



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, January 12, 1984

DOT 05-84
Contact: Mari Maseng
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NEW LANDING SYSTEM TO MAKE U.S. AIR TRAVEL MORE RELIABLE, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced the award of a \$90.6 million contract to the Hazeltine Corporation of Greenlawn, N.Y., to begin equipping airports with new-technology landing systems that will make air travel more convenient and more reliable.

The new precision approach and landing aid, called the Microwave Landing System (MLS), will replace the existing Instrument Landing System (ILS) which has been in use since the 1940s.

Under the Federal Aviation Administration contract Hazeltine will deliver 172 MLS units over a five-year period starting in the summer of 1985. The first units will be installed starting in 1986 at airports in the Boston, Denver, Alaska and Washington, D.C. areas.

"For the traveling public, the new system will mean fewer flights delayed, cancelled or diverted to other airports because of bad weather," Secretary Dole said. "The system will promote greater efficiency and safety in airport operations, giving pilots guidance to the runway under all weather conditions.

"Perhaps the outstanding asset of the MLS is that it will provide precision guidance over a much wider area than the present equipment," she said. "This in turn will permit much more operational flexibility at airports by offering pilots a broad range of approach paths to the runway," she said.

The Secretary said the MLS is "a key element in the Administration's long-range master plan for modernizing the nation's air traffic control and air navigation system." FAA currently plans to have 1,250 units installed at U.S. airports by the year 2000, she said.

With a broader range of possible approach paths, the MLS will result in the savings of millions of gallons of fuel a year.

At some airports, the MLS will allow pilots to avoid noise-sensitive areas by following curved approach paths.

The contract price includes testing of the units, field installation, maintenance services and spare parts.

The new system avoids some of the inherent technical problems of the existing system. For example, the MLS signal is less vulnerable to "environmental effects" such as snow on runways and changing tides, and less sensitive to interference from nearby buildings and terrain. In addition, by using the microwave frequency spectrum, the MLS will have the capability to handle expected growth in demand for landing services at airports.

MLS has been adopted by the International Civil Aviation Organization (ICAO) as the worldwide approach and landing guidance system for the future. However, the equipment will be phased in gradually to minimize the operational and economic burden on aircraft operators.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, January 13, 1984

DOT 06-84
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MARQUEZ NOMINATED
DOT GENERAL COUNSEL

Secretary of Transportation Elizabeth Hanford Dole today announced that President Reagan has nominated Jim J. Marquez to serve as General Counsel for the Department of Transportation.

Marquez, 42, has served as U.S. Attorney, District of Kansas, for the U.S. Department of Justice since 1981. As chief Federal prosecutor for the District, he was responsible for the management and litigation of numerous civil and criminal cases. He also established the Drug Task Force and Law Enforcement Coordinating Committee in accordance with the President's initiatives.

Secretary Dole, in noting Marquez's nomination said, "We are extremely fortunate that someone of Jim's caliber and dedication will be serving as the Department's chief legal officer and I look forward to benefiting from his wide range of experience."

Prior to serving as U.S. Attorney, Marquez was in private practice in Topeka, Kansas, where he specialized in civil and criminal law. His other previous positions include: Chief Executive Officer and Cabinet Secretary, Kansas Department of Corrections; Attorney and Legal Advisor to the Governor of Kansas; and Assistant District Attorney, Johnson County, Kansas.

Marquez has also served as an Attorney to the National Labor Relations Board and as a Law Clerk to The Honorable Sam Crow, presently U.S. Federal Judge in Wichita. He is a graduate of the Washburn School of Law in Topeka and the University of New Mexico, where he completed his undergraduate work in psychology.

Marquez is married to the former Mary Helen Baca, a master's degree graduate of Kansas State University and former corporate officer of Stauffer Communications, Inc.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
January 24, 1984

DOT 10-83
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DOT SECRETARY PROPOSES UPGRADED TANKER POLLUTION STANDARDS

Secretary of Transportation Elizabeth Hanford Dole today announced the Coast Guard is issuing a Notice of Proposed Rulemaking implementing upgraded pollution prevention standards for tankers plying U.S. waters. These standards will also encourage activity at American shipyards.

The standards, originally mandated by the Port and Tanker Safety Act of 1978, would apply to older, medium-size oil tankers, which typically comprise the bulk of the U.S.-flag fleet.

"U.S. shipyards would benefit from the retrofitting work necessary to meet the standards or the construction of new vessels to replace those that are retired," Dole said. "The standards would also reduce oil pollution off our shores and encourage retirement of some older, less safe vessels."

Under the standards, each existing crude oil carrier in the 20,000 to 40,000 dead weight tons (DWT) class would be required to have segregated ballast tanks or a crude oil washing system. Each existing product (refined oil) carrier of this class would be required to have segregated ballast tanks or dedicated clean ballast tanks as the equivalent. The requirements would become effective January 2, 1986, or when the vessel reaches 15 years of age, whichever occurs later.

An existing vessel is defined as one that was contracted for before June 1, 1979, or delivered before June 1, 1982.

Interested persons may submit comments to Commandant (G-CMC/44), (CGD 82-28), U.S. Coast Guard, Washington, D.C. 20593. The comment period will be open for 120 days.

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

M-493

FOR IMMEDIATE RELEASE
Friday, March 2, 1984

DOT 36-84
Contact: Mari Maseng
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DOT ALLOCATES \$26 MILLION TO STATES
FOR ELDERLY, HANDICAPPED TRANSIT AID

Secretary of Transportation Elizabeth Hanford Dole today announced that \$26 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 Reagan Administration will continue its commitment to the elderly and handicapped by helping to provide transportation services through these grants to private sector agencies in addition to continuing grants to public transit agencies," Secretary Dole said.

Funding for the program is derived from the one cent dedicated to transit of last year's five cent increase in the federal fuel tax. The allocation was increased from \$25 million in Fiscal Year 1983 to \$26.2 million in Fiscal Year 1984 to allow states to maintain their previous funding levels. DOT's Urban Mass Transportation Administration reallocated the funds by formula based on each state's share of their elderly and handicapped population as reported in the 1980 Census.

Grants to the states are made under Section 16(b)(2) of the Urban Mass Transportation Act of 1964, to assist private nonprofit corporations and associations in providing transportation services to help elderly and handicapped persons to go to jobs, community and health services and other private and public facilities.

The Department has also issued program guidance to the states allowing more flexibility and less paper work in administering the 16(b)(2) program. Copies of UMTA Circular 9070.1 are available, by sending a self addressed label to: Resource Management Division (UGM-21), Urban Mass Transportation Administration, Washington, D.C. 20590; or to the UMTA Regional Offices.

- more -

A list of states and the fiscal year 1984 allocations follow. Balance column indicates balance from previous allocations.

FY 84
SECTION 16(b)(2) PROGRAM ALLOCATIONS BY STATE
AND SUMMARY OF AVAILABLE FUNDS

State	Balance	FY 84 Allocation	Total Available in FY 1984	State	Balance	FY 84 Allocation	Total Available in FY 1984
Alabama	\$165,440	\$510,000	\$675,440	Nevada	32	171,221	171,253
Alaska	135,588	134,083	269,671	New Hampshire	137,940	194,856	332,796
Arizona	-0-	341,078	341,078	New Jersey	661,000	728,650	1,389,650
Arkansas	4,560	377,000	381,560	New Mexico	208,003	208,000	416,003
California	933,036	1,834,688	2,767,724	New York	-0-	1,680,000	1,680,000
Colorado	-0-	297,365	297,365	North Carolina	-0-	624,000	624,000
Connecticut	-0-	374,138	374,138	North Dakota	99,836	178,200	278,036
Delaware	74,336	166,549	240,885	Ohio	963,000	963,000	1,926,000
District of Col.	189,000	189,000	378,000	Oklahoma	-0-	416,000	416,000
Florida	3	1,281,960	1,281,963	Oregon	5,116	331,600	336,716
Georgia	-0-	585,000	585,000	Pennsylvania	1,132,000	1,183,269	2,315,269
Hawaii	151,000	178,652	329,652	Rhode Island	31,768	213,495	245,263
Idaho	42,868	189,133	232,001	South Carolina	-0-	377,000	377,000
Illinois	1,020,000	1,020,000	2,040,000	South Dakota	189,000	189,000	378,000
Indiana	528,000	528,000	1,056,000	Tennessee	548,000	548,000	1,096,000
Iowa	-0-	386,010	386,010	Texas	948,438	1,189,000	2,137,438
Kansas	321,000	331,012	652,012	Utah	282	200,350	200,632
Kentucky	491,000	491,000	982,000	Vermont	-0-	165,078	165,078
Louisiana	63,204	528,000	591,204	Virginia	-0-	510,000	510,000
Maine	-0-	221,864	221,864	Washington	-0-	422,216	422,216
Maryland	-0-	408,373	408,373	West Virginia	321,000	321,000	642,000
Massachusetts	-0-	631,447	631,447	Wisconsin	471,000	503,619	974,619
Michigan	794,000	794,000	1,588,000	Wyoming	70,764	149,971	220,735
Minnesota	434,000	448,005	882,005	American Samoa	-0-	50,602	50,602
Mississippi	434,636	434,000	868,636	Guam	-0-	131,000	131,000
Missouri	563,384	585,000	1,148,384	Puerto Rico	592,688	605,000	1,197,688
Montana	1	182,218	182,219	Virgin Islands	266,000	133,000	399,000
Nebraska	274,352	265,000	539,352	Northern Marianas	-0-	50,315	50,315
				TOTAL	\$13,265,275	\$26,150,017	\$39,415,292

U.S. Department
of Transportation

**Urban Mass
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U.S. Department of
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News:

Office of Public Affairs
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FOR IMMEDIATE RELEASE
Friday, March 2, 1984

DOT 37-84
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DOT TO PERMIT ADDED FLIGHTS AT CHICAGO,
NEW YORK AIRPORTS, DOLE ANNOUNCES

Secretary of Transportation Elizabeth Hanford Dole today announced revisions in the "high density" rule permitting a significant increase in the number of flight operations at Chicago's O'Hare International Airport and lesser increases at New York's LaGuardia and Kennedy International airports.

In announcing issuance of an interim final rule by the Federal Aviation Administration, the Secretary emphasized that the rule will be reviewed again this fall with the aim of eliminating any unnecessary restrictions by January 1, 1985.

Although the rule is effective April 1, a public hearing will be held March 13 to hear comments from interested parties. If any of the comments warrant such action, the interim rule could be revised before it becomes effective.

Secretary Dole said that in developing the rule "we have tried to achieve the fullest use of air carrier and airport capacity without compromising safety in any way."

"We have reviewed capacity levels at the affected airports, air traffic and airport data, and the experience levels of air traffic control personnel," she said. "Based on such reviews, I believe that restrictions on the total number of slots need to be retained for a limited time in order to maintain a safe and efficient airspace system."

At O'Hare airport, the rule will allow about 450 more operations per day between 6:45 a.m. and 9:15 p.m. than currently permitted. This means the airport will be able to handle 300 more operations during those hours than were operated before the 1981 controller strike.

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While the rule increases the number of operations permitted at O'Hare, it also extends the number of hours in which limitations are in effect. The limitations at O'Hare, which have been in effect from 3 p.m. to 8 p.m., will now apply from early morning until the evening, as indicated above. During the busy 3 p.m. to 8 p.m. period, the number of slots will increase from the present 135 per hour to 155 per hour.

Since the passage of the Airline Deregulation Act in 1978, the number of commuter airlines--and the demand for slots--has increased dramatically. Under the rule, allocations at O'Hare, LaGuardia and Kennedy have been revised to allow more operations by commuter carriers.

