet Corp. of Teterboro, N.J.

The contract's amount totals \$204,846,291 including documentation, training and a computerized maintenance system, with delivery of the first plane scheduled for June 1979.

The airframe components, manufactured in France, will be sent to the United States for assembly and modification at the Falcon Jet facility in Little Rock, Ark. The new MRS will be fitted with fuel-efficient medium by-pass fan jet engines manufactured in Phoenix, Ariz., by the Garret Corp.

Collins Radio of Cedar Rapids, Iowa, a division of Rockwell International, will supply the sophisticated avionics package designed to provide the MRS with the latest in communications and navigation equipment.

The new planes, designed with greater multi-mission capability, will replace the aging fleet of Coast Guard HU16E Albatross aircraft.

Their primary duties will be search and rescue, pollution surveillance, and law enforcement patrol of U.S. territorial waters and the new 200-mile fishery conservation zone. Each MRS will be capable of carrying an oil pollution detection sensor system to aid in locating and identifying marine polluters.

## Consumer Representatives in DOT

Overall responsibility for consumer representation in the department rests with the Director of the Office of Consumer Affairs, which is in the Office of the Assistant Secretary for Environment, Safety and Consumer Affairs. The director is Ann Uccello. She can be contacted by telephone at 202/426-4518. By mail: Ann Uccello, Director, Office of Consumer Affairs, U.S. Department of Transportation, Washington, D.C. 20590.

Also, each operating administration has at least one specifically designated consumer affairs officer. They are:

Fred Pelzman (AIS-400) Federal Aviation Administration Washington, D.C. 20591 202/426-1960	Gilbert Watson (N-4041) National Highway Traffic Safety Administration 202/426-0670
W. Lee Mertz (HPL-1) Federal Highway Administration Washington, D.C. 20590 202/426-0585	Capt. Manuel Tubella, Jr. (GBA) U.S. Coast Guard Washington, D.C. 20590 202/426-1080
Eric Hanson (ROA-30) Federal Railroad Administration Washington, D.C. 20590 202/426-0881	Judith Kaplan (UMD-10) Urban Mass Transportation Administration Washington, D.C. 20590 202/426-4043

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## The FAA's Police Force

# Policewomen Patrol Capital's Airports

Does a policewoman make an effective law officer? Can a woman be depended upon when the chips are down, when push turns to shove?

Affirmative, to both questions, says Capt. Robert W. Morehouse, second in command of the Federal Aviation Administration Airport Police at Washington National Airport. His views on the effectiveness of women police officers are vigorously seconded by his chief, Robert L. Lawler.

Captain Morehouse recalled an incident when a Washington National Airport policewoman sought to take into custody a man who was boisterous and threatening to assault passersby.

"We received a call that a policewoman was in trouble," he said. "We immediately rushed to the scene. We could have taken our time. By the time we got there this big guy was in handcuffs and completely subdued. He was so ashamed of his predicament that he wouldn't even look at us. Hung his head in shame."

There are 117 police officers assigned to Washington National Airport, 11 of whom are women. At Dulles International Airport there are 58 policemen and six policewomen under the command of Chief Philip A. Hourihan and Capt. Clarence F. Huey, Jr. Both police forces are under the direction of James T. Murphy, Director of the Metropolitan Washington Airports.

### Are U.S. Marshals

U.S. airport police have full police powers, including arrest. In addition, all are deputy U.S. marshals, an additional authority that gives them the right to transport federal prisoners. This is an important police credential since federal prisoners are routinely transported by air.

During plane changes when a long delay is anticipated, officers of the airport police take the prisoner to one of two cells in the Washington National Airport or the cell at Dulles International Airport.

The women police officers at both airports perform the same duties as male officers, with no favoritism shown because of their sex. They are assigned to posts on each of the three shifts, and "pull" weekend and holiday duty when their names turn up on the duty roster. When on duty they regard themselves as police officers first, and women second. And they like it that way.

They wear the uniform and the badge, and they accept the responsibility that goes with the title, police officer.

They patrol the passenger terminals and "pound a beat" (via motor scooters and squad cars) that includes the hangars and flight line and the air freight storage and handling areas at both airports.

Checked carefully, too, is the 3,300-plus car parking lot at Dulles International Airport, and the 7,600 car lot at Washington National Airport. The patrol routinely turns up stolen cars that have been abandoned in the lots, and occasionally a car that had been used in the commission of a crime. Rent-a-car operators have learned that airport parking lots are a good place to check when one of their vehicles is overdue.

### Local Police Net

Cooperation with the police forces in Maryland, Virginia and the District, plus the law enforcement arms of federal agencies, make either airport a hazardous place for criminals.

Late last year, in response to a warning flashed by the Alexandria police department, airport police at Washington National assisted in the apprehension of two murder suspects fleeing in an automobile within minutes after the crime.

