

AMENDMENT TO
STANDBY GASOLINE RATIONING PLAN
(CONTINGENCY PLAN NO. 6)

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES

TRANSMITTING

AN AMENDMENT TO THE STANDBY GASOLINE RATIONING
PLAN (STANDBY GASOLINE RATIONING PLAN NO. 1) SUB-
MITTED ON MARCH 1, 1979, PURSUANT TO SECTIONS 201(d)(1)
AND 552 OF THE ENERGY POLICY AND CONSERVATION ACT



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To the Congress of the United States:

Pursuant to Sections 201(d)(1) and 552 of the Energy Policy and Conservation Act (EPCA), 42 U.S.C. 6261(d)(1) and 6422, I am hereby transmitting to the Congress for its approval an amendment to the Standby Gasoline Rationing Plan (Standby Gasoline Rationing Plan No. 1) which I transmitted on March 1, 1979. This amendment is a substitute for Contingency Plan No. 5 which I transmitted on May 7, 1979.

During the consideration of the Standby Gasoline Rationing Plan, concerns were raised by both Houses of Congress that the Plan did not treat states and the citizens within states equitably. The purpose of this amendment is to add new provisions to the rationing plan to eliminate the potential for disparities during plan operation. The first provision alters the procedure for determining allotments of ration rights by basing allotments on a historical gasoline use factor in each state, and expends the State Ration Reserve, thereby compensating for disparities both within and among states. The second change limits the number of vehicle allotments each household could receive, reflecting my belief that households with over three vehicles should not receive excessive benefits at the expense of other households.

Under this amendment, each state will be provided with an expanded State Ration Reserve of eight percent not only to provide for the needs of the handicapped and hardship applicants as already provided in the plan, but to provide additional flexibility to the states in dispensing supplemental ration allotments to citizens with special needs. The National Ration Reserve is anticipated to remain at approximately two percent of the available gasoline supply.

The amendment also provides a new method for calculating the ration rights to be allotted to each registered vehicle. Instead of allocating the net total available gasoline supply equally to vehicles in all states, the amendment provides for the available gasoline supply to be allocated on the basis of historical gasoline use in the respective states.

Another provision limits the number of ration rights received by each household to three vehicle allotments. Ration rights not distributed to members of a household pursuant to the limitation of this amendment will be distributed to the State Ration Reserve in the state in which such household is located. This amendment would not preclude members of a household from obtaining additional ration rights from the State Ration Reserve on the basis of hardship or other factors.

The procedures for approval by Congress of an amendment to a contingency plan are detailed in Section 552 of the EPCA, and require among other things that a resolution of approval be passed by each House of Congress within 60 days of submittal of the amendment. I urge the Congress to give this amendment expedited consideration so that it may be approved promptly with the Standby Gasoline Rationing Plan.

The EPCA does not specify in Section 552 the form which the resolution of approval is to take. As I noted in my submission of the Standby Gasoline Rationing Plan on March 1, 1979, it is my view and that of the Attorney General that actions of the Congress purporting to have binding legal effect must be presented to the President for his approval under Article I, Section 7 of the Constitution. Therefore, I strongly recommend that Congressional approval of the amendment be in the form of a joint resolution. If this procedure is followed, the amendment itself, agreed to by the Congress and the President, will not later be subject to possible judicial invalidation on the ground that the President did not approve the resolution.

Prompt Congressional approval of the Standby Gasoline Rationing Plan is essential. Failure of the Congress to act will leave the Nation vulnerable to economic disruption and long gasoline station lines. It is obviously impossible to develop a plan which will be perceived to be fair by each person. The proposed plan, as amended, is designed to be broadly equitable, practical and administrable. If we fail to approve a standby rationing system, the Nation's resolve to deal with a serious supply interruption will be called into question. The resulting damage to the economy and personal hardships to our citizens could be substantial.

I urge the prompt and favorable consideration by the Congress of the Standby Gasoline Rationing Plan and this amendment.

JIMMY CARTER.

THE WHITE HOUSE, *May 8, 1979.*

CONTINGENCY PLAN No. 6

(An Amendment to Standby Gasoline Rationing Plan No. 1)

Pursuant to Section 201(d)(1) of the Energy Policy and Conservation Act, 42 U.S.C. 6261(d)(1), the Standby Gasoline Rationing Plan is amended as follows:

(1) Section 570.21 is amended by adding at the end thereof:

HUF----- The historic use factor, which for a given state is equal to the ratio of gasoline consumed per vehicle point in that state during a given base period to average national consumption per vehicle point in the same base period.

(2) Subsection (3) of subsection (d) of Section 570.22 is amended to read as follows:

(3) The basic allotment (BA) for each state equals the basic allotment supply (BAS) divided by total vehicle points (TVP) and multiplied by the historic use factor (HUF).

$$BA = \frac{BAS}{TVP} \times HUF$$

(3) Section 570.22 is amended by the addition of a new subsection (g) to read as follows:

(g) *Limitation on distribution of ration rights.*

(1) Notwithstanding the number of vehicles registered to the members of a household, no household shall be distributed ration rights for more than three vehicles. This limitation shall not preclude the distribution to members of a household of additional ration rights under any other section of this part.

(2) Ration rights not distributed to members of a household pursuant to the limitation in paragraph (g)(1) shall be distributed to the State Ration Reserve of the state in which such household is located.

(4) The first sentence of Section 570.81(a) is amended to read as follows:

(a) For each ration period, DOE shall calculate a minimum of eight percent of the total available supply (TAS) for which ration rights shall be reserved by the DOE for distribution to the States as a State Ration Reserve, to meet the needs of approved hardship applicants.

(3)

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1. The first part of the paper is devoted to a general discussion of the problem of the structure of the group of automorphisms of a finite-dimensional algebra over a field of characteristic zero.

2. In the second part we consider the case of a simple algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

3. In the third part we consider the case of a semisimple algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

4. In the fourth part we consider the case of a solvable algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

5. In the fifth part we consider the case of a nilpotent algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

6. In the sixth part we consider the case of a Lie algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

7. In the seventh part we consider the case of a Jordan algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

8. In the eighth part we consider the case of a quaternion algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

9. In the ninth part we consider the case of an octonion algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

10. In the tenth part we consider the case of a Cayley-Dickson algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

11. In the eleventh part we consider the case of a Clifford algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

12. In the twelfth part we consider the case of a Grassmann algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

13. In the thirteenth part we consider the case of a tensor algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.

14. In the fourteenth part we consider the case of a universal enveloping algebra and show that the group of automorphisms is isomorphic to the direct product of the group of inner automorphisms and the group of outer automorphisms.