At O'Hare and LaGuardia, the FAA rule will control slots by the half-hour, in addition to the present hourly limits. The purpose is to enable the FAA to provide more slots. The half-hour allocations should result in the carriers spreading scheduled flights throughout the hour rather than bunching them at certain times, as is the current practice.

Newark Airport. Although the high-density rule applies at Newark, it has been suspended for a number of years. The new rule does not change this situation.

The high density rule was first imposed in 1969 at Kennedy, LaGuardia, Newark, Chicago O'Hare, and Washington National airports in response to growing congestion and delays at those facilities. At Washington National, the rule has been superseded by the DOT's policy on that airport.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
March 9, 1984

DOT 38-84
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SECRETARY DOLE ANNOUNCES DISTRIBUTION OF \$2.7 BILLION IN INTERSTATE HIGHWAY FUNDS

Secretary of Transportation Elizabeth Hanford Dole today announced the distribution of nearly \$2.7 billion in Interstate and related highway construction funds. The federal funds were apportioned to state highway authorities immediately following President Reagan's signing of legislation passed by Congress late last week.

"Today's action will ensure that much-needed highway projects can get under way during the current construction season," Dole said. The apportionment includes \$2 billion for construction of Interstate highway projects, \$260 million in "Interstate transfer" funding for substitute highway projects in metropolitan areas, and \$424 million in minimum allocation funds which guarantee that each state receives at least 85 percent of its contribution to the Highway Trust Fund.

Dole pointed out that although Congress had previously authorized a total \$4 billion in Interstate construction funds which should have been distributed last October 1, the new legislation permits the release of only half those funds. Of the remainder, the Secretary has discretionary authority to distribute a portion, and those allocations were made last week. But release of another \$1.6 billion, which have already been collected through federal gasoline and other highway use taxes, cannot be released until Congress takes further action.

Federal Highway Administrator Ray A. Barnhart also applauded the Congressional action which partially released Interstate construction funds to the states. Barnhart noted that some 34 states had already exhausted Interstate construction funds prior to today's partial allocation. "I want especially to commend those members of Congress who displayed the courage to put aside their special interest projects for the overall good of the nation."

He added, "Without prompt Congressional action to release the remaining Interstate funds, many other essential highway improvement projects throughout the nation may not be started this year, thus exacerbating deteriorating road conditions in many areas of the country."

SIX MONTH INTERSTATE COST ESTIMATE (ICE) LEGISLATION FUNDS
(STATE-BY-STATE DISTRIBUTION)

STATE	INTERSTATE CONSTRUCTION FUNDS	INTERSTATE TRANSFER FUNDS	MINIMUM ALLOCATION FUNDS	TOTAL FUNDS
Alabama	\$50,785,060	\$ - 0 -	\$ - 0 -	\$50,785,060
Alaska	10,000,000	- 0 -	- 0 -	10,000,000
Arizona	28,843,942	1,013,513	- 0 -	29,857,455
Arkansas	10,000,000	- 0 -	- 0 -	10,000,000
California	230,542,931	1,068,087	55,296,106	286,907,124
Colorado	35,822,620	6,314,963	- 0 -	42,137,583
Connecticut	38,458,589	43,539,457	- 0 -	81,998,046
Delaware	10,000,000	- 0 -	- 0 -	10,000,000
D.C.	10,000,000	7,640,325	- 0 -	17,640,325
Florida	104,225,051	- 0 -	50,782,475	155,007,526
Georgia	82,132,223	5,246,876	- 0 -	87,379,099
Hawaii	41,587,616	- 0 -	- 0 -	41,587,616
Idaho	10,000,000	- 0 -	- 0 -	10,000,000
Illinois	27,630,258	43,801,930	3,617,139	75,049,327
Indiana	10,000,000	2,484,405	34,357,020	46,841,425
Iowa	10,000,000	14,017,658	- 0 -	24,017,658
Kansas	15,531,353	- 0 -	- 0 -	15,531,353
Kentucky	55,639,793	- 0 -	- 0 -	55,639,793
Louisiana	98,953,114	- 0 -	- 0 -	98,953,114
Maine	10,000,000	- 0 -	- 0 -	10,000,000
Maryland	84,237,205	37,700,066	- 0 -	121,937,271
Massachusetts	57,194,824	5,382,011	- 0 -	62,576,835
Michigan	34,571,010	- 0 -	36,643,260	71,214,270
Minnesota	36,201,896	5,010,390	- 0 -	41,212,286
Mississippi	10,000,000	- 0 -	- 0 -	10,000,000
Missouri	16,100,267	- 0 -	- 0 -	16,100,267
Montana	10,000,000	- 0 -	- 0 -	10,000,000
Nebraska	10,000,000	1,595,633	- 0 -	11,595,633
Nevada	10,000,000	- 0 -	- 0 -	10,000,000
New Hampshire	10,000,000	- 0 -	- 0 -	10,000,000
New Jersey	49,931,688	17,058,194	- 0 -	66,989,882
New Mexico	10,000,000	- 0 -	- 0 -	10,000,000
New York	103,845,775	5,961,533	- 0 -	109,807,308
North Carolina	31,460,946	- 0 -	7,798,863	39,259,809
North Dakota	10,000,000	- 0 -	- 0 -	10,000,000
Ohio	34,210,697	7,107,582	49,688,092	91,006,371
Oklahoma	17,750,118	- 0 -	12,420,758	30,170,876
Oregon	22,661,742	7,328,475	- 0 -	29,990,217
Pennsylvania	104,547,436	5,636,689	- 0 -	110,184,125
Rhode Island	10,000,000	30,631,465	- 0 -	40,631,465
South Carolina	31,081,670	- 0 -	- 0 -	31,081,670
South Dakota	10,000,000	- 0 -	- 0 -	10,000,000
Tennessee	22,320,394	10,127,329	- 0 -	32,447,723
Texas	108,510,870	- 0 -	169,466,243	277,977,113
Utah	26,852,742	- 0 -	- 0 -	26,852,742
Vermont	10,000,000	- 0 -	- 0 -	10,000,000
Virginia	74,470,559	1,208,419	- 0 -	75,678,978
Washington	90,362,512	- 0 -	- 0 -	90,362,512
West Virginia	41,322,123	- 0 -	- 0 -	41,322,123
Wisconsin	12,212,688	- 0 -	3,962,898	16,175,586
Wyoming	10,000,000	- 0 -	- 0 -	10,000,000
TOTALS:	\$1,999,999,712	\$259,875,000	\$424,032,854	\$2,683,907,566



**U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 14, 1984

DOT 38-84
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DOT, EPA REQUIRE UNIFORM MANIFEST FOR HAZARDOUS WASTE SHIPMENTS

Secretary of Transportation Elizabeth Hanford Dole announced today that the Department of Transportation has joined with the Environmental Protection Agency to require the use of a new uniform manifest for the transportation and tracking of hazardous wastes.

Secretary Dole said, "The rules we are issuing along with EPA will help improve the safety and efficiency of the transportation of hazardous wastes. They will make it easier for shippers and carriers to do their jobs, easier for state and federal officials to enforce the law, and will promote compliance with existing regulations."

The new EPA and DOT rules require shippers and carriers to use a single standardized form for all interstate and intrastate transportation of hazardous waste. Under the rules, states will also use the new uniform federal manifest.

Under the Resource Conservation and Recovery Act of 1976 and rules issued by EPA and DOT in 1980, the transfer of a hazardous waste shipment from shipper to carrier to disposal site must be carefully documented. The rules require that each shipment be accompanied by a manifest signed by responsible officials of the shipper, each carrier and the treatment or storage facility to which it is delivered.

The Secretary said the new EPA and DOT rules are designed to assure uniform enforcement and to relieve administrative burdens that have been imposed on shippers and carriers.

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Since the federal manifest system for hazardous waste was introduced four years ago, there has been a proliferation of differing manifests among the states and some local governments. Differing state requirements imposed costly paperwork burdens on shippers and carriers, requiring them to provide the same information on several different forms.

EPA and DOT's Materials Transportation Bureau, working together with shippers, carriers and state and local governments, developed a solution to the problem. EPA is adopting a standardized format for the Uniform Hazardous Waste Manifest and requiring its use. DOT is amending its rules to require use of the uniform manifest for transportation and to prevent state and local governments from requiring separate forms.

The DOT and EPA rules will become effective six months after publication in the Federal Register March.

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

FOR RELEASE AT 1:45 P.M.
Tuesday, March 20, 1984

DOT 41-84
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Walter Oates
Tel.: (202) 426-5807

SECRETARY DOLE HAILS PASSAGE OF
MARITIME REFORM LEGISLATION

Transportation Secretary Elizabeth Hanford Dole today hailed passage of an ocean shipping regulatory reform bill as "a significant milestone in this Administration's continuing efforts to revitalize the U.S. merchant marine."

Her statement followed President Reagan's signing of the Shipping Act of 1984 -- an action which climaxed seven years of legislative effort to upgrade and streamline the Shipping Act of 1916 which regulates ocean liner shipping engaged in U.S. foreign trade.

"In passing the Shipping Act of 1984," Secretary Dole said, "the Congress has both protected the public interest and achieved the reforms so long overdue and so essential to the competitiveness and well-being of the ocean liner trades."

"We are indebted to the leadership and membership of the House Merchant Marine and Judiciary Committees and the Senate Commerce and Judiciary Committees. Although they disagreed on some of the details, they exhibited an exemplary willingness to compromise, while still preserving the necessary reforms that have now been enacted into law."

"Great credit also is due to the coalition of U.S.-flag carriers, shippers, ports, freight forwarders, maritime labor, and trade organizations. It is a tribute to all concerned that they could and did unite on a matter of such great importance to our waterborne commerce."

- more -

Maritime Administrator Harold E. Shear said, "This landmark legislation will remove constraints which have made our liner operators more susceptible than their foreign competitors to sanctions under our antitrust statutes. The new law clarifies and delineates ocean liner shipping's antitrust status -- once and for all."

The new law also permits liner conferences (groups of carriers engaged in the sea liner trade) to set intermodal rates; allows individual shippers and carriers to enter into service contracts for rate discounts; preserves "open conferences" and the right of independent action; and eliminates the need for time-consuming Federal Maritime Commission reviews of all conference agreements.

It also calls for a study on possible further deregulation of international ocean shipping by a Presidential commission beginning in 1989.

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**U.S. Department of
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Office of the Secretary
of Transportation

**United States
Department of Transportation**

Office of Public Affairs
Washington, D.C. 20590

Fact Sheet

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

SUBJECT: Shipping Act of 1984
(S. 47)

Contact: Mari Maseng
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I. SUMMARY

During the 1980 campaign and on a number of other occasions since he took office, President Reagan has stressed the need to revitalize the American merchant marine as a means of enhancing the U.S. economy and national security. The cornerstone of this Administration's maritime policy has been the reform of U.S. laws and regulations governing freight rates and other matters related to the operation of liner vessels which provide scheduled service in this country's international ocean trades (the so-called liner trades).

It has been apparent for sometime that the basic law, the Shipping Act of 1916, was in need of major revision. Reform legislation to replace this outmoded, 68-year-old statute has been introduced in the last four sessions of Congress, including the current 98th Congress. A bill that would have substantively overhauled the 1916 act passed the House--but did not come to a vote in the Senate--in 1982. Reintroduced (as S. 47 and H.R. 1878) early in 1983, the legislation passed the Senate, 64-33, on March 1, 1983, and was approved without dissent on a voice vote in the House last October 17. A compromise measure bearing the Senate bill number (S. 47) was adopted by a conference committee on February 22, approved by the Senate, 74-12, on February 23, and finally approved by the House on March 6, 1984.

