



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181,53

FOR RELEASE TUESDAY
October 1, 1985

DOT 100-85
Contact: Jennifer Hillings
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CONGRESSIONAL LEADERS JOIN DOLE IN HIGHWAY FUNDING CEREMONY

In a special ceremony at the U.S. Department of Transportation today, Secretary of Transportation Elizabeth Hanford Dole -- joined by Senator Lloyd Bentsen (D-Tex.), and Congressmen Glenn Anderson (D-Calif.), James Howard (D-N.J.) and Bud Shuster (R-Penn.) -- officially apportioned just over \$14 billion in federal highway funds to the states for FY 1986.

Included in the total apportionments announced today were \$4.8 billion in Interstate construction and related funds authorized by Congress in the Interstate Cost Estimate (ICE) legislation.

Flanked by members of the Congressional delegation, all of whom were instrumental in passing the ICE bill, Secretary Dole informed all 50 states, various U.S. Territories, Puerto Rico and the District of Columbia of their apportionments.

The announcement was made through a special computer hook-up between Secretary Dole's office and the headquarters of the state highway departments. The distribution of the funds was proclaimed electronically in a simultaneous computer notification to all states. Transmission of the important financial message took seconds to complete and marked the first time a national computer has been used as part of an official notification of highway apportionments.

A breakdown of highway apportionments by state is attached.

- more -

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 SUMMARY OF APPORTIONMENTS

<u>STATE</u>	<u>GRAND TOTAL</u>
ALABAMA	261,484,104
ALASKA	172,195,583
ARIZONA	188,355,301
ARKANSAS	141,906,321
CALIFORNIA	1,148,812,274
COLORADO	219,821,385
CONNECTICUT	302,886,138
DELAWARE	59,353,321
FLORIDA	577,492,899
GEORGIA	371,611,856
HAWAII	132,022,894
IDAHO	98,740,997
ILLINOIS	481,289,986
INDIANA	292,008,395
IOWA	204,296,202
KANSAS	176,747,619
KENTUCKY	237,019,198
LOUISIANA	364,417,292
MAINE	67,674,533
MARYLAND	317,029,091
MASSACHUSETTS	330,084,786
MICHIGAN	357,947,883
MINNESOTA	272,201,747
MISSISSIPPI	146,705,225
MISSOURI	285,778,719
MONTANA	125,790,808
NEBRASKA	126,657,837
NEVADA	84,301,524
NEW HAMPSHIRE	67,129,562
NEW JERSEY	406,726,097
NEW MEXICO	122,237,650
NEW YORK	881,764,727
NORTH CAROLINA	328,171,268
NORTH DAKOTA	89,187,858
OHIO	503,158,577
OKLAHOMA	218,790,375
OREGON	162,022,587
PENNSYLVANIA	589,653,917
RHODE ISLAND	124,514,149
SOUTH CAROLINA	178,950,754
SOUTH DAKOTA	96,650,615
TENNESSEE	280,843,551
TEXAS	970,339,771
UTAH	156,817,896
VERMONT	64,383,247
VIRGINIA	359,623,195
WASHINGTON	345,612,516
WEST VIRGINIA	121,182,802
WISCONSIN	226,943,737
WYOMING	96,811,287
DISTRICT OF COLUMBIA	77,941,751
PUERTO RICO	69,436,054
AMERICAN SAMOA	495,000
GUAM	495,000
N. MARIANAS	495,000
VIRGIN ISLANDS	495,000
TERRITORIES	12,066,862
TOTAL:	14,097,574,723

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 3, 1985

DOT 101-85
Contact: Jennifer Hillings
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DOLE SWEARS IN NEW DOT ASSISTANT SECRETARY FOR ADMINISTRATION

Secretary Elizabeth Hanford Dole has sworn in Jon H. Seymour as the Department of Transportation's Assistant Secretary for Administration.

"Jon is a hard-working and dependable administrator and I very much appreciate that he always finds a way to get the job done - and done right," the Secretary said.

As Assistant Secretary for Administration, Seymour is responsible for institutional management functions of the Department, such as personnel, procurement, data processing, administrative services and management planning.

Seymour served as Deputy Assistant Secretary for Administration for approximately two years before his appointment to his new position. He began his government career at the Justice Department in 1969, where he held a number of administrative and personnel positions before joining DOT.

A graduate of the University of Virginia with a Bachelor of Arts degree, he holds a Masters of Public Administration from the University of Washington.

Seymour and his wife, Claire, and three daughters live in Fairfax, Virginia.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 3, 1985

DOT 102-85
Contact: Jennifer Hillings
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DOLE ANNOUNCES STATUS OF STUDY ON EFFECTS OF DRUG USE ON TRANSPORTATION SAFETY

Secretary of Transportation Elizabeth Hanford Dole has announced the status of a study by her Department into the effects on safety of licit and illicit drug use by transportation operators.

Secretary Dole told James Burnett, Chairman of the National Transportation Safety Board (NTSB), that she had assigned DOT's Transportation Systems Center (TSC) in Cambridge, Mass., to follow up on preliminary work done by a Departmental working group.

The working group, Dole said, agrees with the Safety Board that licit and illicit drug use by transportation operators may have significant potential safety implications. She added, however, that a determination of the extent to which drug use, misuse, and abuse presents broad transportation safety problems, and development of effective countermeasure programs, where appropriate, requires more detailed data and information than is currently available. The TSC research group will undertake that study. The study will center on four objectives:

- * Identifying licit and illicit drugs that have potential to cause transportation safety problems.
- * Surveying the state of knowledge regarding the specific effects of these drugs on operations critical to each mode of transportation.
- * Reviewing methods to evaluate the current capability to detect and measure drug levels in individuals.
- * Assessing the quality and limitations of available data and information.

Dole told Burnett that since the NTSB recommended that DOT undertake a multi-modal research program to examine the effects drug use could have on safety, the Departmental working group had been meeting with NTSB and National Institute on Drug Abuse staff. They have been considering a number of options for alternative methods to assess the scope and severity of the drug problem in transportation operations.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
October 4, 1985

DOT 103-85
Contact: Jennifer Hillings
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Ed O'Hara
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DOLE MOVES TO SAFEGUARD TRANSPORTATION OF POISONOUS LIQUIDS

Secretary of Transportation Elizabeth Hanford Dole today announced issuance of a rule imposing "new safeguards on the transportation of volatile liquids that are poisonous when inhaled."

The rule, issued by the Research and Special Programs Administration, requires that all motor vehicles, rail cars, portable tanks and freight containers carrying these highly volatile liquids display "Poison" placards, and that shipping labels and papers carry the warning "Poison--Inhalation Hazard."

For methyl isocyanate (MIC)--the substance involved in the Bhopal, India, industrial accident--and some other substances, the rule will require the use of packages, rail tank cars and tank trucks of greater integrity than presently required.

Secretary Dole said, "The rule is intended to warn people who may come in close contact with shipments of such liquids that they are highly toxic if inhaled. This action will also assure that MIC and other volatile liquids are carried in stronger containers to reduce the risk of a discharge in the event of an accident."

RSPA has listed 36 volatile liquids that are affected by this rule.

The existing rules, which do not focus on the inhalation hazard, may classify such liquids by virtue of other dangerous characteristics, such as flammability or corrosiveness. As a result, emergency response personnel or transportation workers approaching a container or vehicle labeled as a flammable liquid, for example, may not be aware that vapors of such liquids are toxic to inhale.

