



U.S. Department of
Transportation

179.1

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
January 4, 1983

DOT 1-83
Contact: Linda Gosden
Tom Blank
Tel.: (202) 426-4570

DOT SETS UP "HOT LINE" AS PART OF HIGHWAY CONTRACTS BIDRIGGING PROBE

As part of its continuing investigation into highway construction contract bidrigging, the Department of Transportation is establishing a "hot line" to receive information from contractors, suppliers, or anyone with knowledge of such activities.

The "hot line" telephone number is 800-424-9071 and will be manned during normal working hours (8 a.m. - 5:00 p.m. EST). The operation is under the direction of DOT's Inspector General Joseph P. Welsch and information will be treated confidentially and anonymity respected.

Secretary Drew Lewis said, "The detection and prevention of bidrigging is our highest priority investigative effort, and we are working closely with the Department of Justice in this nationwide operation."

Since 1979, when DOT and the Justice Department uncovered the first contract bidrigging conspiracy, grand jury investigations in 18 states have resulted in the conviction of 143 corporations and 166 individuals, \$40.1 million in fines, and prison sentences totaling more than 38 years.

Lewis said bidrigging damages small firms, causes substantial lost revenues for larger companies who will not join in such action, and results in higher costs to taxpayers for highway maintenance and construction.

DOT and the Justice Department have formed an Interdepartmental Bidrigging Investigations Coordinating Committee. The Committee is co-chaired by Welsch and Antitrust Division Deputy Assistant Attorney General Helmut F. Furth.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
February 18, 1983

DOT 04-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

DOT SEMINAR TO DISCUSS HOW
TO HANDLE CAB INTERNATIONAL
FUNCTIONS AFTER 1984

The Department of Transportation will hold an open seminar March 2 and 3 to stimulate public discussion of how the international aviation functions of the Civil Aeronautics Board should be conducted after the board sunsets.

The seminar, sponsored in cooperation with the Transportation Research Board, will be held at the National Academy of Sciences, 2101 Constitution Avenue N.W., Washington, D.C.

DOT is especially interested in hearing views on the process of selecting air carriers for limited-entry international routes. A limited-entry route is one on which only a certain number of air carriers are authorized to operate.

The issues to be explored include the present quasi-judicial process for selecting carriers for limited-entry routes, alternative methods to this process, and the administration of other international aviation functions after sunset of the CAB.

Judith Connor, Assistant Secretary for Policy and International Affairs, said, "We believe this is an appropriate time to examine the existing administrative procedures. And we have invited the aviation industry, consumer groups, key Members of Congress, the academic community, private attorneys and others to contribute their ideas."

- more -

"We hope to obtain valuable ideas and insights not only from the speakers and panelists, but from the audience as well," she said.

DOT plans to use the seminar proceedings in deciding how it will administer CAB functions. DOT plans to report to Congress on these issues in April or May. Under the Airline Deregulation Act of 1978, the CAB is scheduled to sunset on Jan. 1, 1985, and certain of its remaining functions will be transferred to DOT.

Participants in the seminar will include two former CAB chairmen-- Marvin Cohen, a Washington attorney, and John Robson, executive vice president of G.D. Searle and Co. and former Under Secretary of DOT; John Barnum, former Deputy Secretary of DOT; Judge Stephen Breyer of the U.S. Court of Appeals in Boston, who was an advisor to Sen. Edward Kennedy during the early years of airline deregulation; Christopher DeMuth, Administrator, Office of Information and Regulatory Affairs, OMB, and senior officials of major and regional air carriers.

Organizations taking part in the seminar include the Air Transport Association, National Air Carrier Association, Airport Operators Council International, the Aviation Consumer Action Project and the Administrative Conference of the U.S.

Copies of the seminar program and of papers that will be presented can be obtained from DOT's Office of Policy and International Affairs, Room 10223, 400 Seventh St. S.W., Washington, D.C. 20590. The phone number is 426-4303.

Those wishing to attend the seminar should contact Debbie Fisher at (301) 652-2414.

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**U.S. Department of
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News:

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FOR IMMEDIATE RELEASE
Monday, February 28, 1983

DOT 06-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

U.S.-SCANDINAVIAN GOVERNMENTS AGREE ON PARTIAL DEREGULATION OF AIR FARES; AUTHORIZE NEW SERVICE

The Department of Transportation today announced that negotiators for the United States and the governments of Denmark, Norway and Sweden have reached a new civil aviation agreement involving transatlantic fares and new service involving Alaska and Puerto Rico.

The agreement, initialed Saturday, Feb. 26, paves the way for Scandinavian participation in the U.S.-European Civil Aviation Conference (ECAC) Memorandum of Understanding on North Atlantic fares and allows SAS, the Scandinavian airline, to carry traffic between Anchorage, Alaska, and Tokyo on flights already operating between Scandinavia and Anchorage. SAS will also be permitted to operate new service between Scandinavia and San Juan.

Darrell M. Trent, Deputy Secretary of Transportation and chairman of the U.S. delegation to the negotiations last week, said, "We are delighted with this new agreement, which resolves a variety of long-pending issues and enables the Scandinavian airline to begin new services involving both Alaska and Puerto Rico.

"We are particularly gratified that the Scandinavian governments have agreed to participate in the U.S.-ECAC understanding, thereby adding the U.S.-Scandinavian markets to those which will benefit from increased price competition."

The new agreement establishes the right of U.S. and Scandinavian airlines to offer a variety of discount fares, including fares on scheduled services as low as those offered on charter flights between the U.S. and Scandinavia.

The governments involved have also agreed on "pricing zones", within which airlines will be permitted to establish fares in all categories on the basis of market conditions. Government regulatory authorities have agreed not to interfere with fares filed within the new zones.