II. THE NATURE OF THE PROBLEM

In its strong support of the reform legislation, the Administration joined forces with a broad segment of the maritime and shipping industries and Congressional leaders. This coalition included U.S. exporters and importers, U.S.-flag and foreign carriers engaged in the liner trades, maritime labor and port representatives. With few exceptions, there was general agreement that streamlining was required in the regulatory process in order to:

-more-

- shorten and simplify regulatory proceedings;
- reduce international friction between the United States and trading partners who opposed our shipping regulations;
- lend predictability as to how the antitrust statutes would be interpreted by the Federal Maritime Commission, the Justice Department and the courts.

III. MAJOR PROVISIONS OF THE NEW LAW

- o Action on Agreements--The law streamlines and speeds up government procedures in the regulation of ocean shipping. FMC must reject non-complying agreements within 45 days of filing or 30 days after notice of filing is published in the Federal Register, whichever is later.
- o Intermodal Rates--Permits liner conferences to set intermodal rates (i.e., to determine all freight charges on a shipment from its point of origin to its destination on a single bill of lading covering handling of the cargo in waterborne and any other (surface or air) transport modes). This section provides that the division of intermodal rates can only be negotiated by individual water and land carriers.
- o Independent Rate Action--All conference agreements must provide for independent action on 10 calendar days' notice.
- o Conference Membership--All shipper conferences engaged in U.S. foreign trade must be open to any qualified carrier.
- o Prohibited Acts--The law specifically describes and provides penalties for prohibited acts, such as fighting ships, and other actions by carriers or foreign governments which unduly impair access of U.S. carriers in foreign-to-foreign trade. (A fighting ship is defined as a vessel used in a particular trade by an ocean common carrier or group of such carriers for the purpose of excluding, preventing, or reducing competition by driving another ocean common carrier out of that trade.)
- o Scope of Antitrust Immunity--Antitrust laws do not apply to agreements that have been filed and become effective, or any activity or agreement entered into with a reasonable basis to conclude that it is pursuant to an agreement on file and in effect.

- o Standards for Approval of Agreements--FMC may only reject outright agreements that fail to meet filing requirements. However, a clearer general approval standard is provided and the Commission may seek injunctive relief in Federal Court on shipping agreements which it regards as harmful to competition.
- o Rationalization--The act prohibits no particular forms of rationalization but all must be judged against the FMC's competitive standard. (Rationalization involves matching liner capacity to available cargo).
- o Loyalty Contracts--Loyalty contracts are prohibited except when in conformity with antitrust laws (i.e., contracts offered by individual carriers would in most instances be acceptable but not contracts offered by conferences.) A loyalty contract is an agreement with an ocean common carrier or conference (other than a service contract or a contract based on time-volume rates) by which a contract shipper obtains lower rates by committing all or a fixed portion of its cargo to that carrier or conference.
- o Shippers' Councils--The act provides no antitrust immunity for domestic shippers councils.
- o Deregulation Study--The Act calls for the President to appoint a Commission to conduct a one-year study on deregulation of international ocean shipping five years after this legislation is enacted.
- o Tariff Filing Requirements--The Shipping Act of 1984 retains the provision in the previous statute requiring the filing of tariffs (i.e., ocean freight rates) by individual liner companies or groups of U.S.-flag or foreign operators (known in the trade as "conferences") with the Federal Maritime Commission.



U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

180.14

FOR IMMEDIATE RELEASE

Friday, March 23, 1984

DOT 43-84

Contact: Mari Maseng

Tel.: (202) 426-4570

Dick Burdette

Tel.: (202) 426-9550

DOT SPONSORS
PROJECT GRADUATION

Secretary of Transportation Elizabeth Hanford Dole today announced a program encouraging high school seniors and community leaders to plan alternate social graduation activities that do not involve alcohol or drugs.

Project Graduation, named after a successful pilot program begun in Maine, is a substitute for the traditional week of graduation parties and proms. As Project Graduation increased in popularity in Maine, the incidence of highway fatalities involving young people during the commencement season dramatically decreased from 12 in 1979 to 0 in 1983.

Under DOT's leadership, the Project Graduation Program will be discussed at a conference with 82 high school juniors and seniors and 44 academic advisors from 38 states participating at the Illinois Police Training Academy in Springfield, Ill., Friday, March 23.

"This conference can be the catalyst for a national movement to protect our young people from the deadly combination of drinking or drugs with driving," Secretary Dole said. "As commencement season approaches we must work to lessen the number of young lives usually lost on our highways. Life expectancy has steadily risen for all age groups except teenagers, in large part because of adolescent drinking and driving. All too often, the festivities surrounding graduation come to an abrupt and tragic end because of drug and alcohol abuse by young drivers."

Dole said that although teenagers comprise only eight percent of the driver population, they account for 15 percent of all drunk drivers in accidents. Sixty percent of all fatally injured teenage drivers are found to have alcohol in their blood at the time of the crash.

The three-day Illinois conference will introduce the high school juniors and seniors to the Project Graduation concept. It will also teach them planning techniques to support local efforts, provide instruction in gaining media attention, and introduce methods for creating community awareness. Adult sponsors attending the conference will study action planning, administration, and techniques for supervising projects involving youth.

Although focused on a single week in the life of a high school senior, the Project Graduation Program will help stimulate education activities on the effects of drinking and driving, show students they can have fun without alcohol or drugs, and generate peer pressure and support for graduation activities which are free of alcohol and drug use.

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**U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 28, 1984

DOT 44-84
Contact: Mari Maseng
Tel: (202) 426-4570
Susan Gorsky
Tel.: (202) 426-4516

HOWARD DUGOFF APPOINTED DOT SCIENCE AND TECHNOLOGY ADVISOR

Secretary Elizabeth Hanford Dole today announced the appointment of Howard Dugoff as Science and Technology Advisor for the Department of Transportation.

Dugoff is presently serving as Administrator of the Research and Special Programs Administration. In his new position, he will advise Secretary Dole on scientific and technical matters, oversee development of integrated DOT research and development plans, and encourage private sector involvement in transportation research and development.

Dugoff will also serve as DOT's principal scientific representative to the academic community, private industry, professional organizations and other government agencies.

"In an era of increasing technological complexity, we must reassess our approach to research and development to ensure that we have a solid background with which to address the critical questions of transportation system safety, effectiveness, and efficiency," Secretary Dole said. "Howard's extensive experience managing government and private sector research and development programs and his long service with DOT make him uniquely qualified to head this effort."

In creating the new position, the Department has implemented one of the recommendations of the President's Private Sector Survey on Cost Control. The Grace Commission suggested that the Department establish within the Office of the Secretary an office responsible for research and development policy, goal-setting, and oversight.

Dugoff joined DOT as a member of the National Highway Traffic Safety Administration (NHTSA) in 1974. He was named Associate Administrator for R&D in 1976 and Deputy Administrator of NHTSA in 1977. In 1979, he was appointed Administrator of the Research and Special Programs Administration.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, March 29, 1984

DOT 46-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Fred Farrar
Tel.: (202) 426-8521

DOT PROPOSES NEW FLIGHT TIME RULE FOR AIRLINE CREWS

The Department of Transportation has proposed a new Federal Aviation Regulation that would simplify and improve rules governing rest periods for crew members of domestic airlines. The proposal is based on discussions between air carriers and their employees, and marks the first significant application of the "regulatory negotiation" technique by a Federal agency.

The proposed rule would establish a sliding scale of guaranteed consecutive hours of rest, depending upon the duration of flight time. Crew members on domestic air carriers, for example, would receive at least 9 hours of rest after less than 8 hours of flying; 10 hours of rest for 8-9 hours of flight; and 11 rest hours for 9 or more flight hours. A similar sliding scale would apply to crews of commuter airlines.

DOT said the proposal would replace a set of rules, drawn up more than 30 years ago, with a streamlined system compatible with the operational realities of the 1980's.

The FAA's existing "flight and duty time" rule is highly complex and has required thousands of pages of agency interpretations over the years. The proposal has been simplified and clarified considerably, which is expected to help both carriers and crews apply the new rule, and assist the FAA in enforcement as well.

The proposed rule would also provide new flexibility to airlines by reducing the need to delay or cancel departures following late-arriving flights. Under the proposal, a flight crew could make a normal take-off as scheduled, but the carrier would have to allow additional time off during the next rest period to compensate for any shortfall.

DOT noted the proposal would provide flight crews with important new protection against short-term fatigue, a subject not addressed by the existing rule. The current regulations do not require rest periods for domestic air carrier crews flying less than 8 hours a day, which could lead in some cases to extremely short rest periods between multiple short flights. The proposed rules would spell out guaranteed minimum rest periods, even for multiple short flights totaling less than 8 hours in 24.

The proposed rule would continue existing protections against long-term fatigue for jet air carrier crews, which limit total flight time to 30 hours per seven-day period, 100 hours per month, and 1000 hours per year. And it would provide similar protection to the pilots of air taxis and commuter lines, filling in a gap in the current regulation.

The "regulatory negotiation" technique had been recommended by the Administrative Conference of the United States, an agency devoted to improving Federal administrative procedures, as a means of developing acceptable compromises between parties with conflicting views. Vice President Bush also recommended the process, as part of his regulatory reform effort.

The Department of Transportation said most parties agreed on the need for an updated rule, but earlier traditional rulemaking efforts by the FAA were unsuccessful. Last year, the FAA established an advisory committee to bring together the various interests involved -- including airlines, unions, the government and public interest groups. Those parties engaged in honest give-and-take negotiations, and helped produce the new proposal.

The FAA's notice of proposed rulemaking is still subject to the normal notice and comment procedure for Federal regulations. The proposal was published in the Federal Register on Wednesday, March 28, and interested persons will have until May 14 to submit written comments to the FAA. All comments will be carefully reviewed by the agency before any final rule is issued.

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**U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, April 2, 1984

DOT 47-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

**PRESIDENT, DOLE COMMEND AIR CONTROLLER
FOR HELPING WOMAN LAND PLANE**

Secretary of Transportation Elizabeth Hanford Dole today presented a letter of commendation from President Reagan to an air traffic controller who helped a woman land a small aircraft at St. Louis's Lambert Field after her husband was stricken while at the controls. Secretary Dole also presented the Department's Superior Achievement award to the controller, Wayne Dimmic.

President Reagan in his letter said, "Air Traffic Controllers are expected to be able to handle tough problems at a moment's notice, but what you did was extraordinary and I commend you for it."

In her own remarks, Secretary Dole said, "Your heroic act not only saved a life; you demonstrated anew the kind of skilled and courageous public service America's air traffic controllers provide day in and day out."

On March 18, William Vanderwater and his wife, Illa, were flying in a Piper Dakota en route from Mountain View, Ark., to Aurora, Ill. They were about 60 miles southeast of the St. Louis airport when Vanderwater suffered a heart attack.

A pilot of a corporate jet flying nearby heard the voice of Mrs. Vanderwater on the radio reporting her husband's collapse and requesting help. She said that, while she had taken a few flying lessons, she did not have a pilot's license. The jet's pilot helped her tune to the frequency of the St. Louis tower.

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Dimmic, an instrument rated pilot and veteran controller, spent an hour talking to Mrs. Vanderwater by radio, explaining how to use the automatic pilot, how to pull the plane out of a downward spiral, and how to bring it in for a landing.

