

U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE THURSDAY
November 6, 1980

DOT 96-80
Contact: Ed O'Hara
Phone : 202/426-4321

NEW DOT GUIDE TO HELP EMERGENCY RESPONSE CREWS FIGHT HAZARDOUS SPILLS

The U.S. Department of Transportation is distributing a new guidebook to help emergency response personnel move quickly to protect lives and property in case of an accident during the transportation of hazardous materials.

The Emergency Response Guidebook is designed to enable persons unfamiliar with chemical names to identify a hazardous material by a four-digit number displayed on the vehicle transporting it and determine what safety measures should be taken immediately after an incident.

Administrator Howard Dugoff of DOT's Research and Special Programs Administration said the guidebook and identification system "will improve substantially the ability of local emergency response teams to determine quickly what hazards may exist and take steps to safeguard people and property."

The first 200,000 copies are being sent out to police and fire departments. Within a few months, copies will be sent out for placement in each of the more than 400,000 police, fire and rescue squad vehicles in the country.

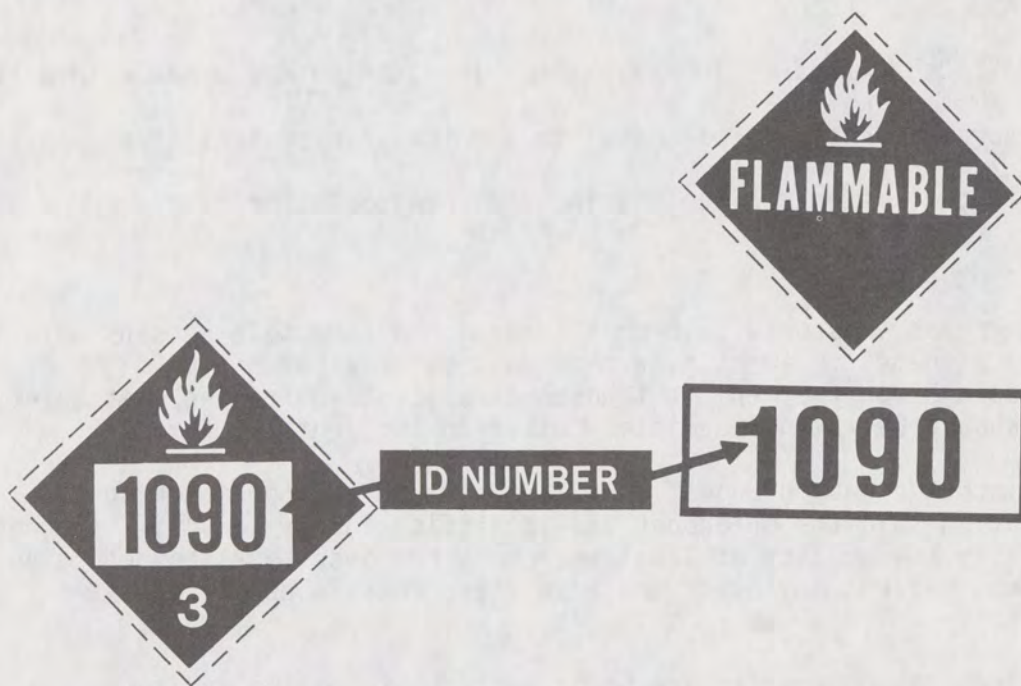
Under the new identification system, four-digit numbers identifying the material being transported must be shown on orange display panels or on the placards that are required on tank trucks, rail tank cars and "portable tanks" carried on vehicles.

Although the new system does not become mandatory until November 1, 1981, many carriers will begin displaying the four-digit numbers before that time.

The guidebook lists some 1,600 hazardous chemicals and chemical groupings by name in alphabetical order as well as by ID number. For example, the number for acetone is 1090, and the acetone entry refers the reader to Guide 26 which describes the fire, explosion and health hazards of that substance and prescribes initial emergency actions.

If emergency personnel need more detailed information or if the chemical cannot be identified in the book, they are advised to call CHEMTREC--the emergency center operated by the Chemical Manufacturers Association. CHEMTREC'S toll-free phone number is (800) 424-9300.