- more -

SAS already has rights to serve New York, Chicago, Los Angeles and Seattle. The new agreement will permit the Scandinavian governments, at their discretion to substitute a new U.S. city (other than Miami, Florida) for any one of those points.

The Scandinavian governments, with this new agreement, are now to inform the ECAC of their willingness to participate in the understanding on transatlantic air fares. The understanding was signed in May, 1982, and renewed on Feb. 1, 1983, for nine months. It significantly diminishes the role of government regulation in the establishment of airline fares for transatlantic services.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
March 7, 1983

DOT 10-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

DOT ALLOCATES \$25 MILLION TO STATES FOR ELDERLY, HANDICAPPED TRANSIT AID

Secretary of Transportation Elizabeth H. Dole today announced that \$25 million is being made available to state governors to assist private, nonprofit organizations in buying equipment to provide transportation for elderly and handicapped persons.

The Secretary said this program represents a prime example of the Reagan Administration's continued commitment to provide for the mobility needs of the elderly and handicapped.

DOT's Urban Mass Transportation Administration told the governors in a letter the funding for this program is being continued at previous levels, even within the budgetary constraints which the overall UMTA program faces.

Grants to the states are made under Section 16(b)(2) of the Urban Mass Transportation Act of 1964, for the specific purpose of assisting private nonprofit corporations and associations to provide transportation services which meet the special needs of elderly and handicapped persons.

The 16(b)(2) program has been instrumental in providing access for elderly and handicapped persons to jobs, community and health services and other private and public facilities which otherwise would have been denied to them.

A list of states and the fiscal year 1983 allocations follow. Balance column indicates balance from previous allocations.

- more -

FY 83
SECTION 16(b)(2) PROGRAM ALLOCATIONS BY STATE
AND SUMMARY OF AVAILABLE FUNDS

Region I	Balance*	FY 83 Allocation	Total Available In FY 83	Region II	Balance*	FY 83 Allocation	Total Available In FY 83
Massachusetts	- 0 -	585,000	585,000	New York	- 0 -	1,680,000	1,680,000
Connecticut	321,000	321,000	642,000	New Jersey	- 0 -	661,000	661,000
Maine	- 0 -	208,000	208,000	Puerto Rico	605,000	605,000	1,210,000
Rhode Island	32,368	189,000	221,368	Virgin Islands	133,000	133,000	266,000
Vermont	- 0 -	151,000	151,000				
New Hampshire	131,236	170,000	301,236				
				Region III			
Region IV				District of Columbia	189,000	189,000	378,000
Alabama	185,060	510,000	695,060	Delaware	40,464	151,000	191,464
Georgia	- 0 -	585,000	585,000	Maryland	396,000	396,000	792,000
Florida	8,739	926,000	934,739	Pennsylvania	1,132,000	1,132,000	2,264,000
Kentucky	491,000	491,000	982,000	Virginia	- 0 -	510,000	510,000
Mississippi	434,000	434,000	868,000	West Virginia	321,000	321,000	642,000
North Carolina	- 0 -	624,000	624,000				
South Carolina	- 0 -	377,000	377,000	Region V			
Tennessee	548,000	548,000	1,096,000	Illinois	1,020,000	1,020,000	2,040,000
				Indiana	528,000	528,000	1,056,000
Region VI				Michigan	794,000	794,000	1,588,000
Arkansas	4,240	377,000	381,240	Minnesota	434,000	434,000	868,000
Louisiana	63,204	528,000	591,204	Ohio	963,000	963,000	1,926,000
New Mexico	194,513	208,000	402,513	Wisconsin	471,000	471,000	942,000
Oklahoma	- 0 -	416,000	416,000				
Texas	600,514	1,189,000	1,789,514	Region VII			
				Iowa	- 0 -	377,000	377,000
Region VIII				Kansas	321,000	321,000	642,000
Colorado	- 0 -	283,000	283,000	Missouri	568,864	585,000	1,153,864
Montana	1	170,000	170,001	Nebraska	265,000	265,000	530,000
North Dakota	170,000	170,000	340,000				
South Dakota	189,000	189,000	378,000	Region IX			
Utah	51,246	189,000	240,246	Arizona	- 0 -	283,000	283,000
Wyoming	- 0 -	133,000	133,000	California	386,952	1,774,000	2,160,952
				Hawaii	151,000	151,000	302,000
Region X				Nevada	588	151,000	151,588
Alaska	133,000	133,000	266,000	Guam	- 0 -	131,000	131,000
Idaho	36,208	170,000	206,208				
Oregon	3,648	302,000	305,648				
Washington	- 0 -	396,000	396,000				
GRAND TOTALS	12,316,845	24,998,000	37,314,845				

*Grant applications requesting these funds must be approved by UMTA by August 30, 1983.

U.S. Department
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U.S. Department of
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Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, March 7, 1983

DOT 11-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

SAFETY BOARD
COMMENDED FOR
ALCOHOL FINDINGS



Secretary of Transportation Elizabeth Hanford Dole today commended the National Transportation Safety Board for its investigations into the role of alcohol and drugs in railroad accidents.

The Secretary noted that the Department had been working since last June with leaders in the railroad industry, and labor organizations, to develop an effective way of eliminating or reducing alcohol and drug abuse. A consensual proposal that could serve as the basis for Federal regulations is in the final stages of review.

"We have reviewed the Board's findings and agree that the problem deserves immediate attention. We will soon begin Federal rulemaking proceedings," Secretary Dole said.

"The Department favors a consensual approach by management and labor," Secretary Dole said. "We welcome Mr. James Burnett, chairman of the NTSB, to participate in any future rule making process, which could serve as a forum for analysis of the NTSB's recommendations as well as others. We would also welcome the continued involvement of members of the Railway Labor Executives Association and the Association of American Railroads."

The Secretary said she considered it essential that "labor and management work together on a practical, workable solution to the problem that can be implemented quickly," and that the Federal Railroad Administration and the NTSB coordinate closely in dealing with the issue.