(more)

Currently, the regulations exempt motor vehicles and freight containers containing less than 1,000 pounds of these hazardous materials from placarding requirements. The new rule removes this exemption for the affected volatile liquids and requires a POISON placard.

For shipments in bulk quantity containers, the new rules are effective May 1, 1986. For non-bulk shipments, the effective date is Oct. 1, 1986. The compliance dates were set to give shippers time to implement the new rules.

DOT issued a proposed rulemaking on this matter last February. The final rule will be published in the Federal Register on October 8.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 10, 1985

DOT 104-85
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JoAnn Sloane
Tel.: (202) 426-8521

SAFETY RULE COULD HELP CREWS SAVE LIVES IN CABIN FIRE

Secretary of Transportation Elizabeth Hanford Dole today announced issuance of a proposed rule to require that improved protective breathing equipment be installed in large airline aircraft to enable flight crews to perform critical tasks in the event of fire.

She said that under the Federal Aviation Administration proposal, the equipment would have to meet improved standards for use by crewmembers in fighting fires or helping passengers to evacuate a burning aircraft.

Dole said, "Better equipment will allow flight and cabin crews to function when there is fire or toxic gases in the cabin. They would be better able to put out fires and direct passengers to exits, and to save lives."

The FAA analyzed several aircraft fire incidents and concluded that flight attendants could have led more passengers to exits, and saved their lives, if the improved equipment called for in this proposal had been available.

The proposed rule is the latest in a series of FAA actions to improve cabin fire safety, and is closely linked to a recent rule change increasing the number of hand-held fire extinguishers required on large airline aircraft.

Under the proposal, protective breathing equipment--either a face mask or a mask covering the nose and mouth--both having a portable oxygen supply, and goggles covering the eyes, would have to be located within three feet of each hand fire extinguisher in the cabin. They would also be required in the cockpit and in any cargo compartments where the crew has access.

The proposed regulation also would require "hands on" training in using the type of hand fire extinguishers installed on the aircraft while wearing the improved protective breathing equipment. The training would include at least one firefighting drill requiring each crewmember to fight an actual fire using a hand fire extinguisher and wearing the protective breathing equipment.

-more-

Last March, Dole announced cabin safety rules requiring that additional hand-held fire extinguishers be carried in cabins of large airline aircraft.

Additional rules were recently announced requiring smoke detectors and automatic fire extinguishers in aircraft lavatories and requiring improved cabin floor lighting to enhance emergency exit from smoke-filled cabins.

The current regulation requires flight crews to be protected from smoke, carbon dioxide, and other harmful gasses but does not specify the type of equipment to be used.

The proposed new standards would improve the level of safety since most protective breathing equipment now in use has been found not to provide a safe level of eye and respiratory protection and most crewmembers are not trained in firefighting techniques.

Interested persons may submit comments to the Federal Aviation Administration, Office of the Chief Counsel, Attention: Rule Docket (AGC-204), 800 Independence Avenue, S.W., Washington, D.C. 20691. Comments must be received on or before Feb. 10, 1985.

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U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
October 11, 1985

DOT 105-85
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Wendy DeMocker
Tel.: (202) 426-0881

POSTAL SERVICE JOINS DOT TO FIGHT GRADE CROSSING ACCIDENTS

At the urging of Secretary of Transportation Elizabeth Hanford Dole, the United States Postal Service has designed a poster to help address the problem of rail-highway crossing accidents.

"The involvement of Postmaster General Paul Carlin and the United States Postal Service is very helpful to our efforts to reduce rail-highway crossing accidents. With the Postal Service's high visibility this should be an effective tool for grade crossing safety," Dole said.

The poster has a yellow railroad crossing sign on a black background with the admonition "Look, Listen and Live, Watch for oncoming trains at RR Crossings." The U.S. Postal Service will display the poster on bulletin boards in over 39,000 Post Offices nationwide.

In addition to the poster, each of the 756,000 postal workers has received a pamphlet warning of the danger at grade crossings and directing them to slow down, look both ways, and listen carefully for approaching trains before crossing tracks.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181,59

FOR IMMEDIATE RELEASE
Friday, October 11, 1985

DOT 106-85
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE GIVES TENTATIVE APPROVAL TO PAN AMERICAN'S TRANSFER OF PACIFIC OPERATIONS TO UNITED AIRLINES

Secretary of Transportation Elizabeth Hanford Dole today announced her tentative decision to approve the acquisition of Pan American World Airways' Pacific Route Division by United Airlines.

Under the proposed transaction, United will purchase Pan American's entire Pacific Division (except U.S. mainland-Hawaii) for the sum of \$750 million. United will hire a substantial number of Pan American's employees in that region, and acquire assets such as ground facilities and aircraft.

Using the statutory guidelines by which such transactions are analyzed by the Department, Dole said the sale "will not result in a substantial lessening of competition as it currently exists, and will not, with the imposition of certain conditions, be contrary to the public interest."

As a condition of approval, Dole's tentative decision calls for the institution of a route proceeding to determine whether another airline can and should be authorized to replace United on the Seattle/Portland-Tokyo route. Recalling that in 1982 the United States negotiated with Japan for the right of a third U.S. airline to serve Japan, and noting that the number of U.S. airlines serving Japan will be reduced if the acquisition is consummated, Dole acted to review the issue of the possible spin-off of the Seattle route "to determine how best to maximize public benefits under the 1982 agreement (with Japan) authorizing United's service." At present, Seattle is served by United and Northwest, as well as Japan Air Lines.

Should a spin-off of the Seattle-Tokyo route and the award of that route to another carrier occur, the status quo would be maintained in that three U.S. carriers would continue to operate the present routes to Japan. Nevertheless, Secretary Dole noted that the record of this case presents serious questions about the ability of any carrier, other than United or Northwest, to meet the needs of Pacific Northwest-Japan consumers.

- more -

Another condition Dole would impose is that the routes granted to United in this transaction be temporary and experimental for a five-year period, as is the Department's common practice. She also indicated that labor protective provisions should not be imposed. On the latter point, Dole said that DOT should limit its involvement in private sector labor matters to concerns that adversely affect the national transportation system, concerns not supported by the record of this case.

The proposed transaction was submitted to the Department for review in late April of this year. An eight-day hearing on the proposed acquisition was held in August, and oral argument was heard on September 23. Following the oral argument Dole reviewed the hearing record, the pleadings and transcript.

In today's tentative decision, Dole said that the Pacific marketplace is growing and dynamic, and noted that Japan is the focal point of that marketplace. Of the 6 million passengers who travelled between the U.S. and the Far East last year, roughly 4 million travelled to or through Japan. The U.S.-Japan market promises to become even more competitive when route rights gained in the recently-signed Memorandum of Understanding between the U.S. and Japan are awarded in an upcoming DOT route proceeding.

Dole concluded that the transaction may enable United to provide stronger competition than it and Pan Am now can separately. "U.S.-Japan and U.S.-Far East markets are likely to become significantly more competitive as United adds capacity and service options and its major competitors respond to those competitive initiatives."