Shortly after she made contact with the tower, the plane slipped out of automatic pilot and began to spiral downward, dropping from 4,500 feet to 1500 feet. Controller Dimmic explained to her how to reset the automatic pilot, which she did. She climbed back to 5,000 feet.

Dimmic guided her to the airport, and after two attempts, Mrs. Vanderwater brought the plane in on a taxiway for a safe landing.

This was not the first time Dimmic helped out someone in distress. He has five similar "flight assists" on his official record and numerous commendations.

Dimmic's wife, Linda, and their two sons, Matthew and Sean, attended the ceremony.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, April 6, 1984

DOT 49-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

DOT EXCEEDS MINORITY CONTRACT GOAL FOR 1983, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole said today the Department of Transportation funded \$1.2 billion in minority and women-owned business contracts during Fiscal 1983 and exceeded its goals by a substantial margin.

The total includes \$1,018 million in contracts awarded by recipients of DOT funds and \$208 million in direct procurement by the Department. This compares with \$689 million in contracts awarded by grantees and \$151 million in direct contracts during Fiscal 1982. The \$208 million for direct contracts was \$41 million above DOT's 1983 goal.

"I am proud that DOT's operating administrations have done a good job and made significant progress in minority contracting efforts," Secretary Dole said. "Our record in this area is among the best in the federal government. However, I believe that we can make further improvements this year."

The Secretary noted that while DOT ranked eighth among all federal agencies in dollars spent for direct contracts, it was third in such contract dollars that actually went to minority business. The \$208 million in direct procurements, which represents 14 percent of DOT's total procurements, was exceeded only by the Departments of Defense and Energy.

-more-

The \$1,018 million in contracts awarded to minority business by DOT grantees included \$720 million in highway contracts, a record high, and \$304 million above the Federal Highway Administration's 1982 level. It also included \$298 million in transit contracts, \$24 million above the 1982 level reported by the Urban Mass Transportation Administration (UMTA).

The increases were in keeping with a congressional mandate in the Surface Transportation Assistance Act of 1982, which called for expansion of minority contractor participation in highway and transit building programs to 10 percent wherever possible.

Women-owned business firms--In two areas, the Secretary reported increases in the contract dollars awarded to women-owned businesses.

During Fiscal 1983, organizations that received Federal Highway Administration funds awarded \$255 million in contracts to women-owned business firms, compared with \$238 million the previous year. Agencies that received funds from UMTA awarded \$48 million in contracts to women-owned firms; no comparable figure is available for Fiscal 1982.

DOT, in its direct procurements, awarded \$26 million to women-owned companies in Fiscal 1983, compared with \$14.7 million the previous year.

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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 10, 1984

DOT 50-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

CYNTHIA DOUGLASS NAMED TO HEAD RESEARCH AGENCY BY DOLE

M. Cynthia Douglass, a staff counsel with the Senate Commerce, Science and Transportation Committee, has been appointed administrator of the Research and Special Programs Administration, Secretary of Transportation Elizabeth Hanford Dole announced today.

As majority counsel with the Commerce Committee since 1981, Douglass has been responsible for motor carrier economic and safety policy, pipeline safety, economic policy for oil and coal slurry pipelines, and motor vehicle and highway safety policy. She has served with the committee since 1976.

The Department of Transportation's Research and Special Programs Administration (RSPA) conducts research and development programs for all modes of transportation; regulates transportation of hazardous materials and pipeline transportation of gas and liquids, and conducts emergency transportation preparedness and safety training programs.

While serving as legislative counsel with the Senate committee, Douglass worked on matters involving RSPA policy, programs, legislation and budget. She also worked with the state and local governments and the industry groups that are interested in RSPA programs.

Before coming to Washington, Douglass served as a law clerk to the Attorney General of Kansas in Topeka in 1974-76. During 1975 and 1976, she also worked as a legal intern with the Shawnee County District Attorney in Topeka.

A native of Shawnee Mission, Kan., she holds a bachelor's degree from the University of Kansas, Lawrence, and a law degree from the Washburn University School of Law in Topeka.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 10, 1984

DOT 52-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Maureen W. Brown
Tel.: (202) 426-4321

ARMANDO L. MENA IS SWORN IN AS DIRECTOR OF DOT'S SMALL AND DISADVANTAGED BUSINESS UTILIZATION OFFICE

Secretary of Transportation Elizabeth Hanford Dole today administered the oath of office to Armando L. Mena as DOT's Director of Small and Disadvantaged Business Utilization.

Speaking of the program and its new director, Secretary Dole said: "There are hundreds of small and disadvantaged firms in this country with the talent, skills and initiative to give us the goods and services we need. Under Mr. Mena's leadership we will find those firms and use them."

Mena comes to DOT from Sacramento, California, where he was Chief Deputy Director and Executive Officer of California's Office of Economic Opportunity. He also served as California's Chief of Community Economic Development, Manager of the Program Assistance Unit, where he participated in the development of an energy-related, non-profit, private sector, and government-supported small business.

A native of San Bernardino, California, Mr. Mena attended the San Bernardino Valley College, University of the Redlands and the University of California at Riverside.

Mena is married to the former Kristina Molina and has four children, Julia, Laura, Barbara and Francisco.

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U.S. Department of
Transportation

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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 10, 1984

DOT 53-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Bob Marx
Tel.: (202) 426-4321

DONALD D. ENGEN SWORN IN
AS FAA ADMINISTRATOR

Secretary of Transportation Elizabeth Hanford Dole today administered the oath of office to Donald D. Engen as Administrator of the Federal Aviation Administration.

"We're counting on Don's leadership abilities, management skills and proven talents for getting things done," Secretary Dole said.

"He and I have discussed the agenda before us and he is prepared to move ahead on those issues of major importance to the flying public. We both agree that among our list of priorities, nothing exceeds a continuing emphasis on air safety. Don's many years of executive experience assure that the multi-billion dollar NAS Plan will be managed efficiently and skillfully," she said.

"Our goal is 'One FAA'. We want to nurture a management philosophy committed to realizing individual as well as organizational objectives. I have every confidence that Don is uniquely qualified to develop and carry out the policies and programs to achieve those goals," Secretary Dole said.

A member of the National Transportation Safety Board since June 1982, Engen is a retired naval officer with extensive experience in aviation and marine safety. At the time of his retirement from the Navy in 1978, Engen was Deputy Commander-in-Chief of the U.S. Atlantic Command with the rank of Vice Admiral.

-more-

An experienced pilot, Engen has flown more than 200 different aircraft and has a total of 6,000 flying hours.

Prior to being named by President Reagan to the Safety Board, Engen was a senior associate with an aviation consulting firm. Earlier, he served in a number of executive positions with the Piper Aircraft Corporation.

Engen's appointment to the top FAA position was recommended to President Reagan by Secretary Dole last February. The nomination was confirmed by the Senate April 5th.

Engen and his wife, the former Mary Baker, reside in Alexandria, Va.

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FOR IMMEDIATE RELEASE
Tuesday, April 10, 1984

DOT54-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Wendy Monson
Tel.: (202) 426-0881

SECRETARY DOLE RECEIVES SECOND OFFER FOR CONRAIL

Secretary of Transportation Elizabeth Hanford Dole today announced that the Department of Transportation has received an offer from Alleghany Corporation for the purchase of the government-owned Consolidated Rail Corporation (Conrail).

"The offer we received today appears worthy of serious consideration. The offer contains assurances that Alleghany Corporation will preserve current rail service patterns for shippers in the northeast and the midwest, while at the same time preserving the financial and managerial strength of the railroad--elements necessary to assure Conrail's long-term viability," Secretary Dole said.

"We will send the offer from Alleghany Corporation to the Department's investment advisor, Goldman, Sachs and Co. for its review and evaluation.

"I am very happy that we have received a second firm offer for Conrail. I believe the law and the public interest requires us to develop the broadest possible range of options before we make any decision on who the purchaser will be.

"We are going to judge this and any other offers on the public interest criteria which we laid out when the Department began the process of returning Conrail to the private sector. We will favor the offer that leaves the railroad in the strongest condition after the sale is completed. Likewise, we will favor the offer that has the best prospect for preserving service to states and shippers over the long-term. And, we will favor the offer that gives the maximum return to the taxpayers while meeting those public interest criteria.

"We will continue to negotiate with other parties interested in Conrail, and will consult with the Congress before any decision is made."

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

FOR RELEASE WEDNESDAY
April 11, 1984

DOT 51-84
Contact: Mari Maseng
Telephone: (202) 426-4570
or
Eric L. Bolton
Telephone: (202) 426-0660

DOT DEVELOPS PROPOSED TRUCK DRIVER TRAINING STANDARDS

Secretary of Transportation Elizabeth Hanford Dole today announced the development of minimum truck driver training standards for tractor-trailer drivers.

"The Department encourages the widest possible use of these training materials by all segments of the motor carrier industry as part of our continuing efforts to reduce trucking accidents on our highways," Dole said. "Operating a heavy-duty, commercial vehicle requires extensive study and driving instruction. Yet research indicates that many truck driver training programs do not adequately teach student drivers the highly specialized knowledge and skills necessary to operate these large, commercial vehicles safely."

Dole added, "Because there are no minimum training standards or universally recognized training standards available, the development of these standards is a major step toward ensuring that new drivers receive the basic knowledge and skills required to operate these heavy-duty vehicles safely and efficiently."

The operator training standards, developed by the Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS), will be available for use by trucking companies and truck driver training schools.

The standards provide minimum guidelines for training aids and materials, course curriculum and duration, training vehicles and facilities, and instructor qualifications. A model training curriculum, consisting of student, instructor, and school administration manuals is also being developed which will be based upon these standards.

For further information regarding these tractor-trailer driver training standards, contact the Federal Highway Administration's Bureau of Motor Carrier Safety, 400 Seventh Street, SW., (HMC-20), Washington, D.C. 20590, or telephone (202) 426-1700.

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U.S. Department of
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News:

Office of Public Affairs
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FOR IMMEDIATE RELEASE
Thursday, April 12, 1984

DOT 55-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Fred Farrar
Tel.: (202) 426-8521

DOLE ANNOUNCES INITIAL RESULTS OF AIRLINE INSPECTIONS

Secretary of Transportation Elizabeth Hanford Dole today said a "white gloves" safety inspection of all of the nation's airlines has identified 44 air carriers which need closer study.

Twenty-nine of the 44 are large carriers and 15 are commuters.

"While we did not find any system-wide shortcomings," the Secretary said, "the inspections have proven their worth. We have uncovered some concerns which need attention. We have, first and foremost, a safe system, and I am going to continue our efforts to see that it remains the safest in the world."

The Secretary reported today on results of the first stage of the special inspection of airlines she ordered last February. Phase II of the inspection, including additional focus on the 44 air carriers, has already begun.

Dole said most problems discovered in the Phase I inspection program were similar to those routinely found in inspections of the airline industry. They ranged in scope from a pilot not having his pilot's license in his possession on duty, to improper documentation of crew training.

More than 14,000 inspections of 350 carriers by over 800 inspectors turned up a number of minor discrepancies, and a few major ones, none life-threatening.

The Secretary said the inspections showed a high level of air carrier compliance with FAA regulatory standards and said, "The FAA did an outstanding job in conducting this large, intensive inspection in such a short time."

The Secretary's safety inspections began March 4 and the first stage concluded March 24. Phase II inspections will focus on correcting deficiencies found in Phase I. These follow-up inspections began April 7 for the majority of airlines and will last approximately 60 days.

During the first stage inspections, six air carriers were found in immediate need of more intensified Phase II inspection activity. In only one case, however, were problems serious enough to ground the airline. That was Sundorph Airlines, a small commuter operation in Cleveland, Ohio, whose operating certificate was suspended by the FAA on March 23.