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**U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
March 9, 1983

DOT 12-83
Contact: Dennis Deuschl
Tel.: (202) 426-3574

**OPENING DATES SET FOR THE
1983 SEAWAY SHIPPING SEASON**

The 1983 navigation season on the St. Lawrence Seaway's Montreal-Lake Ontario and Welland Canal sections will begin 8 a.m. (EST) March 31 and April 1, respectively, according to the U.S. Saint Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada.

This year's scheduled opening of the Montreal-Lake Ontario section is five days earlier than last year's date, while the opening of the Welland Canal occurs on the same day as in 1982.

Major construction in progress at the Canadian Welland Canal precludes that section from opening earlier than April 5.

Navigation at the beginning of the 1983 Seaway shipping season may be permitted only in daylight in some areas until lighted navigation aids are commissioned.

The Welland Canal is the navigation link between Lakes Ontario and Erie. Construction on the facilities there began at the end of the 1982 shipping period but encountered delays due to the mild winter weather and associated wet conditions.

Last year's shipping season on the Montreal-Lake Ontario section lasted through December 21, and the Welland Canal was closed December 24.

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U.S. Department of
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FOR IMMEDIATE RELEASE
Thursday, March 31, 1983

DOT 16-83
Contact: Tom Blank
Tel.: (202) 426-4570

TASK FORCE REVIEW PRAISES FAA PROGRESS IN EMPLOYEE RELATIONS

The Jones Committee, an independent Task Force that studied "Management and Employee Relationships Within the Federal Aviation Administration" after the August 1981 controllers strike, agreed today that the agency had made great strides toward improving the working environment in the year since the committee issued its report.

In discussions earlier this week with Secretary of Transportation Elizabeth Hanford Dole, Lawrence M. Jones, president of the Coleman Company and Chairman of the Task Force, said: "We were favorably impressed with the progress to date."

The Task Force met here for two days this week, at the request of FAA Administrator J. Lynn Helms, to review the progress being made in implementing the Task Force's recommendations.

Secretary Dole, praised all FAA employees for their "unique commitment and competence" and commended the Task Force members for their interest and concern. She expressed her personal appreciation for the Task Force's "dedicated efforts" in analyzing FAA personnel relationships, and for continuing to assist the Department in the process of implementing changes. Secretary Dole noted that she will continue to visit FAA towers and control centers to meet and talk with air traffic personnel, and said that the further improvement of working conditions at the FAA would remain "a high priority item" on the Department's agenda.

According to the latest review by the Task Force, there is a "strong momentum for change" evident at FAA headquarters.

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"The FAA, through a solid commitment by its top managers, beginning with the Administrator and Deputy Administrator, has made great strides towards improving both the climate and working relations between supervisors and employees," Jones said.

"The agency has moved further since we issued our report than we would have thought possible," Jones added. The three members of the Task Force agreed that the FAA has made "a significant start" through programs that they called "truly exciting, very impressive, very close to the target" defined in their report.

Administrator Helms said: "We are creating a new FAA -- new in terms of working relations and conditions, and new in the sense that a modern national airspace system is now under development."

This week's meetings marked the first anniversary of the Task Force report. Chairman Jones, together with Dr. David G. Bowers, program director for the Institute for Special Research at the University of Michigan, and Dr. Stephen H. Fuller, professor of business administration at the Harvard Business School, met in day-long sessions with Administrator Helms and members of the FAA senior staff. The meetings included a review of actions the FAA has taken over the past year as well as discussions related to the further implementation of Task Force recommendations.

The FAA's efforts to date include programs to assure that employees' suggestions and complaints are heard, and that their concerns are addressed by management. Human relations specialists have been hired both at FAA headquarters and in the nine regions.

In addition, supervisory and managerial training at the FAA Management Training School has been revised to put more emphasis on human relations. Rating procedures have been amended to include evaluation of a potential supervisor's management and communications skills.

Secretary Dole said she would "keep communications open" with the Task Force members, and would review developments on a regular basis with FAA officials in carrying forward her commitment to improve working conditions and relationships at the agency.

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FACT SHEET

FAA ACTIONS TO IMPLEMENT JONES COMMITTEE RECOMMENDATIONS

Philosophy

- * Commitment of top FAA officials to a long-term goal of changing management philosophy policies and procedures so as to more effectively maintain an informed and involved workforce.
-

Human Relations

- * Human relations committees have been established in most regions and centers as well as Washington Headquarters to provide a local forum for two way communications among employees, supervisors and managers on personnel policies and working conditions.
 - * Appointment of 12 human resource specialists, reporting directly to the Deputy Administrator, to promote and develop increased organizational effectiveness through the application of human resources concepts and technologies. Goals include improved communications, planning and decision making with increased employee participation and increased cooperation through the organization.
 - * Establishment of facility advisory boards at larger air traffic facilities to enable employees to participate in the improvement of procedures and working conditions at the facility.
 - * An eight-hour session on human relations has been added to the FAA Academy training program for all air traffic control trainees.
-

Improved Training of Managers and Supervisors

- * Supervisory and Manager training at the FAA Management Training School has been revised, to place greater emphasis on human relations. Successful completion of the course is a prerequisite to selection as an FAA supervisor. In addition, an executive seminar for senior managers has been developed to insure their understanding and support of the training provided at MTS.
- * The criteria for the selection of managers and executives have been revised to evaluate the candidates management, human relations and communications skills.