Exceptions to Secretary Dole's tentative decision and briefs are due October 21. A final decision will be issued by October 31.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE 1:30 P.M. TUESDAY
October 22, 1985

DOT 111-85
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Elaine Matrigali
Tel.: (202) 426-2147

DOT AND GERMAN TRANSPORT MINISTRY EXPAND COOPERATIVE AGREEMENT IN HIGHWAY AREA

Secretary of Transportation Elizabeth Hanford Dole and Werner Dollinger, Minister of Transport for the Federal Republic of Germany today signed a Project Agreement which expands cooperation between the two countries in the highway area.

"The Project Agreement is significant because it continues to expand the excellent cooperative relationship in the field of transportation that exists between the United States Department of Transportation and the German Ministry of Transport," Secretary Dole said.

This Agreement is a revision of one dated February 16, 1972, and expands the two countries' cooperation in highway engineering and operations research and development. The Agreement will remain in force for a period of two years and may be renewed by mutual written consent of the Department of Transportation (DOT) and the Federal Republic of Germany's Ministry of Transport.

Cooperative activities through which information will be exchanged include: alternate routing systems in freeway corridors, urban network signal control systems, integrated urban traffic area management systems, motorist information systems, improved accident analysis and safety evaluations, coatings for structural steel, and fatigue and corrosion of cables in bridges.

Project management responsibility for DOT will continue to be assigned to the Department's Federal Highway Administration.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181-61

FOR IMMEDIATE RELEASE

Wednesday, October 23, 1985

DOT 113-85

Contact: Jennifer Hillings

Tel.: (202) 426-4570

Ed O'Hara

Tel.: (202) 426-4321

DOT SUPPORTS MERGER
OF TWO WESTERN RAILROADS

The Department of Transportation has found that the proposed merger of the Santa Fe and Southern Pacific railroads is generally consistent with the public interest.

However, it recommended that conditions be imposed to maintain competition with respect to a limited amount of traffic. In its brief filed with the Interstate Commerce Commission, the Department said its analysis identified about six million tons of traffic for which the two railroads now compete directly or indirectly and which may be subject to a reduction in competition under a merger. The affected traffic represents three percent of the total traffic the combined railroads would carry.

Since this traffic represents a small portion of the total and is geographically dispersed, DOT recommends that the ICC permit the two railroads to negotiate with potential market entrants and choose their preferred remedy to restore competition --subject to the commission's approval. Possible remedies include divestiture, trackage rights, a third party arrangement such as a freight forwarder agreement, or other arrangements.

DOT said this approach could remedy anticompetitive effects through market forces, avoiding the drawbacks of a less flexible mechanism.

The Department proposed that the two railroads be permitted to effect the merger immediately, subject to a ceiling or cap on rates applicable to the problem traffic. This would remain in effect until the commission approves a pro-competitive agreement covering that traffic.

This temporary restraint on pricing freedom would allow the public and private benefits of the merger to be achieved immediately without permitting the railroads to exert market power over these movements.

(more)

- 2 -

Thirty FRA safety inspectors from all eight FRA regions participated in the assessment. The inspectors focused on all aspects of SEPTA's commuter rail operations including operating practices, signal and train control, locomotives and equipment, track, bridges, adequacy of employment levels and a review of pertinent records. In addition, special attention was given to training policies, drug and alcohol programs, organization structure and emergency response procedures, to determine if they adequately provide for employee and passenger safety.

FRA annually undertakes several such assessments. Most recently, safety assessments of the Burlington Northern Railroad and Amtrak operations in the Northeast Corridor have been completed.

Copies of the SEPTA assessment can be obtained from FRA's Office of Public Affairs, 400 Seventh Street, S.W., Washington, D.C. 20590.

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Office of the Secretary
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Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Wednesday, October 23, 1985

DOT 114-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Contact: Wendy DeMocker
Tel.: (202) 426-0881

ASSESSMENT UNCOVERS SEPTA SAFETY DEFICIENCIES

Secretary of Transportation Elizabeth Hanford Dole has released a Federal Railroad Administration (FRA) safety assessment of commuter railroad operations on the Southeastern Pennsylvania Transportation Authority (SEPTA) that found serious safety problems on the Philadelphia-based transit authority.

"FRA's team of safety inspectors found serious deficiencies in SEPTA's safety practices. SEPTA has been working with FRA to improve its overall safety program and I am convinced this will make SEPTA safer," Dole said.

One of the deficiencies cited by FRA was a high number of defects in SEPTA's signal system. Subsequent testing of new signal installations by FRA signal inspectors found conditions that could lead to signal failure.

FRA also found inadequacies in employee training and education, and inexperience in its cadre of staff officers. The assessment found inadequate training programs for bridge inspectors, train dispatchers and towerpersons, and some engineers. The personal safety program for SEPTA employees was also found to be inadequate. In addition, SEPTA lacks an emergency response program of instruction for accidents which might require passenger evacuation.

Another deficiency found by the FRA inspectors was that SEPTA did not provide adequate protection for employees working around stopped trains as required by federal regulations. The commuter rail system also violated hours of service regulations, power brake regulations, and track and signal inspection requirements.

The assessment was initiated by concern about SEPTA's commuter rail safety record. In 1983 and 1984, SEPTA had 21 commuter train accidents which resulted in two fatalities, 624 passenger injuries and over \$700,000 in reportable damage. During the first three months of 1985, three commuter train accidents resulted in 33 injuries and over \$1 million in reportable damage.

more

- 2 -

Thirty FRA safety inspectors from all eight FRA regions participated in the assessment. The inspectors focused on all aspects of SEPTA's commuter rail operations including operating practices, signal and train control, locomotives and equipment, track, bridges, adequacy of employment levels and a review of pertinent records. In addition, special attention was given to training policies, drug and alcohol programs, organization structure and emergency response procedures, to determine if they adequately provide for employee and passenger safety.

FRA annually undertakes several such assessments. Most recently, safety assessments of the Burlington Northern Railroad and Amtrak operations in the Northeast Corridor have been completed.

Copies of the SEPTA assessment can be obtained from FRA's Office of Public Affairs, 400 Seventh Street, S.W., Washington, D.C. 20590.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, October 25, 1985

DOT 116-85
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Contact: Judy Petty
Tel.: (202)426-9550

BARBARA MANDRELL MAKES DRAMATIC APPEAL FOR SAFETY BELT USE

Superstar entertainer Barbara Mandrell, who credits safety belts with saving her life in a head-on car crash last year, is taking her safety message to the American people in a dramatic public service announcement that will be filmed for television on Oct. 29 in Nashville, Tenn.

Although she seldom used safety belts before the September 1984 collision that left her seriously injured and hospitalized for weeks, Mandrell and her children buckled up just moments before an oncoming car swerved across the highway and hit them in a head-on collision. The driver of the other car, who was not wearing a safety belt, was killed.

"Among my first recollections in the hospital was that safety belts saved my life . . . and the lives of my children. I promised myself that others would benefit from my experience. Safety belts work and excuses for not wearing them could cost you your life," Mandrell said.

"Like so many people, I never gave safety belts much thought because I consider myself a cautious driver and never expected to be in a serious accident. I had plenty of excuses for not wearing them. But just before the crash, while stopped at a light, I saw some children in a station wagon with the tailgate down and I thought how dangerous it looked. It made me suggest that we all buckle up. A twist of fate saved our lives," she added.

Secretary of Transportation Elizabeth Hanford Dole said, "I can't imagine a more influential way for Americans to be encouraged to get into the safety belt habit than from sharing in Barbara Mandrell's personal, lifesaving experience. I am grateful to her for her enthusiastic, heartfelt appeal for safety belt use."