In another case, a man wanted by the Maryland authorities for murder and the attempt to dispose of the body by burning was arrested by Washington National police when he returned to the District. The arrested man, who had explained for Chicago shortly after the murder, erroneously surmised that he was not a suspect in the case.

Working with officials of the Drug Enforcement Administration, airport police at Washington National made an important arrest on November 1 when they picked up a narcotics dealer with an estimated half-million dollars worth of heroin with him.

William A. Halligan, special assistant to Metropolitan Washington Airports director James T. Murphy, is a strong supporter of women in police work. A veteran of the Port Authority of New York and New Jersey police force, Halligan points out that women officers add flexibility to police operations.

"They can make an immediate, on-the-spot search of a woman suspect," he says. "And, they make it more difficult for women prisoners to escape by subterfuge—by going to the ladies' room, for example."

The police at both airports are most visible at the aircraft boarding gates where passengers are screened for weapons and other contraband. They,

however, do not perform the screening. This is done by screening agents employed by the airlines. The airport police stand by, to take appropriate action when passengers attempt to bring aboard forbidden articles, or when they try to circumvent the screening procedures.

In a recent case, a woman attempted to pass through the inspection station with a pistol concealed in her purse. She was detained, and in the course of the investigation, it was learned that the weapon had been stolen from a gun dealer in Alaska in 1975.

Occasionally screening agents are confronted by the would-be joker who, when asked what he has in his luggage, sometimes replies, "Oh, a bomb." This is not funny, Halligan says.

The joker is arrested, every time, by an airport police officer, processed, and the case is turned over to the Federal Bu-



Police Officer Sharon Cox makes a point during a weekly training session at Washington National Airport. All police officers of the Federal Aviation Administration's Airport Police force undergo a continuous training program to assure top efficiency.

reau of Investigation for possible court action. In all cases, the hoaxer misses his flight.

Washington National and Dulles International Airports each receive several bomb threats a month. When this occurs the airport police force is supplemented by additional

help from bomb specialists and explosive-sniffing K-9 dogs from the U.S. Capitol Police, the Park Police, and the explosive ordinance disposal units from either Fort Belvoir or Fort Myer. There have been no bomb explosions at either airport.



Rose M. Robinson, who comes from Dayton, O., works the communications center as part of her regular duties. Women police officers perform the same duties as men officers.



Addie Rodrigo (left) and Sharon Cox exchange information while on duty in the passenger lounge at Washington National Airport. There are 11 women on the airport police force.



The pressures of keeping traffic flowing smoothly at Washington National Airport apparently doesn't seem to be a downer to Vallery Koblenz, of Silver Spring.



Florence M. Guthrie, of Alexandria, Va., patrols the hangar line and freight storage areas the easy way in this three-wheel scooter. She has been on the police force for two-and-a-half years.

## The Road Ahead

# DOT Studies Auto Future

Mr. W. H. Close is Director of the DOT Office of Noise Abatement (TST-50). He also serves as Manager of the Voluntary Truck and Bus Fuel Economy Improvement Program, as Manager of the Interagency Study of Post-1980 Commercial Vehicle Goals, and as Project Leader on the similar study of goals for automobiles beyond 1980.

**Mr. Close, you are director of the Office of Noise Abatement. How does it happen that you are managing all of the motor vehicle fuel economy activities?**

We have been active in noise control development and demonstration work on big trucks. When the national concern over fuel shortages peaked, we were arguing for adoption of a number of noise control techniques which also save fuel and had demonstrated the validity of our claims. So, it was natural, I guess, that I was "recruited" to lead the heavy-duty truck part of the DOT-Environmental Protection Agency 120-day study of the potential for motor vehicle fuel economy improvement required by the Energy Supply and Environmental Coordination Act of 1974.

**Then what happened?**

It became clear that federal leadership was needed to institute voluntary programs to achieve the potentials cited in the report to Congress. The auto manufacturers signed agreements with the President's Energy Resources Council to achieve a 40 percent improvement in fuel economy in 1980, but truck fuel economy was more complex and the industry is too diffused to lend itself to such agreements.

To preserve continuity of effort, we were called upon again to develop a voluntary program for truck and bus fuel economy and to codify the federal basis for the program among DOT, EPA, and the Federal Energy Administration. We accomplished this.

**Since you were in the truck and bus "business" this should have ended your role.**

No. The auto manufacturers had sought some guidelines as to what might be the agenda of federal regulations beyond 1980, in order that the plans and investments needed to reach the 40 percent fuel economy improvement by 1980 could be compatible with post-1980 safety, environmental, and other government expectations. Trucks and buses were a part of the study needed to meet this reasonable request, thus, we organized a separate interagency task force to do the job.

I might add that this fitted into our overall program plan as approved by the Secretary, so it met two needs simultaneously.