- * Beginning on July 1 of this year, performance standards of all supervisors must be reviewed to assure that their responsibilities for human relations are adequately reflected. Current standards which do not reflect these responsibilities will be revised.
-

Other Actions

- * At the request of the Administrator, an aviation related curriculum has been developed to provide current and prospective employees with a broad knowledge base aimed at adapting to changes in the National Airspace System. Designed by the FAA and the University Aviation Association, the 4 year program will concentrate on a variety of aviation subject matters. First employees hired under this program are expected to come on board in early 1984, with an estimated 500 positions per year made available to those who have completed the curriculum.
 - * A prototype for an FAA Attitude Survey has been developed as a diagnostic tool to measure FAA's organizational climate and to gather data on needed changes in the area of employee relations. It will be tested in late spring.
 - * Established programs to involve employees in developing and assessing new equipment and procedures.
-

STATEMENT OF THE JONES COMMITTEE

Over the last two days we three members of the Jones Committee received thorough briefings from and discussions with top officials of the Federal Aviation Administration on programs implemented at the agency to address long-standing problems of the past as identified in our report of March 17, 1982.

As a body we were favorably impressed with the progress made by the FAA towards correcting these problems. The agency, through a solid commitment by its top managers in Washington, beginning with the Administrator and Deputy Administrator, has made great strides towards improving both the climate and working relations in the agency between supervisors and employees.

The FAA has moved further since we issued our report than we would have thought possible, given the long-standing nature of the problems that have afflicted the agency over the last 20 or so years. In the short time since our report was issued, you've made a significant start. Of equal importance to us, you recognize there still is a long way to go. Attitudes have begun to change, trends of the past reversed and movement started to ensure a positive, healthy work environment for both managers and supervisors.

The FAA programs as described to us are truly exciting, very impressive, very close to the target, very powerful. In short, we were really impressed by the progress made to date.

FAA top management is committed to this change. Mid-level managers are beginning to come around and indications are that

improvements at all levels are at hand. Employees are seeing more and more efforts to improve their lot every day.

The beneficiaries of all this effort are not the employees alone. All levels of management and supervisors also will benefit as the strains caused by past inequities are eased for all.

More importantly, however, the traveling public can expect to be the greatest beneficiaries as the nation's air traffic system is returned to normalcy, and safety and efficiency of the air traffic system is enhanced because of a renewed team spirit in this vital agency.



U.S. Department of
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FOR RELEASE WEDNESDAY
APRIL 13, 1983

DOT 21-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

DOLE PROPOSES RAIL CAR SAFETY RULES

Secretary of Transportation Elizabeth Hanford Dole today announced that the Department has proposed new rules to complete the retrofit of railroad tank cars that carry flammable gases.

The rules would require that some 3,000 tank cars be equipped with high-temperature thermal insulation, head shields to resist puncture, and large-capacity safety relief valves. Previously issued DOT regulations required the retrofit of some 20,000 rail cars which carry 85 percent of the flammable gases in rail transport in this country.

Since these rules were implemented, there has been a measurable decline in the number of serious rail accidents involving flammable gases. Before the rules were implemented, such accidents were recognized as posing the greatest hazardous cargo risk in rail transport.

Secretary Dole said that in implementing these rail tank car rules, DOT "has focused first on those types of cars that represented the most serious safety problems."

"While we are completing the rulemaking process for flammable gas tank cars, the Department plans to continue to review its safety rules governing rail tank cars used for other hazardous cargoes," she said. These cargoes move in smaller amounts and less frequently than flammable gases, but they nevertheless represent a real and substantial risk in accident situations, the Secretary said.

This review will include tank cars such as the one that was punctured April 3 in a Denver rail yard, releasing 20,000 gallons of nitric acid, Secretary Dole said.

The proposed rules, under development in the Department's Federal Railroad Administration and Materials Transportation Bureau for two years, would require the retrofit of certain tank cars by Dec. 31, 1986. The revised standards would apply to DOT specification 105 and 111 tank cars with a capacity of more than 18,500 U.S. gallons. The cars are used to transport such flammable gases as propane and butane, as well as several other hazardous materials.

In the early 1970s, a number of serious railroad accidents demonstrated a need for additional safety features on tank cars carrying flammable gases. In 1977, DOT issued the first rules to require improved standards for new and existing cars. Today's proposed rule represents the third and final phase of that rulemaking effort.

DOT is seeking public comment on the proposed regulation, which will be published in the Federal Register Thursday April 14, 1983. The deadline for public comments is June 7, 1983. All comments should be addressed to the Dockets Branch, Materials Transportation Bureau, U.S. Department of Transportation, Washington, D.C. 20590.

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FOR RELEASE TUESDAY AT 9 A.M.
April 19, 1983

DOT 23-83
Contact: Dennis Deuschl
Tel.: (202) 426-3346

TWO MIDWESTERNERS BECOME MEMBERS OF SEAWAY CORPORATION ADVISORY BOARD

Conrad M. Fredin of Duluth, Minn., and L. S. Reimers of Carrington, N.D., today were sworn in as members of the Saint Lawrence Seaway Development Corporation's Advisory Board by Secretary of Transportation Elizabeth Hanford Dole.

Fredin is a practicing attorney, and was the 1980-81 president of the Minnesota Bar Association. Reimers owns and operates a large grain farm in central North Dakota. The two Midwesterners were nominated by President Reagan on December 10, 1982. Reimers was confirmed by the Senate on February 24, 1983, and Fredin was confirmed on March 23 this year.

The Advisory Board is a five-member panel which advises the Seaway Corporation Administrator on the organization's general policies, particularly those concerning levels of rates and charges in the Seaway Tariff of Tolls. The panel meets at least quarterly at the call of the Administrator.

Fredin and Reimers are filling the respective vacancies left in 1980 by the resignations of W. W. Knight, Jr. of Toledo, Ohio, and Miles F. McKee of Detroit, Michigan. Incumbents on the Board are: Jacob L. Bernheim, of Milwaukee, Wis.; Dr. Foster S. Brown, of Morristown, N.Y.; and Joseph N. Thomas, of Merrillville, Ind.