According to the U.S. Department of Transportation (DOT), which is sponsoring Mandrell's 30-second television and radio announcements, as many as 10,000 additional lives could be saved each year if everyone used safety belts. Recent public opinion polls by the Harris and Roper organizations indicate a significant increase in the number of adults who say they use belts. Currently, 16 states and the District of Columbia have enacted laws requiring belt use. States with safety belt use laws report a decline in fatalities of approximately 20 percent.

In addition to the public service messages, which will be distributed during November to television and radio stations across the country, Mandrell also will serve as chairman of the Nov. 24-30 "All-American Buckle Up," a week of national emphasis on safety belts organized by DOT, state and local governments and private organizations. During the "All-American Buckle Up," motorists will be challenged to give safety belts a try for one week and to "Start a Habit for Life."

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**National Highway
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Washington, D.C. 20590

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FOR RELEASE WEDNESDAY
November 6, 1985

DOT 118-85
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE URGES NATIONS TO SUPPORT NEW ICAO AIRPORT SECURITY STANDARDS

Secretary of Transportation Elizabeth Hanford Dole has urged support for adoption of new airport security standards submitted by the International Civil Aviation Organization (ICAO) Council for agreement by the full membership.

In a cable to the Transport Ministers of the 32 fellow ICAO council nations, Dole said, "In response to the deplorable incidents of hijacking and sabotage which have occurred recently. . . I urge you to give immediate attention. . . to making the ICAO standards a strong safeguard to the lives and well-being of travelers on our transportation systems."

After a series of incidents involving international flights earlier this year, Dole addressed ICAO in Montreal and called for a concerted international effort to combat the threat of terrorism against civil aviation.

The ICAO Council responded by recommending to its membership in September tightened security measures for airports around the world. The measures, being considered by all ICAO members this month, include:

- A recommendation that each nation include a clause on civil aviation security in its bilateral air service agreements with other nations.
- Expanded pre-flight checks to include measures to discover weapons or other dangerous devices.
- Special security procedures for checked baggage that does not belong to any boarded passenger.
- Security procedures for cargo consigned to passenger flights.
- Enhanced safeguards at airports and ground facilities used in international aviation.

The ICAO Council consists of representatives of 33 countries, including the United States. ICAO is a 156-member specialized agency of the United Nations whose activities are aimed at ensuring the safe and orderly growth of international civil aviation throughout the world.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181-65

FOR IMMEDIATE RELEASE
Thursday, November 7, 1985

DOT 120-85
Contact: Jennifer Hillings
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE GRANTS FINAL APPROVAL TO UNITED AIRLINES' ACQUISITION OF PAN AMERICAN'S PACIFIC DIVISION

Secretary of Transportation Elizabeth Hanford Dole has granted final approval for United Airlines to acquire Pan American World Airways' Pacific Division.

The Secretary's decision was sent to the White House under statutory review procedures on October 31, and released to the public today. President Reagan has 60 days to review the decision on foreign policy and national defense grounds.

Under the proposed transaction, United will purchase Pan American's entire Pacific Division for the sum of \$750 million (including \$34.5 million for the purchase of an aircraft that is not subject to DOT approval). United will hire a substantial number of Pan American's employees in that region and acquire assets such as ground facilities and aircraft. Pan Am will continue to operate between the U.S. mainland and Hawaii.

Secretary Dole said in her final decision, "United will confront a more competitive market when this transaction is completed than exists today. A number of carriers currently providing services are planning to offer additional services; and new carriers, certainly from the U.S. and possibly from Japan, will be able to inaugurate service on new routes under the recently negotiated Memorandum of Understanding between the United States and Japan." Earlier this year, the U.S. and Japan signed an agreement providing for more air service between the two countries. Both governments may choose three new nonstop services, at least two of which are expected to carry passengers

In her tentative decision of October 11, which she made final today, Dole said the transaction will not substantially lessen competition as it currently exists, and will not, with the imposition of certain conditions, be contrary to the public interest. Dole's final decision was issued after she reviewed objections and briefs to her tentative decision.

Conditions contained in her final decision are that the international certificates transferred to United be limited to a five-year experimental period and that a Seattle/Portland-Japan route proceeding be instituted to determine if United should be replaced by another carrier on that route.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181.66

FOR IMMEDIATE RELEASE

Thursday, November 7, 1985

DOT 121-85

Contact: Jennifer Hillings

Tel.: (202) 426-4570

Eric L. Bolton

(202) 426-0660

SECRETARY DOLE OUTLINES TRUCK AND
BUS SAFETY INITIATIVES

In a speech outlining a series of truck and bus safety initiatives, Secretary of Transportation Elizabeth Hanford Dole today announced that she will ask Congress for a 150 percent increase in federal motor carrier safety grants in FY 1987 to help states expand their driver and vehicle inspection programs.

The funds, totaling \$50 million, would be distributed to the states under the Motor Carrier Safety Assistance Program (MCSAP). "With this increased funding, starting in 1987, the focus will change from recruiting and training to increasing the states' presence on the highways. This will lead to two million additional roadside inspections nationwide and 10,000 safety compliance audits of intrastate motor carrier companies." Dole said.

Dole made her announcement in Washington, D.C., at the 16th annual meeting of the Highway Users Federation for Safety and Mobility.

"The initiatives I want to outline today are designed to make what is the finest system of highways in the world better yet," Dole told the Federation. "Most of all, I am here today to offer leadership in enhancing truck safety along four million miles of American roads."

Among other safety initiatives highlighted in her speech, the Secretary said that a major federal/state inspection of the nation's bus fleet will take place, "targeting the safety of commercial bus operations in an intensified inspection effort of passenger carriers."

Additional safety programs discussed by Dole ranged from hazardous materials transportation to truck driver training and licensing. Noting that while the safety record of hauling hazardous materials on the highways has been excellent, the potential for high-consequence accidents remains.

As part of that effort, Dole said that she has proposed new rules to improve tanker vehicle safety and is considering stronger hazardous materials-driver qualifications. The tanker vehicle proposal would require that a large segment of the nation's fleet of truck cargo tanks be retrofitted with stronger manhole cover assemblies and improved pressure relief valves that should eliminate leakage of a chemical in an overturn accident, Dole explained.

Dole also said she looked forward to a completion of an exhaustive review of Bureau of Motor Carrier Safety (BMCS) regulations by mid-1986. The regulations range in scope from drivers' hours of service and general driving rules, to parts and accessories requirements, inspection, repair and maintenance of vehicles, safety fitness determinations that will apply to all carriers, and notification and reporting of all accidents.

A major focus of the Secretary's commercial vehicle safety program involves operator licensing, particularly requirements for obtaining licenses and multiple licensing.

"In 20 of our states, any person who is licensed to drive an automobile can also legally drive a tractor trailer without first meeting any formal state training, testing or operator licensing requirements. Quite frankly, this is outrageous," Dole said. She added that another serious deficiency in the current licensing and regulatory system is the ease with which drivers can obtain multiple licenses and, thus, multiple records enabling them to hide accidents and traffic violations and avoid state enforcement action.

Dole said there is an obvious and pressing need for all states to have single and classified licensing systems. "This is appropriate as a state responsibility, but the Department and the private sector must join together to educate the public to encourage state governments to enact legislation to implement these systems."