**What is the broad aim of the Motor Vehicle Goals Studies?**

I touched on the initial aim: to lay out a road map of possible future government expectations and regulations. But much more than that can, and has been achieved. Paramount in the list of aims is bringing together the various agencies affecting the motor vehicle manufacturers and users into some common understanding of their agency goals and the collective effects and benefits of regulatory programs.

The studies also highlight areas where research is needed and may be fruitful. Supporting discussion between government, industry, and the public in an open forum is also a major objective of the studies.

In the case of the commercial vehicle study, the report also serves to aid motor carriers in selecting means to improve their fleet fuel economy and thus their profits. In the case of automobiles, Congress has set some miles-per-gallon goals through 1985, but the Goals study has helped the National Highway Traffic Safety Administration (NHTSA) in establishing the specific regulations required by the legislation, and will aid in evaluating progress by the industry in meeting the mandatory fuel economy levels.

**How much fuel is consumed by automobiles and trucks in the United States each year? And how many of what kinds of vehicles consume that fuel?**

We can give solid statistics for the past, but you must recognize that as the nation has grown in population and as the standard of living has improved, the ownership and use of personal automobiles has grown by leaps and bounds and our demand for goods has greatly expanded the truck fleet and ton-miles of truck transport.

How much these fleet sizes and vehicle or ton-miles will expand in the future was a key question put to the study group. We had to project population growth and standard of living to forecast the future fuel demand. Obviously, our pictures of the future have several possibilities—some good and some not so promising.

For example, in 1975 there were more than 93 million cars in the United States which consumed some 78.5 billion gallons of fuel. Given no technological changes, we project the 1990 fleet to be about 110 million cars consuming nearly 94 billion gallons of gasoline.

But, advanced technology cars would be more attractive and fit in with rising fuel costs etc. and we project in one example a fleet of 129 million private cars in 1990 consuming



only 60 billion gallons of fuel—that's 34 billion gallons less than the "on technology changes" projection, and nearly 19 billion gallons less than the consumption in 1975.

**And what about trucks?**

We had some 5 million trucks in 1975 and they burned over 18 billion gallons of fuel. To handle the growing highway freight demand in 1990, (we project a 69 percent growth in ton-miles) trucks with present characteristics would consume over 30 billion gallons of fuel and the fleet would number nearly 9 million vehicles.

If larger, efficient trucks were phased into the fleet, and highways were upgraded to handle them, we project the fleet will be only slightly larger than today's (less than 6 million trucks) and that truck fleet would consume only 22 billion gallons of fuel.

**How can miles-per-gallon performance be increased?**

For autos, there is one very important factor—lower weight, either by smaller cars and/or by weight-saving designs. Next comes improved engine and driveline efficiency and this is tied closely to emission control technology. More stringent emissions standards, using present technology, lead to lower fuel efficiency. If better emissions control technology can be produced, higher fuel efficiency and/or lower emissions can be achieved.

**What about the advanced engines and technical breakthroughs for conventional engines that have been in the press recently? Will they give greater miles per gallon performance?**

The Automobile Task Force Report and the supporting Automotive Design Panel Re-

porter to "unsell" us on the idea of big cars and to convince us that we really want to have a small, low-powered, slow-to-accelerate car. This is particularly difficult when pump prices of fuel are relatively low and when many people of high stature contend that the oil companies are contriving the energy crisis simply to reap greater profits.

**Is the time in sight when dwindling supplies of petroleum will make it necessary to mandate maximum size, weight, and horsepower of private cars?**

I hope we will not come to such a point, but there is no prospect of continuing as we are today. The reserves of petroleum found and yet to be discovered are finite. Our reports deal with ways to conserve petroleum while we seek alternative energy sources and means to fit these sources into our total demands.

So far we have been able to balance national objectives, be they fuel conservation or emission, in such a way that Government does not have to tell industry or the citizen to "do it" this way or that way. We have always been able to assign performance limits where regulation is necessary, e.g., grams or emissions per mile or miles per gallon of fuel and have left the design up to the manufacturer. I hope we can stay with performance standards which encourage ingenuity.

We are convinced that in the commercial vehicle area, in contrast to the automobile, that the profit motive exercised in a free market place will yield as great or greater fuel conservation than any legislative or regulatory effort could achieve.

**Large, luxury cars are selling well, but the small fuel-efficient cars are not. Doesn't this frustrate the fuel conservation goals?**

It sure does. It places a heavy burden on the manu-



A U.S. Coast Guard HH-3F helicopter hovers over the 640-foot Liberian tanker Argo Merchant, grounded off Nantucket Island, Mass., with a cargo of 7.6 million gallons of heavy crude oil on Dec. 15, 1976. The 38 crew members were lifted to safety. Because of the rough weather and sea conditions, the Coast Guard's National Strike Force could not pump the oil into another ship. As a result, millions of gallons seeped into the ocean and spread over more than 100 miles. The tanker broke in half on December 21, releasing most of the remaining oil.