Fredin 60, has practiced law in Duluth since 1949. He has been a director and vice president of the law firm of Johnson, Fredin, Killen, Thibodeau and Seiler, P.A., since 1975. He was a partner in the law firm of Reavill, Neimeyer, Johnson, Fredin and Killen, and successor firms, from 1967-74.

He served on the board of commissioners of the Seaway Port Authority of Duluth from 1968-76, and was president of that board in 1971, 1973 and 1975. He has been a member of the Minnesota Supreme Court Advisory Committee on Rules of Civil Procedure, and is a Fellow of the American Bar Foundation.

Born in Minnesota, Fredin received his undergraduate and law degrees from the University of Minnesota. During World War II, he served as an artillery officer in the Army.

He is married to the former Harriet S. Starin of Duluth. They have two grown sons.

Reimers, 54, has operated his farm in central North Dakota since 1957, and is president and chairman of the Foster County Water Management Board. A 1950 graduate of North Dakota State University, he also owns an automobile dealership, and an automobile and truck leasing company in Carrington.

He has served as: a member from 1971-75 of the U.S. Department of Agriculture Advisory Committee on Grains; past chairman of the North Dakota State Wheat Commission; and a member of the USDA Advisory Group to the International Wheat Conference in Geneva, Switzerland, in 1971. In 1963 he was the North Dakota and national winner of the Junior Chamber of Commerce Outstanding Young Farmer Award.

Reimers was state finance chairman for the North Dakota Republican Party from 1968-1970, and actively campaigned for the 1980 Reagan-Bush ticket.

He and his wife, Jeanette, have two sons and two daughters.

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FOR IMMEDIATE RELEASE
Thursday, April 21, 1983

DOT 25-83
Contact: Tom Blank
Tel.: (202) 426-4570

DOLE PROPOSES BILL TO PERMIT FEES FOR COAST GUARD SERVICES

Secretary of Transportation Elizabeth Hanford Dole today proposed that Congress enact legislation to open the way for the Coast Guard to charge user fees for certain direct services.

The Administration proposal would repeal a prohibition in the existing law against charging for certain services to commercial U.S. vessels.

"The proposal is consistent with President Reagan's philosophy that users of a direct service provided by the Federal Government should bear the cost of maintaining that service," Secretary Dole said. "This is particularly true when costs can be allocated in a fair and equitable manner, as is the case with most areas of transportation.

"Sixty-nine percent of the Department of Transportation's \$27 billion budget will be paid by the users of transportation services, rather than by the general taxpayer. The Highway Trust Fund, which financed the building of the Interstate Highway System draws its revenue from a user fee -- the Federal gasoline tax. Users of air services will finance, among other things, the modernization of the national airspace system, a multi-billion dollar investment."

Repeal of the provision of section 331, Title 46 of the U. S. Code, would permit the charging of fees for commercial vessel safety services such as the inspection, measurement, documentation, and recording of title of a U.S. vessel, the licensing of an operator or a merchant officer and the certification of a merchant seaman.

Such fees would be permitted under the general User Charge Statute, which was passed in the 1950s and is used by various agencies to recover costs for certain services.

- more -

Secretary Dole said that under the general User Charge Statute the Coast Guard may also establish user fees for certain direct services not affected by the prohibition. They include issuance of permits for private aids to navigation, issuance of a regatta permit, conducting of the transfer of a cargo of hazardous material and domestic icebreaking upon request.

The Secretary said the Department of Transportation does not intend to impose user fees for recreational boat owners, for commercial fishermen or for search and rescue services.

The current proposal does not set forth specific fees or levels of cost recovery. Any proposed new user fees would be established only after providing public notice and an opportunity for interested persons to comment through the normal rulemaking process. The public would be invited to comment on the propriety and the proposed level of such fees.

Passage of the legislation would enable DOT to implement more fully its cost recovery program in the transportation sector. It would also place the Department on a more equal footing with other federal agencies that collect fees under the User Charge Statute.

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Washington, D.C. 20590

FOR RELEASE MONDAY
April 25, 1983

DOT 26-83
Contact: Tom Blank
Tel.: (202) 426-4570

DOT, ICC, AND CUSTOMS SERVICE TO COORDINATE BORDER CHECKS OF MEXICO-DOMICILED MOTOR CARRIERS

The Department of Transportation, the Interstate Commerce Commission, and the U.S. Customs Service have agreed to coordinate efforts to assure that Mexican motor carriers comply with U.S. laws and regulations governing a range of operating, economic and financial requirements. To enforce those requirements, teams from the three agencies will make periodic unannounced checks at selected border crossing points.

These actions will help enforce new legislation which imposes certain requirements on Mexican motor carriers operating in the United States. Specifically, the Bus Regulatory Reform Act of 1982 imposed a two-year moratorium on the issuance of ICC operating authority to any motor carrier domiciled in Mexico or owned or controlled by a Mexican citizen. Further, the Surface Transportation Assistance Act of 1982 required most for-hire motor carriers and some private motor carriers domiciled in Mexico (and Canada) to carry on board each vehicle operated in the United States evidence of financial responsibility (insurance). The efforts of the three agencies are intended to assure compliance with these new provisions, as well as continuing motor carrier safety requirements and ICC regulations.

Carriers failing to carry proper on-board proof of financial responsibility will be denied entry to the United States. Vehicles that do not meet DOT safety requirements may be placed out of service and their owners fined. The ICC will impose fines or seek injunctions against carriers operating without proper ICC authority.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

179.11

FOR RELEASE TUESDAY
May 3, 1983

DOT 29-83
Contact: Tom Blank
Tel.: (202) 426-4570

MODEL RELOCATION ASSISTANCE RULE
FOR FEDERAL GOVERNMENT PROPOSED
BY U.S. DEPARTMENT OF TRANSPORTATION

Secretary of Transportation Elizabeth Hanford Dole has announced that the Department has proposed a new regulation that would establish uniform policies and procedures concerning the acquisition of real property and the relocation and reimbursement of property owners and tenants by the Department. The proposed new rules were recently published in the Federal Register.