Finally, Dole said that the Department will soon have available a comprehensive truck driver training program which includes minimum standards curriculum involving 320 hours of classroom instruction and on-the-road training. The driver training standards will be made available by mid-December, Dole said, and urged truck driver training schools and trucking firms to take advantage of the training standards.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
November 13, 1985

DOT 122-85
Contact: Jennifer Hillings
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOT INSTITUTES U.S.-JAPAN ROUTE CASE

Secretary of Transportation Elizabeth Hanford Dole today announced the opening of the U.S.-Japan Gateways Case to expand existing direct air service between the two countries by U.S. carriers.

"The U.S.-Japan market is one of the world's fastest growing airline corridors," Dole said. "The addition of new U.S. competition will provide more opportunities for consumers traveling to the Far East, by improving access to direct service and providing a wider choice of connecting flights between the United States and Japan."

The routes to be awarded are the result of an agreement signed by the two governments on May 1, 1985. The agreement permits each government to award new nonstop service, either from new gateways or from some cities that already receive nonstop service to Japan. The case announced today will award authority for combination service (passengers and cargo carried on the same plane) on two routes.

The agreement with Japan limits the total number of weekly round trip flights that may be offered by the new services -- 10 per week for the first year beginning April 1, 1986, increasing to 18 in 1987, 20 in 1988 and 21 in 1989 and thereafter. No carrier, however, may operate more than seven round trips per week on any single route. The Secretary's order states that it undertakes "the allocation of frequencies with extreme reluctance, as we are convinced that the traveling and shipping public would be best served were the marketplace permitted to operate as the sole determinant of the number of flights which each carrier operates."

It currently appears that the best utilization of the new authority would be selecting two different carriers and awarding five weekly round trips to each of them, although airlines may propose service offered by a single carrier from two gateways, and/or divide the available frequencies in a different manner, according to the Secretary's order.

There are currently eight U.S. cities receiving nonstop service to Japan: Anchorage, Chicago, Honolulu, Los Angeles, New York, Portland, San Francisco and Seattle. Only Honolulu, Los Angeles and Portland can obtain additional nonstop service in this case under terms of the recent agreement, although there is no restriction on the selection of new gateways.

Alternate carriers will be selected in the event that the airlines awarded the routes fail to begin service. The backup service will not necessarily have to be provided from the same cities as the primary service.

Under the terms of the agreement, a total of three new services may be awarded, including a small package service on one of the routes. Combination service can begin on or after April 1, 1986. DOT said today that it will award authority to a small package carrier for the third route in a proceeding to be instituted next April. Small package service cannot begin until April 1, 1987.

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FOR RELEASE THURSDAY

November 14, 1985

DOT 123-85

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Ed O'Hara

Tel.: (202) 426-4321

DOLE URGES SENATE TO APPROVE OIL SPILL AGREEMENTS

Secretary of Transportation Elizabeth Hanford Dole today urged the Senate to approve U.S. ratification of 1984 amendments to two international oil spill liability agreements.

Dole said, "Senate approval will be an important step forward to help protect the world's water resources. It will assure that adequate funds are available to clean up major oil spills and make it easier for Americans to recover damages caused by spills from foreign and domestic tankers."

She said President Reagan's action Nov. 5 submitting the amendments to the Senate was a "significant milestone" in the effort to achieve a meaningful new liability and compensation system for oil spills. The President recommended that the Senate approve ratification of the 1984 protocols to the 1969 Civil Liability Convention and the 1971 Fund Convention.

Dole said that in May 1984 she met in London with the Secretary General of the International Maritime Organization to emphasize "just how serious the United States is about oil pollution liability and compensation." At that time, the diplomatic conference revised the international conventions generally along the lines proposed by the U.S.

She said, "The Administration has been working for an oil pollution liability and compensation system to protect U.S. citizens at both domestic and international levels."

She said the Administration is supporting legislation, currently under consideration in the House, to create a comprehensive domestic system to establish liability and provide compensation for clean-up costs and certain other damages caused by spills from vessels and other sources.

The legislation would also provide for U.S. implementation of the two international conventions providing similar liability and compensation for oil spills from certain types of vessels.

(more)

Dole said legislation would assure that "vessel owners assume a sufficient degree of liability for pollution damage and removal costs and that adequate funds are available to pay for costs in excess of the ship owner's liability limits in the case of a major spill."

If the Senate approves U.S. ratification and the protocols go into effect, oil tanker owners would be liable for up to \$60 million in clean-up costs and damages and restoration of damaged natural resources for each incident. The existing liability limit is \$14 million. And an industry-supported fund would be available for additional damages up to a total of \$200 million, if major oil importing countries ratify the conventions. The current maximum for damages is \$45 million.

The legislation for a comprehensive system would set up a single fund to be financed by a 1.3 cents per barrel fee on oil imported or received at a U.S. refinery. The fund would replace four separate schemes under current law.

Dole said this kind of user fee is consistent with Administration policy that those who benefit from a service pay their fair share of its costs.

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181-66

FOR RELEASE THURSDAY
November 21, 1985

DOT 124-85
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE CALLS NORTH PACIFIC AIR SECURITY AGREEMENT "AN IMPORTANT STEP"

Secretary of Transportation Elizabeth Hanford Dole today called an agreement among the United States, Japan and the Soviet Union "an important step in advancing the cause of safety and international cooperation in civil aviation."

The agreement was signed by representatives of the area air control centers of Anchorage, Tokyo and Khabarovsk and details procedures to enhance the safety of civil aircraft flying on North Pacific routes. It was announced today by President Reagan in Geneva.

Dole said, "For the first time, we will have standard procedures for dealing with emergency aviation situations that may occur in airspace of vital concern to our three nations. The agreement is an important step in advancing the cause of safety and international cooperation in civil aviation."

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U.S. Department of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY

November 21, 1985

DOT 125-85

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NORFOLK SOUTHERN PLAN MEETS
COMPETITION CONCERNS, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole said today the Norfolk Southern's divestiture package for its proposed purchase of Conrail "now meets the competitive concerns the Justice Department has raised" and "significantly improves the railroad system of the Northeast and the Midwest."

In testimony before the Senate Judiciary Committee, Dole said she is confident that "the independent, comprehensive and objective examination by the Department of Justice removes any questions that this plan to sell Conrail to Norfolk Southern is competitively flawed."

She said Justice's review was "the most stringent" that any rail merger has been subjected to.

The Secretary said the sale to Norfolk Southern offers a unique opportunity to enhance rail service for Conrail's shippers and for those using smaller railroads.

"The sale of Conrail to Norfolk Southern provides shippers with important competitive advantages through the reopening of closed gateways and the strengthening of regional carriers (Guilford Transportation Industries and the Pittsburgh and Lake Erie Railroad) through substantial divestitures," she said.

She said the Norfolk Southern/Conrail system would lower costs for shippers and ultimately consumers by its ability to offer more efficient, less expensive, single-line service on nearly all commodities moving north and south. Today those goods require the services of two railroads.

(more)

Dole said a merged system can offer shippers such cheaper, efficient service from New England and the Midwest to the Gulf of Mexico. "Norfolk Southern/Conrail will be able to offer shippers the same kind of one-stop shopping capacity that CSX acquired in the Chessie-Seaboard merger that created it," she said. "Single-line rates plus no switching fees and no lost time in yards add up to lower costs and better service for shippers and consumers."