Below are examples of how the four-digit number is used. On the left, the ID number is displayed on a placard. On the right, it is displayed on an orange panel near the placard.



Under the new identification system, four-digit numbers for hazardous materials being transported must be placed on placards, labels, or on the placards that are required on tank trucks, rail tank cars, and "portable tanks" carried on vehicles.

Although the new system does not require a placard for every hazardous material, many carriers will begin displaying the four-digit number on all hazardous materials.

The handbook lists some 1,000 hazardous materials, grouped by hazard in alphabetical order, as well as the four-digit number for each. For example, the number for acetone is 1700, and the number for benzene is 1100. The reader is referred to Guide 26 which describes the firm, the name, and the hazard of that substance and provides initial instructions.

If emergency personnel need more detailed information, they can contact the Emergency Response Center, which is located at the U.S. Department of Transportation, 400 7th Street, N.W., Washington, D.C. 20590. The center's toll-free phone number is 1-800-424-9300.

Each of the four-digit numbers is displayed on a placard, in the case of tank trucks, rail tank cars, and "portable tanks" near the placard.

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590
Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS



U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
November 12, 1980

DOT 97-80
Contact: Ed O'Hara
Tel.: 202/426-4321

NEW RULES ISSUED FOR SAFER OPERATION OF LNG PLANTS

The U.S. Department of Transportation has issued new rules designed to improve substantially the safe operation of the nation's more than 100 liquefied natural gas (LNG) plants.

Howard Dugoff, administrator of DOT's Research and Special Programs Administration, said the rules impose new requirements for LNG facilities in the areas of operation and maintenance, fire protection, personnel training and security procedures. He said the rules provide a level of safety consistent with modern technology.

Under the DOT regulations, published in the October 24 Federal Register:

- * Manuals of written procedures must be prepared and followed to provide for safe operation and to monitor for fire, gas leaks and other hazards.

- * All workers involved in maintenance and operations must be trained in fire protection and control procedures.

- * Plants are required to have fire control equipment adequate to extinguish fires that could be expected to occur.

- * Every plant must have a communication system linking operating personnel at work stations. The larger capacity plants also must have independent emergency communication systems linking all workers and locations in case there is a need for a plant shutdown.

- more -

* Areas where flammable fluids may be present must have fixed gas and fire detection equipment. Enclosed buildings must be continually monitored for gas.

* Security programs must include manuals of written procedures, methods for controlling access to the facility and liaison with local police. Protective enclosures such as chain link fences or brick walls must be provided and monitored for unauthorized entry.

The rules generally are effective November 23. However, where training programs and written procedures must be implemented, the effective date is July 23, 1981, and where lead time is needed to buy and install equipment, the effective date will be January 1, 1982.

DOT's Materials Transportation Bureau coordinated the drafting of the rules with the U.S. Coast Guard, which is developing additional regulations for the storage and handling of LNG and other hazardous materials at waterfront facilities.

The regulations represent DOT's second major rulemaking this year involving LNG. Last February, the department issued a final rule setting safety standards for the design, site selection and construction of LNG facilities used in the transportation of natural gas by pipeline or affecting interstate or foreign commerce.

#

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE
November 14, 1980

DOT 98-80
Contact: David Hess
Tel.: (703) 557-1155
Home: (703) 768-1846

DOT TO ENCOURAGE GREATER RELIANCE ON DULLES INTERNATIONAL AIRPORT

Secretary of Transportation Neil Goldschmidt today announced plans to encourage greater use of Dulles Airport by waiving airline landing fees and mobile lounge charges.

The savings to airlines could come to \$10 million over the plan's two-year life.

Current landing fees range up to \$220 per landing depending on the size of the airliner. The airlines also pay \$55 each time they use the mobile lounges to carry passengers between the terminal building and aircraft on the jet ramp.

Both Dulles and Washington National airports are operated by the Federal Aviation Administration, a part of the Department of Transportation. At present fee schedules, the two airports together would generate an estimated \$15 million over costs in the next two years. Eliminating the fees at Dulles would shrink that amount to \$5 million.

The plan would ease the traffic burden on Washington National Airport, as called for by the Metropolitan Washington Airports policy. Under that policy, the number of airline slots and the operating hours at National will be cut on April 26, 1981.