Presently, some 21 separate Government agencies operate under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 in acquiring property and reimbursing and relocating owners and tenants on all Federal-aid projects nationwide.

It is anticipated that when a final rule is issued by the Department, it will serve as the model for uniform regulations to be issued on this subject by each Federal Agency covered by the Act.

In announcing the new proposed rules Secretary Dole commented, "The differences in these 21 existing agency regulations have resulted in inconsistencies and inequities in the treatment of property owners and displaced persons and have placed costly and unnecessary administrative burdens on State and local governments."

She added that this effort to consolidate and coordinate governmental activities is one part of President Reagan's program to reduce the burden of Government regulation. "This effort should save taxpayers hundreds of thousands of dollars annually," Secretary Dole said.

This new proposed regulation has been developed as part of the President's Regulatory Review Program which identified the 21 separate Federal regulations on this subject as a major concern to state and local governments.

- more -

It was developed by an interagency working group, headed by the Federal Highway Administration. The group was comprised of representatives from Federal agencies which handle the majority of the Government's relocation programs including the Department of Housing and Urban Development, the Department of the Interior, the Corps of Engineers of the Department of the Army, and the Environmental Protection Agency.

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Office of Public Affairs
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FOR IMMEDIATE RELEASE
Wednesday, May 4, 1983

DOT 30-83
Contact: Tom Blank
Tel.: (202) 426-4570

DOLE SAYS AIR SAFETY RECORD IMPROVES IN FIRST QUARTER

Secretary of Transportation Elizabeth Hanford Dole said today that the aviation safety record for the first quarter of this year improved significantly over the same period last year.

The number of fatalities in airline accidents dropped from 80 to four, the Secretary said.

Similar declines were reported for the commuter airlines and air taxi operators, with the number of accidents dropping from 40 to 20 and the number of fatalities going from 21 to nine.

Secretary Dole said, "I am pleased that the nation's aviation safety record has shown substantial improvement. We plan to continue our efforts to improve aviation safety so that the record will be even better in the future.

"The Federal Aviation Administration is now implementing initial steps of the National Airspace System Plan to modernize the air traffic control and air navigation systems. When that system is in place, it will improve our ability to meet the growing aviation needs of the 1990s both safely and more economically."

Secretary Dole said that in general aviation--which includes everything other than air carrier and military flying--the number of accidents dropped from 670 to 495 and the number of fatalities fell from 259 to 181.

The statistics, which are preliminary figures compiled by the Federal Aviation Administration's Office of Aviation Safety, also show that general aviation aircraft had one mid-air collision in the first quarter of 1983, compared with five in the same period last year. The number of fatalities resulting from mid-air collisions dropped from 19 to seven.

Of the four people killed in airline accidents in the first three months of this year, only one was a passenger. The other three were the crew of a cargo jet that crashed shortly after takeoff. The one mid-air collision was between two aircraft not under the control of the air traffic control system.

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FOR RELEASE THURSDAY
May 5, 1983

DOT 31-83
Contact: Tom Blank
Tel.: (202) 426-4570

DOT TO TEST AIR BAG KITS IN POLICE CARS

Secretary of Transportation Elizabeth Hanford Dole has announced a contract for the design and production of an air bag retrofit kit for installation in police cars.

The Department's National Highway Traffic Safety Administration has issued a contract to the Romeo-Kojyo Co., Inc. of Tempe, Ariz., to build up to 500 driver-side air bag restraints.

Secretary Dole said the contract represents a "key step in our effort to test the feasibility of retrofitting air bags into existing cars."

"We plan to assist several state police departments in retrofitting their cars with air bags," she said. "This is part of our overall effort to promote the use of airbags in government cars in order to test their effectiveness."

Existing or recently ordered police cars will be equipped with air bags designed to protect the driver in the event of a high speed frontal collision.

Under the \$458,000 contract, Romeo-Kojyo will design and assemble the kits, and install them in police vehicles after NHTSA conducts performance tests.

The state of Arizona has agreed to modify and equip 130 of its fleet of late model Ford LTDs with air bags under the program. Arizona plans to maintain records on vehicle performance in accidents.

In addition to providing extra protection to drivers wearing seat belts, the air bag kits will provide vital information on their effectiveness, Secretary Dole said.

DOT has also entered into an agreement with the General Services Administration to purchase 5,000 1985 compact cars equipped with driver-side air bags. The goal of this project is to make available to large fleet buyers—and eventually to the public—an affordable domestic car equipped with an air bag.

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179.14

FOR IMMEDIATE RELEASE
Thursday, May 12, 1983

DOT 33-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

DOT SECRETARY JOINS OBSERVANCE OF NATIONAL TRANSPORTATION WEEK WITH SERIES OF SPEECHES

Secretary of Transportation Elizabeth Hanford Dole will help commemorate National Transportation Week with a series of speeches and participation in events scheduled from Boston to Houston next week.

The President on April 7 proclaimed the week beginning May 15 as National Transportation Week and Friday, May 20, as National Defense Transportation Day.

The Secretary begins her Transportation Week activities in Washington on Monday, May 16, with a speech to the Women's Transportation Seminar luncheon at the Dupont Plaza Hotel.

From there, she will go to Washington's Union Station for a ride on an Amtrak passenger train to Baltimore to participate in an inspection of work on the \$8 million remodeling of the Baltimore's Pennsylvania railroad station, a part of the Northeast Corridor improvement project.

Also on board the train will be the President of Amtrak, W. Graham Claytor, Jr., and other railroad officials and Sen. Charles McC. Mathias of Maryland.