In addition, she said, "The emergence of Guilford in the Midwest will break Conrail's monopoly on single-line traffic between the Midwest and the Northeast."

Dole said Guilford will become an important carrier offering single-line service between Chicago and St. Louis and a broad range of Eastern and Northeastern markets. This would restore head-to-head competition for the first time since before the merger 20 years ago that created the Penn Central.

The divestitures will also provide these regional carriers, Guilford and P&LE, with direct access to key midwestern markets from Chicago and St. Louis to Toledo, Cleveland and Detroit.

The combination of the divestitures and actions under the public interest covenants Norfolk Southern has agreed to will reopen many of the more than 300 gateways and joint routes closed during Conrail's mass route cancellations in 1981. Dole said, "These transactions strengthen the competitive position of the regional railroads and prevent the loss of competition that would surely occur if these railroads were left with short hauls and closed gateways to face a stand-alone Conrail."

Dole said a stand-alone Conrail presents a threat to service in many states, since Conrail has recently indicated that abandonments were pending or being contemplated for 2,122 miles of railroad.

In discussing the viability of Guilford and the P&LE, she said she was confident that the companies could meet the challenge of their new, expanded systems.

Discussing potential traffic diversions, she said the debate on this issue is misleading. The diversion of traffic from one railroad to another should not be equated with anticompetitive effects. Diversions are often among the best examples of competition at work. The Justice Department concluded that diversions associated with this sale do not present an antitrust problem.



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
November 22, 1985

DOT 126-85
Contact: Jennifer Hillings
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE ANNOUNCES U.S.-U.S.S.R. COMMERCIAL AIR SERVICES AGREEMENT

Secretary of Transportation Elizabeth Hanford Dole today announced an agreement clearing the way for the resumption of commercial air service between the United States and the Soviet Union.

"Negotiators from the United States and the Soviet Union reached agreement today to resume direct air service between our two countries," Dole announced. "President Reagan said he hoped his summit with General Secretary Gorbachev would help bring the people of our nations together. This agreement is an immediate step in that direction."

Under the agreement, which was initialled in Moscow today, airlines of both countries will be permitted up to four round trip flights a week between the two countries. Pan American World Airways will be authorized to serve Moscow and Leningrad from the United States, and Aeroflot will be granted authority between the Soviet Union and New York and Washington. An intermediate point will be permitted for each airline.

There has not been any direct air service between the United States and the Soviet Union since 1981. Pan American ceased serving Moscow in 1978.

The agreement must be ratified through diplomatic channels.

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U.S. Department of
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News:

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FOR RELEASE FRIDAY
November 22, 1985

DOT 127-85
Contact: Jennifer Hillings
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE APPLAUDS MARITIME ORGANIZATION'S ANTI-TERRORISM RESOLUTION AS "GOOD BEGINNING"

Secretary of Transportation Elizabeth Hanford Dole today said that the International Maritime Organization (IMO) resolution calling for measures "to combat terrorism and other unlawful acts on the high seas is a good beginning in what I hope will be an international effort to safeguard seagoing passengers and crew from tragedies like the Achille Lauro."

Dole was commenting on the adoption of a resolution by the IMO directing its Maritime Safety Committee (MSC) to develop, on a priority basis, detailed and practical measures to strengthen port and onboard security. The IMO cited as a model for MSC's consideration recent actions by the International Civil Aviation Organization to tighten security at airports around the world.

The resolution also called upon "governments, port authorities and administrations, shipowners, ship operators, shipmasters and crews to take, as soon as possible, steps to review and, as necessary, strengthen port and onboard security."

The United States was one of nine nations cosponsoring the resolution.

Dole said, "I have asked the Coast Guard to work with the Department of State to develop recommendations on technical preventative measures in preparation for the January 1986 meeting of the Maritime Safety Committee.

"Our long-term objective is the establishment of cooperative international agreements that will help in the fight against terrorism and other unlawful acts on the high seas. We will proceed in the meantime with IMO guidelines adopting safety measures and practices aimed at the prevention of terrorism.

- more -

"While we work to promote an effective uniform approach from the international community, we are surveying security measures for passenger and cargo ships calling on U.S. ports, with an eye toward strengthening them."

The IMO was established in 1958 as the specialized agency of the United Nations for maritime affairs. The organization focuses on marine safety, maritime law and marine pollution. There are 127 member nations. The Coast Guard, an agency of the Department of Transportation, provides the principal U.S. representatives to the Organization.

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Office of the Assistant Secretary for Public Affairs
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FOR RELEASE WEDNESDAY
November 27, 1985

DOT 128-85
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE ANNOUNCES NEW ASSESSMENTS OF MIDDLE EAST AIRPORT SECURITY

Secretary of Transportation Elizabeth Hanford Dole has announced that a new assessment of airport security in the Middle East will be conducted in light of the recent hijacking of an Egypt Air airliner last weekend. She also announced that she is continuing to pursue her effort for a concerted international commitment to combat terrorism.

"As recently as November 13, we had received reports on Middle East airports, including Athens, confirming that all met International Civil Aviation Organization (ICAO) security standards. These reports were part of our continuing program of monitoring foreign airport security procedures. Despite those reports, however, I have ordered the FAA once again to review the security levels in that region," Dole said.

"While no system is perfect, I want to assure the traveling public that we are doing everything we can to keep airports as secure as possible. We are moving quickly to determine what occurred last weekend."

Dole said that FAA security teams will assess whether internationally accepted standards of security as determined by ICAO are being maintained in the region at airports from which direct service to the United States is provided. The Governments of Greece and Egypt have begun investigations of the hijacking of Egypt Air flight 648 out of Athens Airport on Saturday and the FAA has offered its assistance in those investigations.

Dole said that she had cabled the Secretary General of ICAO, Dr. Assad Kotaite, asking the United Nations agency immediately to implement the U.S. recommendation for the establishment of an international team to evaluate Member States' compliance with ICAO security standards. She had made the recommendation in her address to ICAO in June. "The tragic events of the past weekend highlight the need to move forward even more quickly" for ICAO to begin training the security personnel, she said in her cable to Dr. Kotaite.

- more -

"Last summer, my address to ICAO called for concerted international efforts against terrorism," Dole said. "This latest tragedy can only underscore that need. I was gratified that the ICAO Council adopted a set of security measures that must be ratified by all member nations. We must work together as an international community to safeguard all our travelers from the threat of terrorism."

Dole also announced that she has cabled the Presidents of several international civil aviation organizations (such as the European Civil Aviation Conference) on the importance of adopting stricter security standards. "I beseech you, as President of (your organization) to use the full authority of your office to urge the Member States to act immediately to implement and enhance preventative and punitive measures such as those recently considered . . .by ICAO," she stated. Secretary Dole sent similar cables to her fellow Transport Ministers around the world.

Earlier this month, Dole asked all airport managers in the United States personally to ensure that their security measures are appropriate and are being effectively applied. She also directed the FAA to redouble its efforts to ensure that the U.S. civil aviation security system is second to none.