The Phase I inspections covered operations and maintenance procedures.

Operations inspections involved the station facility and ramp, enroute, record-keeping and training procedures. Maintenance inspections also covered these areas, plus 1,000 spot maintenance checks and 340 detailed inspections of manuals.

A total of 22,000 inspector manhours were involved in Phase I. There were approximately 6,590 maintenance inspections in all, and 7,500 operation inspections.

Dole said that there are six areas of concern that appear to be common to several of the airlines. They involve such areas as contract training of flight crews and maintenance personnel -- where a small airline contracts with a larger one for the training -- and similar arrangements in which a small airline has its maintenance done by another airline. Special teams will review these problems during Phase II.

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FOR RELEASE WEDNESDAY
April 18, 1984

DOT 56-84
Contact: Edward O'Hara
Tel.: (202) 426-4321
Robert Ross
Tel.: (202) 426-4723

DAYLIGHT SAVING TIME RETURNS TO U.S. ON APRIL 29

Americans should move their clocks forward one hour at 2 A.M. Sunday, April 29. This will begin six months of daylight saving time, providing more daylight in the evening hours.

Daylight saving time is observed in most of the United States and its territories from the last Sunday in April until the last Sunday in October, which this year will fall on October 28. This is done under the Uniform Time Act which is administered by the Department of Transportation.

States and territories that do not observe daylight saving time include Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and the part of Indiana that lies in the Eastern Time Zone.

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U.S. Department of Transportation

News:

Office of Public Affairs
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FOR IMMEDIATE RELEASE
Thursday, April 19, 1984

DOT 57-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Wendy Monson
Tel.: (202) 426-0881

SECRETARY DOLE REQUESTS OFFERS TO BUY CONRAIL BY JUNE 18

Secretary of Transportation Elizabeth Hanford Dole today invited all interested parties to submit offers by June 18 to purchase the government-owned Consolidated Rail Corporation (Conrail).

"Now that we have received two offers for Conrail that merit serious consideration, this is the appropriate time to set a termination date for the submission of further proposals," the Secretary said. "This will enable us to move forward with the task of transferring Conrail to private ownership. The Department of Transportation has been working hard for over two years to achieve this goal."

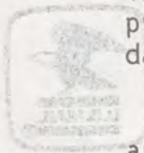
Last June, the Department received its first offer to buy the railroad from the Railway Labor Executives' Association on behalf of Conrail's employees. Last week, DOT received an offer from Alleghany Corporation. The offer was submitted to Goldman, Sachs & Co., the Department's investment advisor, for its review and evaluation.

"Goldman, Sachs has advised the Department that Alleghany's offer is worthy of consideration," the Secretary said. "Therefore, we are informing interested parties that the Department, starting today, is prepared to receive additional offers for Conrail during the next sixty days."

"During this period, we will assist prospective purchasers in obtaining any information needed to prepare an offer," she said.

"After June 18, I will review all offers to determine which best meets our criteria for serving the public interest," the Secretary said. "I will thoroughly consult with appropriate members of Congress, and I hope we can then move forward with a sale."

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"We will only accept an offer that leaves the railroad in the strongest financial condition after a sale, best preserves service to the states and shippers Conrail serves; and, consistent with these criteria, provides the maximum return to the taxpayer," Secretary Dole said.

"We have an obligation to the shippers and the people living in the Northeast region, to federal taxpayers and to Conrail employees, to do everything we can to end the uncertainty that has existed since Conrail was formed eight years ago," the Secretary said.

"States in the Northeast lose millions of dollars in tax revenues every year the federal government continues to own Conrail," she said.

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Office of Public Affairs
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FOR RELEASE WEDNESDAY
April 25, 1984

DOT 58-84
Contact: Mari Maseng
Tel.: (202) 426-4570
Elaine Matrigali
Tel.: (202) 426-2147

DOT ESTABLISHES SUSPENSION AND DEBARMENT PROCEDURES FOR FINANCIAL ASSISTANCE PROGRAMS

Secretary of Transportation Elizabeth Hanford Dole has announced establishment of procedures in a final rule allowing the suspension or debarment, because of serious misconduct or improper use of Federal funds, of individuals and companies doing business with recipients of DOT financial assistance.

The rule is designed to help insure maximum integrity in DOT-funded programs. It also takes into account the need to protect due process rights of individuals or companies when suspension or debarment occurs.

The new procedures will apply uniformly to all Departmental financial assistance programs and will cover those involving contractors and subcontractors at any level, including suppliers, fee appraisers, inspectors, real estate agents and brokers, consultants, architects, engineers, and attorneys, among others. The rule does not apply to debarment and suspension of individuals and companies in direct Federal government contracting.

Until now, only the Department's Federal Highway Administration has been able to suspend or debar individuals or companies involved in bid-rigging, fraud or other corrupt practices associated with Federally assisted activity. The new procedures will cover other DOT programs, such as airport and transit assistance, and will spell out more clearly the procedural steps involved in debarment proceedings.

Issuance of the final rule followed the review of comments made on the notice of proposed rule making, which was published December 13, 1982.

The final rule was published in the Federal Register on Wednesday, April 18, and goes into effect 30 days after publication. The rule is based on a DOT regulatory proposal published in December 1982, and is similar to the Department of Housing and Urban Development suspension and debarment regulations that have been in effect for a number of years.

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, April 25, 1984

DOT 59-84
Contact: Mari Maseng
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ELEVEN TRANSPORTATION PROJECTS
TO RECEIVE DOT PRESERVATION AWARDS
AT MAY 1 CONFERENCE IN WASHINGTON, D.C.

Eleven transportation projects from across the country will receive special awards for historic preservation May 1 at a Preservation Awards Program conducted by Transportation Secretary Elizabeth Hanford Dole. The awards ceremony will be the highlight of a conference sponsored by the Department of Transportation and the Advisory Council on Historic Preservation.

The public is invited to the 10 a.m. awards ceremony, to be held on the stage of the Pavilion of the restored Old Post Office Building. The public is also invited to the conference that follows on transportation and historic preservation problems at the local level.

In announcing the awards, Secretary Dole said, "These projects demonstrate that we can resolve conflicts between preservation and modern transportation service in a sensitive and cost-effective way. We can and we must strike a balance that benefits all Americans, today and for generations to come."

Advisory Council Vice Chairman Dr. Robert O. Johns added:

"One of the strongest and most positive features of modern historic preservation is its ability to bring together diverse interests to achieve their goals through the preservation and use of historic properties. Nothing exemplifies this better than the projects to be honored by the DOT awards program and conference. The Council is pleased to assist Secretary Dole in making the program and conference a reality. We look forward to the comments of the participants, and join the Secretary in commending them for their important contribution."

The awards recognize individuals and organizations in the private and public sectors that have been especially sensitive to preserving historic values in the development of transportation projects. Winners include:

- Tennessee Department of Transportation, for its program to sell, relocate and preserve historic bridges no longer needed on the state's road system.
- Providence (R.I.) Foundation, for its successful coordination of railway, highway, transit and downtown improvements in a city rich with historic and archeological properties.
- Charlotte-Genesee Lighthouse Historical Society, Rochester, New York, for its restoration of an 1822 octagonal lighthouse.
- Illinois Archeological Survey, University of Illinois, for coordination of extensive salvage of archeological sites in connection with construction of Interstate 255 in the "American Bottom" area of the Mississippi River floodplain near East Saint Louis, Illinois.
- Erhart Aten, the Governor of Truk, Federated States of Micronesia, for the mediation of conflicts involving historic and cultural preservation associated with the expansion of the Truk International Airport.
- Committee to Save the Cable Cars and the City of San Francisco Public Utilities Commission, for rehabilitation of the historic cable car system in a 60-block area.
- The Washington State Department of Transportation, for restoration of the "Indian Timothy Memorial Bridge."
- Chicamacomico Historical Association, Rodanthe, North Carolina, for restoration of a 1911 life-saving station for use as a life-saving museum.
- Viggo B. Rambusch, Baltimore, Maryland, for rehabilitation of Baltimore's Penn Station with special emphasis on restoration of fine stained glass domes.
- Wilbur and Rudolph Schonek, Johnstown, Pennsylvania, for local leadership in the rehabilitation of the historic Westmont Inclined Plane.
- Arizona: Past and Future, and the Arizona Department of Transportation, Phoenix, for archeological work associated with construction of the Papago Freeway (Interstate 10).

Following the awards ceremony, the attendees at the one-day conference will discuss ways to improve coordination between transportation and preservation interests.

The Old Post Office Building is located at 1100 Pennsylvania Avenue, N.W., Washington, D.C.



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, April 26, 1984

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David Hess
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NEW BUS SYSTEM TO LINK DULLES AND NATIONAL WITH 62 LOCATIONS, DOLE SAYS

A new ground transportation system linking Dulles International and Washington National airports with 62 Washington area locations will begin operation May 1, Secretary of Transportation Elizabeth Hanford Dole announced today.

Using 14 new luxury motor coaches and 28 new minibuses, the system will more than double the number of locations--from 25 to 62--that will be accessible to the airports. The service will also include nearly 100 new taxicabs operated by Air Transit, Inc..

At an inaugural ceremony at Dulles Airport, Secretary Dole said, "By providing more frequent service to more points, the system will make it more convenient--and more comfortable--for Dulles travelers to get to and from Washington."

The Secretary noted that when the Department of Transportation issued its Metropolitan Washington Airports policy in 1981, it promised to make Dulles more accessible to the Washington area. "The new system makes good on that promise," she said.

The new Washington Flyer system will employ a fleet of 14 45-passenger American Eagle motor coaches, 25 11-passenger and three 24-passenger minibuses. They will provide service between Dulles and National respectively and downtown Washington and suburban locations including Tysons Corner, Va., Bethesda, Silver Spring and Wheaton, Md. The system will also provide service between the two airports, by way of Rosslyn, Va., and Tysons Corner. The fare between the two airports will be \$9.00; from National to downtown points, \$4.25, and from Annapolis or Gaithersburg, Md., to either airport, \$15.00.

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The Washington Flyer bus system will be operated by the Airport Connection under a five-year contract. The firm is prepared to increase the frequency of service and add routes in response to consumer demand.

To inform passengers of the service, taped announcements will be played on the mobile lounges that carry Dulles travelers from airliners to the terminal building. Information will be available by telephone 24 hours a day and from information centers at both airports.

Complimentary copies of "The Washington Flyer," an official magazine containing bus schedules and articles on Washington attractions, will be distributed aboard motor coaches, minibuses, mobile lounges, at the information centers, and at hotels and motels. The magazine will be supported solely by advertising.

The ground transportation system was developed in cooperation with the Northern Virginia Transportation Commission and the Washington Dulles Task Force.

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**U.S. Department of
Transportation**

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, April 30, 1984

DOT 61-84
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Ed O'Hara
Tel.: (202) 426-4321

**DOLE ENDORSES OIL
SPILL LIABILITY BILL**

Secretary of Transportation Elizabeth Hanford Dole today announced Administration support for a comprehensive liability and compensation system for oil pollution damage from vessels, and from facilities on the outer continental shelf and deepwater ports.

She endorsed a bill under consideration in the House, with several modifications, and called for higher liability limits for shipowners than those in the House bill.

The bill would create a single system to establish liability and provide compensation for clean-up costs and certain other damages caused by oil spills from vessels and other sources. It would also provide for U.S. adoption of two international conventions providing similar liability and compensation for oil spills from certain types of vessels.