The Secretary will fly to Boston for a speech Monday night to a Transportation Week dinner at the Boston Park Plaza Hotel. Among those attending the dinner will be the State Secretary of Transportation, Fred Salvucci, and John Volpe, a former Secretary of Transportation and Governor of Massachusetts.

Her activities in the Boston area on Tuesday, May 17, will open with a tour of DOT's Transportation System Center in Cambridge, to meet employees and observe a computer car crash simulation in one of the Center's test laboratories.

She will visit the nation's tallest air control tower at Logan International Airport in Boston to meet with DOT Air Traffic Control System employees before flying to St. Louis.

- more -

In St. Louis immediately on arrival, she will board an Army helicopter for a tour of Lock and Dam 26 on the Mississippi River, an important link in the Inland Waterway System. After the aerial tour, she will go aboard a U.S. Coast Guard River Tender for a four mile trip down the Mississippi to the St. Louis Coast Guard Station for a tour. The Coast Guard is one of DOT's operating Administrations.

The night of Tuesday, May 17, she will speak to a dinner of the Delta Nu Alpha Transportation Fraternity and the St. Louis Traffic Club.

On Wednesday, May 18, she will present a Ridesharing Award to Sanford N. McDonnell, Chairman and Chief Executive Officer of McDonnell Douglas Corp. for his company's participation in the Ridesharing program.

After the presentation, the Secretary flies to Houston to speak at a luncheon of the Houston Chamber of Commerce and Houston Transportation Clubs.

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179.15

FOR RELEASE THURSDAY
May 12, 1983

DOT 34-83
Contact: Tom Blank
Dick Schoenfeld
Tel.: (202) 426-4570

RSPA TO RULE ON STATE BANS ON NUCLEAR SHIPMENTS

The Research and Special Programs Administration of the Department of Transportation announced today it will rule on whether state and local restrictions on the transportation of spent nuclear fuel from Canada to South Carolina are inconsistent with federal law.

RSPA Administrator Howard Dugoff said the Nuclear Assurance Corp. (NAC) of Norcross, Ga., which arranges the shipments for Atomic Energy of Canada, Ltd. (AECL), has formally asked the Department of Transportation to rule on this question, claiming that restrictions in New York State, Michigan and Vermont are preempted by federal regulations.

As a result of the restrictions, NAC said it has been forced to halt shipments of spent fuel from a nuclear power plant at Chalk River, Ontario, to a U.S. Department of Energy facility at Savannah River, S.C.

The Canadian nuclear plant uses U.S.-supplied fuel under a non-proliferation agreement that requires spent fuel to be returned to the U.S. so that it cannot be made into fuel for nuclear weapons. AECL has a contract with DOE for reprocessing spent fuel as part of an overall agreement between the U.S. and Canada.

Gov. Richard A. Snelling of Vermont has advised RSPA that he does not intend to allow the Canadian shipments through the state until the federal government establishes and enforces a national policy regarding the shipments. Before leaving office in January, Gov. Hugh Carey of New York advised NAC to suspend shipments through the state pending development of such a policy.

NAC has asked RSPA to issue inconsistency rulings on restrictions enacted by Michigan and the New York State Thruway and the suspension orders in Vermont and New York State.

- more -

Dugoff said, "The inconsistency proceeding will be an important step toward establishing a national policy."

Although not formally requested to do so, RSPA will also review similar restrictions imposed by four New York localities--the Ogdensburg Bridge and Port Authority, adjacent St. Lawrence County, the Thousand Islands Bridge Authority and adjacent Jefferson County. These regulations have also had the effect of limiting NAC's shipping route options from Canada.

Dugoff said RSPA wants to work with the states to resolve their safety concerns. At the same time, he said he believes RSPA has an obligation to determine whether the restrictions are inconsistent with federal law and whether they have the effect of stopping or unduly restricting interstate commerce and interfering with an international agreement.

A notice and request for public comment on the NAC request for inconsistency rulings is published in today's Federal Register.

The Hazardous Materials Transportation Act passed by Congress in 1974 preempts any state or local requirement that is inconsistent with the federal law or related regulations. RSPA has established a procedure under which it can issue an inconsistency ruling--an administrative opinion as to whether a state or local regulation is consistent with federal law or regulations.

RSPA's rule on the highway routing of trucks carrying radioactive materials requires that vehicles carrying high-level shipments--such as spent nuclear fuel--use Interstate highways or alternative routes designated by the states. While the rule preempts inconsistent state and local restrictions, it provides an important role for the states in selecting these alternate routes.

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FOR IMMEDIATE RELEASE
May 20, 1983

DOT40-83
Contact: Dennis Deuschl
Tel.: (202) 426-3574

SEAWAY CARGO TOTAL SINCE 1959 NEARS ONE-BILLION METRIC TONS

Secretary of Transportation Elizabeth Hanford Dole announced today that a major milestone in the history of the St. Lawrence Seaway will be reached in the next week when the one billionth metric ton of cargo aboard a commercial vessel will move through the waterway's Montreal-Lake Ontario section -- the 190-mile route along the St. Lawrence River which was constructed by the United States and Canada, and opened to deep-draft navigation on April 25, 1959.

"This event underscores the important role that the Seaway has played over the past 24 years as a vital transportation artery for moving commodities to and from North America's industrial and agricultural heartland," Secretary Dole noted.

As of May 7, 1983, the cumulative total shipped through this section stood at 996,298,345 metric tons, according to the Department of Transportation's Saint Lawrence Seaway Development Corporation. The billion-ton event will be marked by a modest ceremony at the Seaway Corporation's Dwight D. Eisenhower Lock at Massena, N.Y., when the history-making vessel arrives there.

The current shipping season began March 31. Presently, members of the Great Lakes maritime community are planning several observances for next year to commemorate the waterway's silver anniversary.