Secretary Dole cautioned that, pending the outcome of investigations being conducted by Greek and Egyptian authorities, no determination has been made on how the weapons used by the hijackers of Egypt Air 648 were put aboard the plane and therefore no assumptions can be made on whether any particular airport had a security lapse.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
December 3, 1985

DOT 129-85
Contact: Bob Beasley
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DOT INSPECTOR GENERAL REPORTS AUDIT SAVINGS OF \$467 MILLION

Audits by the Department of Transportation's Office of the Inspector General for the six-month period ending September 30 have resulted in measurable dollar savings of \$467 million and improvements in government operations.

The report included a special summary on the IG Hotline, which was established in 1979 to receive information on fraud, waste and abuse. Examples of calls received were provided and included instances of overpayments, safety hazards, program and drug abuse, and misuse of government property.

The report, which has been transmitted to Congress, also disclosed that the IG, during the same period, issued 904 audit reports, which questioned \$35 million in costs and made recommendations with a potential impact of \$467 million.

Investigations by the IG resulted in 35 convictions, \$1.5 million in fines and recoveries, 86 administrative actions, and 7 years in sentences. The nationwide highway contract bid rigging investigations by DOT and the Department of Justice (DOJ) are now active in 28 states and Puerto Rico, with grand juries convened in 14 states. Also, the IG has a major effort underway to identify and prosecute false fronts and fraudulent disadvantaged business enterprises. In this area there were 54 active investigations and 28 indictments in Fiscal Year 1985. The IG is working closely with state prosecutors and is taking a lead in developing a task force effort in this area with the DOJ.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
December 9, 1985

DOT 131-85
Contact: Jennifer Hillings
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOT TENTATIVELY APPROVES PIEDMONT'S PURCHASE OF EMPIRE AIR

The Department of Transportation (DOT) today announced that it has tentatively approved the purchase of Empire Airlines by Piedmont Aviation.

In granting tentative approval, the Department said that purchase will not substantially lessen competition in airline markets affected by the transaction, nor will it otherwise be adverse to the public interest--the two statutory bases under which DOT could disapprove such a transaction. For purposes of this acquisition, the Department studied three relevant markets--the national airline system as a whole, individual city-pair markets served by both airlines, and the 12 cities served both by Piedmont (including Henson Aviation, a commuter owned by Piedmont) and Empire.

Piedmont operates principally in the midatlantic, southeastern and midwestern regions of the United States. Its three hubs are Charlotte, Dayton and Baltimore. Empire principally serves New York state out of its Syracuse hub. Last year, Piedmont's share of the national market in terms of revenue passenger miles was 2.49 percent; Empire's was 0.1 percent. DOT noted that combining these two carriers would produce an airline considerably smaller than the national market share created by several other recently approved airline mergers.

Except for the New York-Hartford/Springfield market, Piedmont and Empire do not compete in any specific city-pair market, and they carried only 4 percent of the traffic in that market in the first quarter of 1985.

While Piedmont/Henson serve 12 individual cities in common with Empire, DOT said that it has no reason to believe that the acquisition will significantly reduce competition at any of the points. Only at Baltimore will a combined Piedmont-Empire airline be the dominant carrier with 44 percent of the market, and there are no constraints on new entry there. At the remaining points, combined market shares of the carriers range from 14.2 percent to 2.2 percent of the market.

- more -

The City of Syracuse asked DOT to delay approval of the acquisition until it resolves a dispute with Piedmont over Empire's alleged commitment to move certain facilities to Syracuse. The Department said the issue is a contract matter that is outside its jurisdiction and can be settled in the courts if a solution is not negotiated.

The carriers filed their application with the Department on October 24. No objections were filed.

Interested parties have until December 30 to object to DOT's tentative decision to approve the acquisition.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181.73

FOR RELEASE MONDAY
December 16, 1985

DOT 132-85
Contact: Jennifer Hillings
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George Kovatch
Tel.: (617) 494-2756

DOT AWARDS \$3 MILLION FOR SMALL BUSINESS RESEARCH

Secretary of Transportation Elizabeth Hanford Dole has awarded more than \$3 million in 1985 DOT Small Business Innovation Research (SBIR) contracts for scientific and engineering proposals aimed at solving difficult national transportation problems.

"This highly creative program encourages unique but practical technology which otherwise might not be developed," Secretary Dole said. "These funds are going to small businesses that normally do not have the financial resources needed for this kind of transportation research and experimentation. The success of this program will enhance transportation safety and mobility for all modes of transportation."

Six companies selected will receive about \$300,000 each to develop, within two years, prototypes of their proposed technology. Another 30 companies were awarded a total of \$1.5 million to carry out experimental research over a six month period. Each of the 30 companies will receive up to \$50,000. The research projects were selected from more than 300 proposals submitted by small businesses in response to the Department's solicitation earlier this year.

Some of the research to be performed includes airport runway icing detection devices, an airborne computer that can measure the wind currents caused by commercial jet liners and warn of potential danger, laser-generated technology that can detect flaws and reveal material stress and breakdown in bridges and rails before it occurs, and an automated device that can differentiate between rain and snow, and measure rain rates, snow intensities and visibility.

The companies awarded development contracts include: Continuum Dynamics, Inc., of Princeton, N.J.; American Research Corp. of Virginia, Radford, Va.; Jonas Inc., Wilmington, Del.; Fluidyne Corp., Auburn, Wash.; Dynamics Technology, Inc., Torrance, Calif.; and Daedalus Research, Inc., Logan, Utah.

- more -

Companies receiving contracts for experimental research include: Airdex Corp., Houston, Tex.; Coin Systems Inc., Alsip, Ill.; Concept Analysis Corp., Plymouth, Mich.; Continuum Dynamics, Inc., Princeton, N.J.; Eggers Ridihalgh Partners, Inc., Columbus, Ohio; Emerson & Stern Associates, San Diego, Calif.; Energy & Minerals Research Co., Exton, Penn.; Expert Systems Engineers, Fort Worth, Tex.; First Omega Group, Inc., Lakewood, Colo.; Genovese Associates, Fairport, N.Y.; Innovative Sciences, Inc., San Leandro, Calif.; Kelley/Strazer Associates, Inc. and H. & V. Materials Research and Development, Inc., Portland, Ore.; Magnasonics, Inc., Albuquerque, N.M.; Media Design Associates, Inc., Boulder, Colo.; Ophir Corp., Lakewood, Colo.; Pandalai Coatings Co., Brackenridge, Penn.; Quantex Corp., Rockville, Md.; Sinnar Associates, Columbia, Md.; Springborn Laboratories, Inc., Enfield, Conn.; SSDD Research Corp., Boston, Mass.; Stanford Telecommunications, Inc., McLean, Va.; Technology & Management Systems, Inc., Burlington, Mass.; Tesa Design, Inc., San Diego, Calif.; Tillman and Comeau Associates, Manhattan, Ks.; Transducer Research, Inc., Naperville, Ill.; Transmission Technology, Co., Inc., Fairfield, N.J. (2 contracts); U.F.A., Inc., Newton, Mass.; Universal Sensors, New Orleans, La.; Zeta-Tech Associates, Cherry Hill, N.J.

The SBIR program is a three-phase process. During Phase I, recipients conduct feasibility-related experimental or theoretical research or R&D efforts on research topics related to transportation. The dollar value is limited to \$50,000 with a six month period of performance.

Phase II, the principal research effort, has a period of performance of approximately two years and has been limited to \$300,000 in FY 85. Phase III is to be conducted by the small business with funds other than SBIR in an effort to pursue commercial applications of R&D funded by the Department in Phases I and II.