Describing the effort as an important environmental initiative, the Secretary said a system based on the House bill "will make it easier for U.S. citizens to recover damages from oil spills from foreign and domestic tankers and other offshore sources."

Under the Administration's proposal, the Secretary said the system "would assure both that shipowners assume a sufficient degree of liability for damage and removal costs and that adequate funds are available to pay for costs in excess of the liability limits.

"Establishing adequate liability levels for shipowners will provide a strong incentive for more careful operation of vessels," the Secretary said.

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Noting that the House bill is the result of several years of bipartisan effort, she said, "I look forward to working with Congress to achieve prompt action in this important effort to streamline and strengthen the oil pollution liability and compensation laws."

The House bill would also set up a single trust fund to replace four separate funding schemes under current law. It would preempt states from establishing duplicative or conflicting funds. The trust fund would be financed by a 1.3 cents per barrel fee on oil imported or received at a U.S. refinery.

Under the bill, those responsible for oil spills must first pay for damages and clean-up costs to the limits of their liability. For clean-up costs that exceed the liability limits of vessel owners, the trust fund would provide coverage.

In a letter to Rep. James J. Howard, Chairman of the House Public Works and Transportation Committee, Secretary Dole supported the adoption of liability and compensation schemes contained in two international agreements, the 1969 Civil Liability Convention and the 1971 Fund Convention and their integration with the new domestic system.

The U.S. has not become a party to the conventions, in part because it believed the liability limits were too low. However, a U.S. delegation to an International Maritime Organization diplomatic conference starting April 30 in London will support revisions substantially increasing the liability and compensation limits in the conventions.

In the letter, the Secretary emphasized that Administration support for the House bill is conditioned on certain changes. She called for increasing liability limits for ships to \$1,000 per gross ton, with a maximum liability of \$75 million. The DOT proposal also calls for higher liability limits for inland oil barges than are provided in the House bill.

The DOT proposal would also limit the system's coverage to direct property damage and clean-up costs, and calls for the trust fund to be administered by the Department rather than by a nonprofit corporate entity.

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FACT SHEET

Administration Proposal on Comprehensive Oil Pollution Liability and Compensation Legislation

The Administration supports the broad framework for oil pollution liability and compensation contained in H.R. 3278, a bill which has been favorably reported by the House of Representatives Committee on Merchant Marine and Fisheries.

- H.R. 3278 Title: Comprehensive Oil Pollution Liability and Compensation Act.
- H.R. 3278 provisions as reported:
 - o Establishes a comprehensive system to provide for the payment of removal costs and claims for damages resulting from oil pollution incidents. The new system would streamline the present patchwork of duplicative Federal liability and compensation laws.
 - o Establishes strict liability standards for spillers and liability limits of:
 - \$150 per gross ton for vessels other than a ship or an oil barge.
 - The greater of either \$1 million or \$400 per gross ton, up to a maximum of \$40 million for ships.
 - The greater of either \$150,000 or \$150 per gross ton for inland oil barges.
 - \$50 million for outer continental shelf structures and deepwater ports.
 - o Establishes a \$200 million trust fund, financed by a 1.3 cents-per-barrel fee on oil, to pay for Federal government removal costs and for claims when the claimants would otherwise be uncompensated. The trust fund would replace four existing funds and be administered by a board of directors.
 - o Preempts States from establishing parallel oil pollution compensation systems and prohibits claimants from being otherwise compensated in any court for damages covered in the bill.
 - o Authorizes adoption by the U.S. of the 1969 Civil Liability (International Convention on Civil Liability for Oil Pollution Damage) and the 1971 Fund (International Convention on the Establishment of an International Fund for Oil Pollution Damage) Conventions. The two Conventions were adopted at diplomatic conferences convened by the International Maritime Organization. The Civil Liability Convention deals with ship owners' liability and has been ratified by 49 countries. The Fund Convention sponsored by the oil companies provides additional compensation and is in force in 26 countries. Together, the two Conventions provide a total coverage of about \$50 million per incident for oil pollution costs and damages.

- The Administration's position: Strongly endorses the main thrust of H.R. 3278, except in three significant areas:
 - o The U.S. delegation to the conference this month that will revise and update the International Conventions will seek more comprehensive and higher liability limits than those proposed in H.R. 3278 for seagoing vessels carrying oil in bulk as cargo. Liability limits for ships, other vessels and inland oil barges should be increased to \$1,000 per gross ton, with a maximum limit of \$75 million; minimum limits should also be set higher. Because barges present a risk of pollution damage equal to, if not greater, than that posed by self-propelled vessels of similar size, the distinction between liability limits for barges and for ships should be eliminated. This will encourage safer operation while assuring adequate coverage for oil pollution costs and damages.
 - o The trust fund should only cover removal costs, actual costs incurred for personal or real property damage, and the costs of state or Federal government natural resource replacement or restoration not paid for by the vessel or facility. In the case of mystery spills and those where the spiller has a liability defense, the trust fund should only cover removal costs.
 - o The trust fund should be administered by the Secretary of Transportation.

Following this month's diplomatic conference (and assuming we are successful at the conference) the Department of Transportation will work closely with Congress, the affected industries and environmental organizations to obtain prompt enactment of this legislation, including ratification of the Conventions.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
THURSDAY, May, 10, 1984

DOT 64-84
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 Wilbur Martin
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DOT ISSUES SUPPLEMENTAL NOTICE
OF PROPOSED RULEMAKING ON
OCCUPANT CRASH PROTECTION

Reaffirming her July goal for a final decision on automobile occupant crash protection, Secretary of Transportation Elizabeth Hanford Dole today asked for public comment on a number of additional issues on which the Department has insufficient data.

Last October the Department issued a Notice of Proposed Rulemaking asking for public comment on a range of automatic occupant restraint alternatives, including airbags, automatic seatbelts and the current lap and shoulder belt system. Since that time public hearings were held in Washington, Kansas City and Los Angeles. More than 6,000 comments were received from individuals, representatives from the insurance and automobile industries, consumer organizations, government officials and others.

"In order to be sure the decision we reach in July is a final one, the basis of that decision must fully meet the requirements of the Supreme Court," Dole said. "Some of the most critical questions have not been adequately addressed with the concrete data required by the Court."

Diane Steed, Administrator of the National Highway Traffic Safety Administration, said, "Some of the comments raised complex issues or led to the identification of other alternatives for which we are asking more information. Our range of alternatives has not been narrowed from those proposed in the original Notice of Proposed Rulemaking. These are additional possibilities that were not specifically included in our original notice."

The Administrative Procedure Act requires a comment period for any alternative that is to be considered. The Supplemental Notice of Proposed Rulemaking (SNPRM) filed today asks for public comment within 30 days.

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The principal issues raised are the following:

Public Acceptance: After the comment period on the NPRM closed, State Farm Mutual Automobile Insurance Company, one of the plaintiffs in the most recent litigation, filed a lengthy memorandum with the Department on this issue. It argued that public opinion data are largely irrelevant, and that public acceptability is only to be considered to the extent people will render any automatic restraint system useless by disabling it. The SNPRM asks for comment on this definition of public acceptability.

Effectiveness: The benefits of an occupant restraint system depend both on usage and on effectiveness. The latter is generally expressed as a percentage by which deaths or injuries are reduced by such systems as compared to what happens when occupants are unrestrained. Since the NPRM was published, a task force of NHTSA experts has calculated new effectiveness estimates. Since "real world" data on these systems are so limited, the task force had to make numerous assumptions. The Department has asked for comment on NHTSA's methodology and its conclusions.

Usage: During the original comment period the Department received little hard data on usage of automatic detachable or non-detachable belts. Furthermore, the Department needs more specific data to estimate how many people will use belts in airbag-equipped cars.

Insurance Premiums: The comments received from insurance companies on the NPRM contained virtually no projections on the reductions in premiums to be expected from universal imposition of passive restraint systems. The insurance companies were, however, certain about the high level of benefits associated with automatic restraints. It is unclear why they are unable to commit to significant premium reduction estimates. The insurers continue to argue that reductions in premiums must be based on actual loss experiences. The Department is thus left with little factual basis for estimating the insurance-related financial benefits to be derived from a rule requiring such systems. The Department has asked the insurance companies to come forward with specific estimates of premium reductions.

Test Procedures: NHTSA has modified its crash test procedures. The Department has asked for comments on the effect of adopting the modified procedures to determine compliance with a passive restraint rule. The Department is also seeking reaction to a number of concerns about testing procedures raised by Ford Motor Co. during the most recent comment period.

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Additional Alternatives:

1. A mandatory demonstration program, specifically suggested by Ford Motor Company, under which each automobile manufacturer would be required to equip five percent of each of its cars with automatic restraints for four years.
2. Driver's side airbags would be required only for small cars. Under this alternative, the final rule could prescribe either manual belts or any type of automatic restraint for the other seating positions in small cars and all seating positions in all other cars.
3. Automatic restraints would be required in all cars manufactured after a set date, but this requirement would be waived for vehicles sold to residents of a state which had passed a mandatory seat belt usage law, which meets certain minimum criteria.
4. Automatic restraints would be required in all new cars manufactured after a set date, unless three-fourths of the states had passed mandatory belt usage laws before that date.

The alternatives listed in the original NPRM and still under consideration are:

Air bag only--all front seating positions; air bag only--driver and right front seat passenger; air bag--driver only; air bags and nondetachable automatic belts--all front seating positions; air bags and nondetachable automatic belts--driver and front right seat passenger; air bags and nondetachable automatic belts--driver only; automatic restraint requirements--driver and front right seat passenger; automatic restraint requirements--driver only; air bag retrofit capability; retain rule while establishing new compliance date; rescission of rule; postpone during demonstration; postpone while seeking mandatory seatbelt legislation.

The Supplemental Notice of Proposed Rulemaking continued the process of considering automobile occupant crash protection stemming from a decision by the Supreme Court on June 24, 1983. The Court held the National Highway Traffic Safety Administration had failed to present an adequate basis and explanation for rescinding on October 23, 1981, a rule which would have required front seat automatic restraints on all new cars. The Court said NHTSA must consider the matter further or adhere to or amend the rule.

Comments on this notice must be received 30 days after publication in the Federal Register. Comments should be submitted to: Docket Section, Room 5109, 400 Seventh Street, S.W., Washington, D.C. 20590. Docket hours are 8:00 a.m. to 4:00 p.m. (EDT), Monday through Friday.

For further information contact Neil R. Eisner, Assistant General Counsel for Regulation and Enforcement, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590 (202/426-4723).

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

160,30

FOR IMMEDIATE RELEASE
MONDAY, May 14, 1984

DOT 65-84
Contact: Mari Maseng
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Rick Smith
Tel: 202-426-9550

DOT LAUNCHES NEW PUBLIC SERVICE ANNOUNCEMENTS ON DRINKING AND DRIVING

Secretary of Transportation Elizabeth Hanford Dole today launched a new public service advertising (PSA) campaign designed to increase awareness of the dangers of drinking and driving.

The campaign, called "Drinking and Driving Can Kill a Friendship," uses PSA's produced by the Advertising Council, in partnership with DOT, as part of the nationwide campaign against drunk drivers proclaimed by President Reagan two years ago.

The Ad Council is a volunteer coalition of media organizations and professionals dedicated to publicizing public interest messages.

The campaign's centerpiece, a unique spot called "Skeleton," was produced with the help of recording star Michael Jackson, who provided the distinctive soundtrack for the PSA by donating his Grammy-award winning song "Beat It."

"This music-video approach, so popular with young people today, should be tremendously effective in getting the attention of young American drivers," Secretary Dole said.