Seaway Corporation officials indicated that cumulative Seaway traffic from 1959 through 1982 amounted to 133,400 cargo vessel transits and 990,951,345 metric tons of cargo. Major cargo components of the latter amount, their metric tonnage and percent of the total, were: major grains (wheat, barley, corn, soybeans, rye, oats and flaxseed), 381,941,341 (39%); iron ore, 277,621,431 (28%); and manufactured iron and steel products, 69,370,900 (7%).

Between 1959 and 1982, average cargo tonnage per loaded Seaway vessel transit had grown from about 4,000 to 15,881 metric tons.

Since the construction of the Seaway's Montreal-Lake Ontario section, which is the deep-draft navigation link between the Great Lakes and the Atlantic Ocean, this section has been jointly operated, maintained and developed by the Seaway Corporation and the St. Lawrence Seaway Authority of Canada.

There are seven locks on the St. Lawrence River between Montreal and Lake Ontario. Of these, five are Canadian and the two near Massena (the Eisenhower and Snell Locks) are owned and operated by the Seaway Corporation.

The other section comprising the Seaway is the all-Canadian Welland Canal -- the 26-mile-long facility that was reconstructed in 1932 and which connects Lakes Ontario and Erie. A ship must sail through eight locks -- three of which are twinned -- in order to transit the full canal.

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FOR RELEASE FRIDAY
June 10, 1983

DOT 43-83
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Dick Burdette
(202) 426-9550

SECRETARY DOLE RELEASES
SAFETY BELT ADVERTISEMENTS

The National Highway Traffic Safety Administration (NHTSA) has launched the first phase of a public service advertising series designed to encourage greater use of automobile safety belts. This component of the agency's much broader safety belt campaign was released to radio and television outlets to coincide with the beginning of the summer driving season. Print media materials are slated for a Mid-June release. The public should see the new announcements as soon as air time and advertising space is available.

The safety belt campaign -- a high priority of NHTSA -- is designed to educate the general public through state and local governments and private sector organizations such as The American Red Cross, PTA, Boy Scouts, The American Academy of Pediatrics and many others. These efforts are to be supplemented by the newly released public service announcements. Together, they constitute the core of the national campaign announced by President Reagan a year ago.

Diane K. Steed, Acting NHTSA Administrator, said the series of announcements developed by Grey Advertising "is designed to raise the safety belt awareness level of the general population, and reinforce the education efforts being carried on by the private sector and state and local programs.

"They emphasize the risk of driving or riding in a car and the tremendous life-saving and injury-reducing benefits of wearing belts," Steed said. "When the nationwide campaign began last year, safety belt usage was estimated at about 11 percent. We are encouraged by early efforts since the rate already has increased to almost 15 percent," she said, "For every one percent we can raise the current usage rate, we can save 150-200 lives."

-more-

179-17

Last year, motor vehicle crashes in the United States claimed 44,000 lives and caused nearly two million disabling injuries. Government studies show that using safety belts could save as many as 16,000 lives each year.

Wearing a safety belt more than doubles a person's chance of avoiding death or serious injury in the event of a crash. Belts are effective safety devices because they keep the driver in place -- and in control -- in case of a sudden emergency maneuver, or even worse, a crash. Safety belts also are the best defense against drunk drivers, who are responsible for more than half of the fatal crashes.

Highway travel is expected to increase over the next few months, exposing motorists to increased risk of vehicle crashes.

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FOR RELEASE MONDAY
June 20, 1983

DOT 44-83
Contact: Tom Blank
Tel.: (202) 426-4570
Bob Marx
(202) 426-4321

SECRETARY DOLE TAKES ACTION TO FOSTER USE OF CHILD SEATS IN MOTOR VEHICLES AND AIRPLANES

Secretary of Transportation Elizabeth Hanford Dole today moved to ensure that parents traveling with small children will be able to use the same child safety seat both in their motor vehicles and on commercial airline flights.

The Secretary announced that the National Highway Traffic Safety Administration (NHTSA) and the Federal Aviation Administration (FAA) will modify their child seating regulations so that they will become a common standard. Existing regulations do not allow the use of NHTSA certified child seats on airplanes without a special FAA certification.

NHTSA will shortly issue a notice of proposed rulemaking designed to assure the safe use of child seating systems on airplanes as well as motor vehicles.

Secretary Dole also announced a joint NHTSA/FAA testing program of child seats to determine which restraints currently on the market and in compliance with NHTSA's standard also meet FAA performance requirements.

The testing program is intended to be an interim measure to assist child seat manufacturers in how to comply with the FAA's requirements pending the adoption of the common standard. It is expected to be completed by late summer.

In the meantime, approximately 1.5 million seats that have already been approved as meeting both the NHTSA and FAA standards are now in the possession of parents and can be used on aircraft. They are the Cosco/Peterson Model 78 and the Century Models 4100, 4200, 4300 and 4500.

"We believe the actions we are taking today will enhance child safety both in the air and on the highway," Secretary Dole said.

"The department is actively working to encourage the public to use safety belts and child restraints in automobiles," the Secretary said. "A major component of this effort involves educating parents on the benefits of child restraints, since more than 700 small children die in auto crashes each year. When a journey involves air travel, child seat use will be enhanced if the restraint provides needed protection on the aircraft and also accompanies the traveler for use in subsequent auto travel. Child seats will provide the needed protection in survivable aircraft crash landings and against severe turbulence in flight."

Secretary Dole noted that the use of child restraints is growing. The use of infant seats (up to age one) is now approximately 35 percent, and the use of toddler seats (age one to five) is approximately 25 percent.

"More than 5 million seats meeting NHTSA's standard are in use in this country," Secretary Dole said. "Mandatory child restraint laws have been adopted in 36 states and the District of Columbia," she added.

Secretary Dole also said she has asked both NHTSA and FAA to encourage all air carriers and car rental agencies to provide child restraints to travelers and to publicize their availability and value.

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