"We recognize that concerns have been expressed, both by the airlines and by some political leaders, that a major shift of activity to Dulles could be complicated by economic, competitive and ground access factors," Secretary Goldschmidt said.

"We are determined to address each of these issues to assure that, having recently adopted the new policies to guide our airports, we do all we can to assist the transition to these new arrangements."

The Department of Transportation plans to work with the airlines that use Dulles to upgrade bus and limousine service to and from the airport. Improvements to be made will include purchase of new buses, an automated ground transportation information system and aggressive promotion of the improved ground transportation service.

Current plans are to waive the fees for two years, but exact details and duration of the fee adjustments remain to be worked out with the airlines.

To make it easier to get from downtown Washington to Dulles, DOT plans to speed the completion of a stretch of 2.5 miles of roadway to connect the Dulles Airport Access Highway with the soon-to-open section of I-66 inside the Capital Beltway. Under this plan, and subject to a favorable outcome on the current environmental studies, construction of the project will be started in the summer instead of the fall of 1981, and be completed in 1984.

In still another step, the FAA will permit some smaller airline jets, the B-737 and the smaller DC-9 aircraft, to pick up and discharge passengers on the airport's south concourse at the base of the air traffic control tower until commuter aircraft activity builds to a higher level.

Secretary Goldschmidt indicated that the Department will be prepared to support requests from carriers to the Civil Aeronautics Board to grant antitrust immunity to the airlines to permit discussions among them designed to promote moving competitive services from National to Dulles and Baltimore-Washington International Airports.

#####

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF
TRANSPORTATION

DOT 518

FIRST CLASS



M-493



U. S. Department of Transportation

news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE AT 2:30 P.M.
November 17, 1980

DOT 99-80
Contact: Wilbur Martin
Tel.: 202/426-4321

GOVERNMENT-PENN CENTRAL SETTLE PROPERTY EVALUATION IN CONRAIL TURNOVER

The U.S. Department of Transportation today announced an agreement between the government and the Penn Central Railroad which could be a giant step forward in tidying up the tangled financial affairs of Conrail.

DOT General Counsel Thomas Allison said the agreement puts a \$1.460 billion evaluation of properties of Penn Central turned over to the Consolidated Rail Corporation in 1976 (Conrail). Conrail was formed from seven bankrupt Northeast and Midwest Railroads to assure continued freight shipment service for thousands of shippers.

A special three-judge federal court still must approve the settlement announced today.

Penn Central was the largest of the seven railroads which formed the new operating corporation, and the settlement today does not affect still pending claims by some of these lines. It is expected, however, that this agreement could lead to others.

The other railroads involved in the formation of Conrail were the Erie Lackawanna, Reading, Central Railroad of New Jersey, Lehigh Valley, Lehigh & Hudson River and the Ann Arbor. Together with Penn Central they turned over 19,000 miles of rail lines, 400,000 acres of land, 185,000 pieces of rolling stock, 5,000 locomotives and 4,000 buildings.

The Regional Rail Reorganization Act of 1973 created the United States Railway Association (USRA) as a government corporation with the task of planning and refinancing the reorganization of bankrupt railroads in the Northeast and Midwest.

In litigation since 1976, Penn Central had claimed the property it turned over was worth up to \$6 billion while the government contended it was worth only between \$500 and \$600 million.

The settlement agreement estimates the value of the Penn Central properties at \$1.460 billion. With interest since 1976 at the statutory rate of 8 percent on the Certificates of Value in USRA, in which the settlement will be paid, the total price to be paid Penn Central is \$2.113 billion.

Under terms of the agreement, Penn Central is relinquishing its rights to certain Conrail stock and to all significant claims against the government arising from the Conrail conveyance. The stock will be retained by USRA for the benefit of the United States.

If the special court approves the settlement, closing will come on Jan. 15, 1981 and the Certificates of Value will then be redeemed by federal funds.

Allison said control by the government of stock turned over to USRA by Conrail in the settlement will enhance the ability to respond to whatever plans for Conrail's future that result from the studies mandated by the recently-enacted rail deregulation act. These studies by DOT, USRA and Conrail are due to be completed next spring.

#

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
DEPARTMENT OF
TRANSPORTATION
DOT 518

FIRST CLASS