President Reagan will honor Jackson for his contributions to this campaign at a White House ceremony Monday, May 14. Jackson is opposed to the abuse of drugs and alcohol, and he feels strongly about making young Americans aware of the dangers of drinking and driving.

The PSA's have been sent to more than 800 television stations across the country and should be seen by the public as soon as air time becomes available. Radio and print versions will be available during the next several weeks.

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"I am proud that in the past two years, we have witnessed a growing national movement to deter drunk driving." Dole said. "A number of states have raised their drinking age limits and many jurisdictions have increased their law enforcement activities, stiffened penalties for convicted offenders and started rehabilitation programs."

Teenagers and young people (ages 16-24) are the primary target audience because this group is over-represented in traffic accidents and deaths. Alcohol-related crashes are the leading cause of death for this age category.

"Even though young people comprise only 20 percent of the licensed population and the total vehicle miles traveled, they are involved in more than 40 percent of all fatal alcohol-related crashes," the Secretary said.

As part of the campaign strategy, the new PSA's tie directly into "Project Graduation," a program designed to encourage alcohol and drug avoidance by high school students during the traditional week of graduation parties and proms.

Dole said successes in the campaign against drunk drivers and a national effort to increase the use of safety belts and child seating systems in motor vehicles -- two priority programs of DOT's National Highway Traffic Safety Administration -- would be highlighted during this week, which is also National Transportation Week.

The Secretary urged media outlets to air the PSA's often, "to help sustain the momentum of the anti-drunk driving movement and continue reductions in the number of deaths and injuries caused by the deadly combination of drinking and driving."

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**U.S. Department of
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Office of the Secretary
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United States
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Office of Public Affairs

Washington, D.C. 20590

Fact Sheet

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

Subject:

DRUNK DRIVING

Date: May 14, 1984

Phone: (202) 426-9550

The Magnitude of the Problem

- o More than one out of two Americans will be involved in an alcohol-related traffic crash in their lifetime.
- o Over the last ten years, 250,000 Americans lost their lives in alcohol-related traffic crashes. This figure represents 25,000 deaths each year; 500 every week; 71 every day; one every 20 minutes.
- o Close to 650,000 people are injured each year in alcohol-related crashes; about 65,000 of them seriously.
- o Americans between the ages of 5 and 34 are more likely to be killed in a traffic crash than any other single cause; alcohol is involved in at least half of these fatal crashes.
- o The fatally injured victims of alcohol-involved crashes include: alcohol-involved drivers, 52 percent; drinking pedestrians, 11 percent; passengers in the drinking driver's vehicle, 20 percent; and the passengers, drivers or pedestrians not in the drinking driver's vehicle, 17 percent.
- o During the period between midnight and 4 am on any night of the week, between 75 and 90 percent of all fatally injured drivers had been drinking prior to the crash.
- o The average Blood Alcohol Concentration (BAC) of arrested drunk drivers is .20 percent. A 180-pound man would have to drink roughly 15 drinks of 86 proof liquor or 11 cans of beer in four hours to reach this level of intoxication.

Drunk Driving and Young People

- o Although 16-24 year olds comprise only 20 percent of the licensed drivers in this country and account for less than 20 percent of the total vehicle miles travelled, they are involved in 42 percent of all fatal alcohol-related crashes.
- o Drivers between the ages of 16 and 24 have fatal accident rates per mile driven that are twice that of older drivers. Where alcohol is involved, their fatal accident rate is three times greater.
- o Almost 8,000 young adults between 15 and 24 years old were killed in alcohol-related traffic crashes in 1983, and an estimated 240,000 injured.

- o Almost 60 percent of the fatally-injured teenage drivers (age 15-19) were found to have been drinking prior to their crash, with 43 percent at legally intoxicated levels.
- o Although teenaged drivers comprised only 7 percent of the licensed drivers in the U.S. in 1983, they accounted for almost 15 percent of the alcohol-related fatal crashes.
- o The leading cause of death for teenagers (15-19) is motor vehicle accidents, accounting for 45 percent of their deaths.

Project Graduation

- o Unfortunately, alcohol and other drug use have been a traditional part of the high school graduation "rites of passage." This "custom" has tragic consequences since even without the increased drinking that goes on around graduation and prom season, teenagers are involved in more alcohol-related fatal crashes than any other age group.
- o Project Graduation, a concept that began in Maine in 1980, attempts to discourage teenagers from drinking and driving by offering attractive, alternate social activities during the graduation season.
- o Although Project Graduation typically is focused on a single week, it becomes a significant community-wide event that can have lasting influence. Throughout the year, it stimulates educational activities on the dangers of drinking and driving, shows teenagers that they can have fun without alcohol and drugs, fosters positive peer pressure, and offers support for teens who choose not to drink.
- o The Department of Transportation sponsored a national conference March 23-25 in Springfield, Illinois, to increase student interest in Project Graduation. Student leaders and faculty advisors from 38 states attended. DOT also distributed a "How To" guide for students and community leaders. The guide, produced by the State of Maine, outlines ideas for running a successful Project Graduation event.

U.S. Department
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**U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, May 15, 1984

DOT 66-84
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Elaine Matrigali
Tel.: (202) 426-2147

**SECRETARY DOLE PRESENTS
AAA'S LIFESAVING AWARD
TO TEN YOUNG AMERICANS**

Secretary of Transportation Elizabeth Hanford Dole today presented Lifesaving Medals for bravery, courage, and foresight to ten young Americans who participate in the School Safety Patrol Program.

The Secretary presented the medals awarded the students by the American Automobile Association at a ceremony in conjunction with National Transportation Week. The School Safety Patrol program has been sponsored by AAA since 1926 and includes more than one million children at 50,000 schools throughout the country.

"Parents, children and all Americans owe a debt of gratitude to the more than one million boys and girls who take part in the School Safety Program," Secretary Dole said.

"Our Nation's greatest hope is its children. Their safety and education is our most important investment in our future," she said.

The honorees, who range in age from 10 to 12, are being recognized for their acts of heroism in dangerous situations occurring at their crossings.

The AAA School Safety Patrol Lifesaving Medal is the highest award given to members of the School Safety Patrol. These awards are presented annually in Washington, D.C., to selected members of the School Safety Patrol who while on duty have saved the lives of persons in imminent danger.

The program was initiated in 1949 by the American Automobile Association to recognize and honor selected school patrol members for their heroic lifesaving contribution to their communities.

The recipients and their heroic deeds are as follows:

- * John M. Aleksa, 11, and Pablo D. Lues, 11, both of Flushing, N.Y., pulled a five-year-old, who was crossing on the "walk" light, to safety out of the way of a rapidly approaching car that proceeded to turn right on red.

- more -

- * Robert Bodine, 11, and Chadwick S. Macfie, 12, both of South Daytona, Fla., pulled a 12-year-old girl, who was walking her bicycle across the road, from the path of a speeding pick-up truck that ran a red light.
- * Iliana Cintron, 11, of Bronx, N.Y., rescued a ten-year-old boy from the path of a speeding car as he attempted to cross the street from between parked cars.
- * Annie L. Kustelski, 12, of Milwaukee, Wis., saw a school bus without a driver heading down a hill towards a seven-year-old who was in the crosswalk. She yelled a warning and pulled the frightened girl to safety.
- * Terezia C. Rauch, 11, of Arlington, Va., pushed a group of students, who were crossing at a school bus stop, from the path of a vehicle that was illegally passing the stopped school bus.
- * Deron Spigner, 12, and Ken Wetherington, 12, both of Bartow, Fla., rescued a one-year-old child who had gotten out of his child restraint seat, opened the car door and fallen under the car driven by his mother as she was on her way to pick up an older child at the school.
- * Gary J. Thomas, 10, of Lorain, Ohio, pushed a student out of the way of a car that was unable to stop at the crossing due to wet, slippery pavement.

The 1984 honorees join 261 young Americans from 28 states and the District of Columbia who have received the awards since the inception of the program in 1949.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

M-493

FOR IMMEDIATE RELEASE
Thursday, May 17, 1984

DOT 69-84
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Fred Farrar
Tel.: (202) 426-8521

SMOKE DETECTORS PROPOSED FOR AIRLINER CABINS, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced issuance of a proposed rule to require smoke detectors in galleys and lavatories of larger airliners, automatic fire extinguishers in lavatory trash receptacles and more hand-held fire extinguishers in airliner cabins.

The Federal Aviation Administration proposal would reduce further the possibility of serious fires in airline aircraft cabins, she said.

Secretary Dole said the rule, if adopted, "would help to detect fires more quickly and extinguish them at the source. By preventing the spread of fires, these improvements have the potential to save many lives."

"The proposed regulation, along with previous steps taken by FAA, should provide substantial additional protection for airline passengers from fires that may develop in aircraft cabins," she said. The FAA is also reviewing other measures designed to improve cabin safety, she said.

The Secretary noted that two airlines--Pan Am and Muse Air--have decided on their own to install smoke detectors in the lavatories of their aircraft, and that other airlines are considering doing the same.

"I encourage all the airlines to voluntarily install such smoke detectors now so they can provide protection even before they are required by any regulation," she said.

In another area concerning cabin safety, FAA is currently considering final action on proposed rules issued last October to require fire-blocking layers on seat cushions and emergency escape path markings near the floor of the cabin. The slower-burning seat coverings would provide an additional 40 seconds of escape time from a burning aircraft. The escape path markings would make it easier to find the exits in a smoke-filled cabin.

Under the proposal announced today, airlines would be given one year after final adoption of the rule to install the new equipment in their aircraft.

Smoke detectors would serve to warn the cockpit or flight attendants of fires that could otherwise go undetected. Airline aircraft galleys have the highest potential for flame, smoke or overheated conditions. Lavatories, which have a lower potential for fire, were included because they are closed from view most of the time. Consequently, fires that begin in lavatories may go undetected for long periods.

The proposal for automatic fire extinguishers for lavatory trash receptacles was based on inspections last summer, following a fatal fire on an Air Canada jet, that showed many receptacles lost their capability to contain fires because of normal wear and tear.

Under the proposal, the number of hand-held fire extinguishers would be increased from the maximum of two required now to as many as eight, depending on the number of passenger seats. Two extinguishers would be required for any airliner with 60 or fewer passenger seats, three for an airliner with 61 to 200 seats, and one for each additional 100 seats (or any fraction thereof) beyond 200.

Two of the devices would have to be Halon 1211 extinguishers, which are more effective than conventional ones in terms of range and fire-fighting capability and are safe from the standpoint of toxicity.

A notice of proposed rulemaking on the action will be published in the Federal Register of Thursday, May 17, 1984. Comments on the proposal should be submitted by Sept. 14, 1984

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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
May 18, 1984

DOT 68-84
Contact: Mari Maseng
Tel.: (202) 426-4570
 Jim McGranachan
Tel.: (202) 426-2304

DOLE ANNOUNCES CONTRACT AWARD FOR NEW COAST GUARD PATROL BOATS

Secretary of Transportation Elizabeth Hanford Dole has announced the award of a \$76,776,186 contract to Marine Power and Equipment Co., of Seattle, Washington, for the construction of sixteen Coast Guard fast patrol boats. The contract was awarded under the Small Business Administration set-aside program, which provided for competition among several small business firms bidding for the project. Documentation, support equipment and initial spare parts are included in the contract.

Secretary Dole said the boats will be used on drug patrols in the Southeastern United States. The 109-foot cutters will operate in independent offshore patrol for law enforcement surveillance and boardings, and search and rescue operations. The new patrol boats will be faster than current 82- and 95-foot patrol boats, will carry larger 16-person crews, and will be able to stay on patrol for greater lengths of time.

Delivery of the boats will begin in May 1985, with subsequent deliveries due every 45 days.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 25, 1984

DOT 70-84
Contact: Mari Maseng
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Maureen W. Brown
Tel.: (202) 426-4321

SECRETARY DOLE URGES SUPPORT FOR SUMMER YOUTH JOBS PROGRAM

Secretary of Transportation Elizabeth Hanford Dole urged organizations receiving funds through DOT contracts or grant programs to again provide summer jobs for disadvantaged youth.

"Millions of young Americans are currently searching for summer employment," the Secretary told the employers in a letter. "Your help is needed to increase job opportunities for America's disadvantaged youth this summer. It is my hope that you can participate in our 1984 summer job opportunity campaign for disadvantaged youth seeking employment."

In a recent meeting with the Rev. Leon Sullivan, Founder and Chairman of the Board of Opportunities Industrialization Center for America (OIC), Secretary Dole firmly expressed her support for the Summer Youth Employment Program. The Secretary said, "The experience helps young people learn the responsibilities of a job, appreciate the value of hard work and develop the skills essential to economic productivity."

Any potential employer that needs any assistance can contact: Opportunities Industrialization Center of America, Inc. (215-951-2200), the National Youth Employment Coalition (212-840-1801), the National Puerto Rican Forum (202-638-2211), or their state employment agency or any other community based organizations in their area.

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**U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
FRIDAY, May, 25, 1984

DOT 71-84
Contact: Mari Maseng
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Tel.: (202) 426-4321

LOGAN H. SALLADA TO SERVE ON SECRETARIAT OF WORLD INDUSTRY ENVIRONMENTAL CONFERENCE

Secretary of Transportation Elizabeth H. Dole today announced that Logan H. Sallada will serve on the Secretariat of the World Industry Conference on Environmental Management. He has been the Department's Executive Secretary.

The Conference will be held at Versailles, France, on Nov. 14-16, and will provide a forum where industry and government can discuss more effective approaches to environmental management. The Conference, approved by the United Nations Environment Program organization, will have as participants the economic ministers of various industrializing nations, as well as representatives of international organizations and individual companies.

Sallada came to DOT in August of 1983 from the Peace Corps, where he was Chief of Operations and Deputy Director, Office of Program Development. At that agency, he participated in the development of the President's Caribbean Basin Initiative. He is also a former Director of New Initiatives Policy and Planning for International Education at the Department of Education.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, June 4, 1984

DOT 72-84
Contact: Mari Maseng
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Ed O'Hara
Tel.: (202) 426-4321

PROPOSED RULES WOULD ADDRESS ALLOCATION OF SLOTS AT HIGH-DENSITY AIRPORTS

Secretary of Transportation Elizabeth Hanford Dole today announced issuance of two proposed rules concerning the allocation of limited airspace capacity at busy airports in Chicago, New York and Washington, D.C.

One proposal, responding to recommendations from some air carriers, would remove most government restrictions on the transfer of slots among carriers for flight arrivals and departures at four airports covered by the "high density" rule--Chicago's O'Hare, New York's LaGuardia and Kennedy International, and Washington National. The proposal would allow the buying and selling of slots.

Public hearings on the Federal Aviation Administration proposal will be held June 21 in Washington, D.C., June 26 in Chicago and June 28 in San Francisco.

The second proposed rule would provide a backup to the present system in which slots are allocated by scheduling committees composed of air carriers operating or wishing to operate flights at the airports. It would establish a lottery procedure to be used in the event that the air carriers are unable to agree on the allocation of new slots.

Secretary Dole said, "In drafting the proposals, we have made special efforts to protect service to smaller communities under the Essential Air Service Program." She said the lottery proposal is being offered "to ensure that new capacity is used if a scheduling committee becomes deadlocked. Of course, we would prefer that the carriers themselves reach an agreement."

Of the transfer proposal, the Secretary said, "We have not decided this issue. However, I feel there should be a full public discussion of the pros and cons of this concept."

Lottery Mechanism

In recent years, scheduling committees have found it increasingly difficult to reach agreement on slot allocations. When a committee deadlocks, the Department of Transportation is faced with the time-consuming task of resolving the problem. For this reason and because air carriers and commuter airlines have requested it, DOT is proposing a deadlock-breaking mechanism.

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If a scheduling committee reaches an impasse, all existing slots would be left with the carriers already using them. This would recognize a carrier's investment of resources in terminal development and other commitments to the airports. It would also avoid the disruptions that could result from the reallocation of these slots.

A lottery would then be held for all carriers to determine the order of selection for any new slots. New entrant carriers could participate if they declare their interest in an airport before a deadlock occurs.

Some preference would be given to new entrants, which could choose additional slots in the first, and in some cases, the second round of the selection process. Carriers operating the largest number of flights at an airport would also be given a preference.

Transfer Proposal

The transfer mechanism is being considered as a market solution to the problem of slot allocation at high-density airports.

A carrier could obtain slots from another carrier for any mutually acceptable consideration, which might involve sale, trade or some other consideration.

To protect air service to smaller communities, slots used to provide essential air service under the Airline Deregulation Act could not be transferred. Since international conventions and bilateral service agreements might preclude the marketing of slots used for international flights, FAA proposes such slots be exempted.

In order to prevent the acquisition of slots for speculative purposes, a newly-acquired slot would have to be used for at least 90 days before it could be transferred.

Both proposed rules will be published in the Federal Register of Thursday June 7. The comment period for the rules will close July 9.

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Office of Public Affairs
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FOR IMMEDIATE RELEASE
Wednesday, June 6, 1984

DOT 73-84
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Wendy Monson
Tel.: (202) 426-0881

DOT PROPOSES TO BAN USE OF ALCOHOL AND DRUGS BY RAIL WORKERS

Secretary of Transportation Elizabeth Hanford Dole today announced issuance of proposed regulations that would prohibit employees from reporting to work impaired by alcohol or drugs and prohibit on the job use or possession of these substances.

Under the proposed rule, workers involved in railroad operations would be prohibited from reporting to work or remain on the job if they are under the influence of alcohol or drugs, she said.

Appearing before the Senate Commerce, Science and Transportation Subcommittee on Surface Transportation, Secretary Dole said, "I am heartened by the growing recognition around the country that alcohol and drug abuse is a serious threat to transportation safety that cannot and should not be ignored."

Secretary Dole said the proposed rules are designed to protect the public and railroad employees by preventing train accidents caused by persons impaired by alcohol or drugs. She said the railroad industry needs federal regulations in order to do a better job of preventing and detecting the use of drugs and alcohol by workers.

This is an important preventive measure designed to both protect the public and provide assistance to those individuals who have alcohol and drug related problems, she said.

The proposed regulation would authorize railroads to test employees where there is a reasonable belief of impairment from alcohol or drugs, mandate drug or alcohol testing for employees involved in major accidents and require pre-employment drug screening. The proposal would also require railroads to get more information about possible drug and alcohol involvement in train accidents.

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John Riley, Administrator of the Federal Railroad Administration, said that in addition to preventing accidents, "The rule is also designed to identify employees with substance abuse problems and give them incentives to seek assistance." The proposal's voluntary referral policy allows employees with an alcohol or drug dependency to seek treatment without being subjected to disciplinary action.

Starting in 1975, FRA joined with railroad labor and management to conduct research on the extent of the problem. The joint effort, called the Railroad Employee Assistance Project, issued a report in 1979. Many railroads established employee assistance programs.

However, despite these efforts, a 1982 survey by FRA found that alcohol and drug abuse was still a significant problem for the railroad industry.

The proposed rule will be published in the Federal Register.

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Background to Alcohol and Drug Proposed Rule

From 1975 to 1983, at least 45 train accidents and incidents caused by errors of alcohol and drug-impaired employees claimed 34 lives and caused more than \$28 million in property damage. One of these accidents resulted in the release of hazardous materials and the evacuation of an entire community of 2,700 persons. Possible alcohol and drug use is currently being investigated by the National Transportation Safety Board and the Federal Railroad Administration in two accidents that occurred this year. One of these accidents resulted in five fatalities.

Historically, the railroad industry has been self-governed by Rule G which prohibits on-duty and on-call employees from drinking. Many Rule G violations have gone undetected because co-workers have been reluctant to report other employees since it resulted in dismissal from employment. This "conspiracy of silence" is the single most substantial obstacle to the solution of the alcohol and drug problem.

Beginning in 1975, the Federal Railroad Administration, in a joint effort with railroad labor and management, conducted extensive research to define the extent of the alcohol problem on the railroads and develop recommendations for corrective action. This effort was conducted under the "Railroad Employee Assistance Project (REAP)." During this period many railroads began to establish EAPs, Employee Assistance Programs. The REAP Report, released in 1979, analyzed data from a 1978 survey of several thousand employees on seven railroads on the effectiveness of each railroad's counseling and treatment programs and outlined recommendations for improved employee assistance programs.

The major findings of the REAP study were the following:

- Between 14 and 24 percent of railroad operating employees were problem drinkers, depending on the definition employed.
- 5 percent of workers reported to work "very drunk" or got "very drunk" at least once in the study year.
- 13 percent of workers reported to work at least "a little drunk" one or more times during that period.
- 13 percent of operating employees drank while on duty at least once during the study year.
- Use of alcohol costs the industry in excess of \$200 million each year in absenteeism, reduced productivity, injuries, property damage, and alcohol-related grievances.

Since the issuance of the REAP Report, the FRA has continued its efforts to encourage the development of effective employee assistance programs. In 1980, FRA sponsored a national conference of labor and management to deal with the findings and recommendations of the REAP Report. Although assistance programs were established by many railroads, a 1982 FRA survey indicated that not enough progress had been made to appreciably control the alcohol and drug problem.

Based on the continuing incidence of serious accidents that were alcohol-related, FRA decided to move forward in developing Federal rules to control the problem. At the same time, FRA renewed efforts to develop voluntary cooperative prevention programs by labor and management as a critical element of the overall solution.

On July 5, 1983, FRA published an Advance Notice of Proposed Rulemaking (ANPRM) concerning the control of alcohol and drug use in railroad operations. The proposed rules, which draw on responses to the ANPRM and views elicited during five days of public hearings on the Advanced Notice of Proposed Rule Making, will be published in the Federal Register.

The Federal Alcohol and Drug Proposed Rule:

- Would prohibit on-the-job use or possession of alcohol or drugs by railroad employees.
- Would mandate post-accident drug and alcohol testing of rail employees.
 - Testing required after any accident involving a fatality, bodily injury, release of hazardous material, or damage to railroad property in excess of \$150,000.
 - Blood and urine samples taken at a medical facility and shipped to FAA's Civil Aeromedical Institute lab for testing or other lab designated by FRA.
 - Grade crossing accidents and trespassing incidents would be excluded.
- Would authorize toxicological testing of employees suspected of impairment.
 - Railroads may test employees on the basis of "just cause" -- i.e., reasonable suspicion of impairment -- after reportable accidents or after operating rule violations that involve the potential for an accident.
- Would require pre-employment drug screening.
 - Urine sample testing would be a part of pre-employment physical exams.
 - Small railroads would be excluded from drug screening requirement.
- Would establish policies to help identify employees with drug or alcohol problems.
 - Voluntary referral policy would allow employees with an alcohol or drug dependency to seek treatment without disciplinary action.
 - Co-worker report policy would allow co-workers to refer troubled employees to the employee assistance counselor for rehabilitative treatment without fear those employees will be dismissed.
- Would require railroads to make specific inquiry into possible drug or alcohol use when reporting train accidents.