Any small business wishing to receive information on the list of 1985 awards or to be placed on the mailing list for the 1986 SBIR solicitation that will be distributed in February of 1986, should write to: DOT SBIR Program Manager, DTS-23, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

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FOR RELEASE MONDAY
December 16, 1985

DOT 133-85
Contact: Jennifer Hillings
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Ed O'Hara
Tel.: (202) 426-4321

CARRIERS MAY BUY, SELL SLOTS AT BUSY AIRPORTS, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced adoption of a rule that will permit the buying and selling of slots for airline arrivals and departures at busy airports in Chicago, New York and Washington, D.C.

The Federal Aviation Administration rule applies to air carrier and commuter airline slots for takeoffs and landings at four airports covered by the "high-density rule"--Chicago's O'Hare, New York's LaGuardia and Kennedy International and Washington National. The high density rule establishes quotas on the number of flight operations per hour or half-hour which airlines are permitted.

Effective April 1, 1986, slots may be purchased, sold, traded or leased. Slots for international flights and those used to serve smaller cities under the Essential Air Service (EAS) program are subject to special restrictions on use and transfer. Air carriers and commuter airlines holding permanent slots on the date the rule is issued will, in general, be allocated those slots.

Under the final rule adopted today, FAA expects that approximately 95 percent of the slots at the high density airports will be allocated initially to the carriers now using them. The remaining slots, those not currently being used and those for which FAA cannot determine the holder, will be made available to operators by lottery, with preference given to new entrant carriers.

To assure that at least five percent of slots will be available for distribution through the lottery, DOT today also issued a notice of proposed rulemaking that would withdraw up to that portion of the permanent slots held by incumbent carriers and redistribute them by lottery. In the past, such operators have found it very difficult to obtain the new slots they want at the four airports.

(more)

FAA will hold a public hearing Jan. 21, 1986, to receive public comment on the proposed rule and to answer questions on how the final rule will be administered. The hearing will continue on Jan. 22, if necessary.

For air carriers (which operate larger aircraft) and commuter airlines, slots generally have been allocated by scheduling committees composed of airlines operating or wishing to operate flights at the high density airports. In recent years, these committees have found it increasingly difficult to agree on slot allocations. The air carrier committees require unanimous decisions and have no provision for breaking deadlocks. These committees have not functioned efficiently in a way that is responsive to market changes and shifting carrier needs, or to provide adequate opportunities for new carriers.

The final rule eliminates the role of scheduling committees in distributing slots.

The final rule applies to commuter as well as air carrier slots. Separate slot pools will be kept for air carrier, commuter and other operators, which include general aviation. General aviation slots are not affected by the final rule.

Under the new rule, slots that are not used at least 65 percent of the time in a two-month period must be returned to the FAA. Such relinquished slots generally will be allocated by lottery.

Slots may be recalled by the FAA for operational reasons. Slots needed for Essential Air Service to smaller cities and for international operations at O'Hare and Kennedy airports will be provided as needed; they may be withdrawn from other operators. Since international and EAS slots will be provided as needed, these slots may not be sold.

Some commenters opposed the buy-sell rule on the ground it would increase air fares. However, the Federal Trade Commission and the Department of Justice concluded that air fares should not increase as a result of the market in slots. DOT is confident that the buying and selling of slots will enhance the range and efficiency of airline services to consumers.

The new rule should have no adverse effect on air service to smaller cities, DOT said. This is because of the special provision for EAS service and a requirement that commuter slots be used only with smaller aircraft, which are normally used for short haul service to smaller cities.

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U.S. Department of
Transportation

181.75
News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
December 17, 1985

DOT 136-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Wally Stefany
Tel.: (202) 426-4321

55 MPH SPEED LIMIT
COMPLIANCE HEARING
SET FOR THREE STATES

The U. S. Department of Transportation today announced formal hearings for the states of Arizona, Maryland, and Vermont, so that a final determination can be made on whether those states have complied with the 55 MPH national speed limit law.

Under the law, the Department can withhold up to ten percent of a state's non-Interstate highway funds if a state does not comply with the law.

The Department said the three states were notified in February of this year that based on state-submitted data, each state appeared not to be in compliance with the law for the period October 1, 1983 to September 30, 1984. After an informal hearing, the states were notified by the Administrators of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) that each state was not in compliance, and informed that they could request a formal hearing. Each state has made such a request.

Based on the preliminary decision of non-compliance with the 55 mph national speed limit, the FHWA informed the three states that they must refrain from obligating ten percent of their non-Interstate funds, which were distributed on October 1, 1985, pending the results of the final hearings on the issue. Distribution of these funds to the states is based on Congressionally approved formulas.

The Department issued an order, which will be published in the Federal Register Friday, Dec. 20, 1985, calling for separate hearings for each of the states. The hearings will be held in Washington, D.C., under the auspices of the Department of Transportation's Chief Administrative Law Judge. Notice of specific hearing dates will also be published in the Federal Register. The sole question to be considered is whether the individual states were in compliance with the 55 mph law and regulations. The judge has 60 days from the date the order is published in which to issue a recommended decision.

Following the formal hearings the Department will make a final compliance decision.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
December 18, 1985

DOT 134-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ted Lopatkiewicz
Tel.: (202) 426-0398

DOT "HOTLINE" TO RECEIVE INFORMATION ABOUT DISADVANTAGED BUSINESS FRAUDS

Joseph P. Welsch, Inspector General for the Department of Transportation, today said that in conjunction with the Department of Justice, special emphasis is being placed on the investigation of abuses in the Disadvantaged Business Enterprise Program.

The action resulted from Secretary of Transportation Elizabeth Hanford Dole's announcement that she was directing the Inspector General to "mount an offensive against minority fronts with the same determination and vigor that have assured our success in efforts against bid-rigging."

Dole told the National Minority Supplier Development Council recently that she expects significant results in the investigation and prosecution of minority fronts.

Figures show disadvantaged businesses in fiscal year 1985 received over \$1.7 billion from federally funded projects of the Federal Highway and Urban Mass Transportation Administrations. Welsch said these agencies, which dispense the grants, are actively supporting the investigation. He said the investigation will be directed toward prosecuting non-disadvantaged prime contractors who are abusing the program, which is directed at assuring disadvantaged business enterprises' share in the contracting of projects.

"Some schemes involve the voluntary participation of minority 'fronts,' while some involve participation by legitimate disadvantaged businesses who are used as 'brokers' for 'pass through' subcontracts to non-disadvantaged firms," Welsch said. "Others use the name of disadvantaged businesses without their knowledge or consent. The number of schemes and variations is limited only by the ingenuity of the perpetrator."

The DOT Inspector General (IG) said criminal violations have included false statements, false claims, perjury, mail fraud, wire fraud, conspiracy, antitrust violations, extortion, and others. "Because of the potential for abuses in this multi-billion dollar program, the Fraud Section of the Criminal Division, Department of Justice, is taking measures to insure that all substantive criminal violations receive full prosecutive consideration," he said.

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"Federal funds available through grant programs should be used to accomplish the intended goals of the program," Welsch declared. "Any indication of fraud, waste, abuse, or mismanagement of these funds should immediately be reported to the appropriate officials in the state or local government or to the Office of Inspector General, U.S. Department of Transportation."

Welsch asked that anyone with knowledge of fraud in the Disadvantaged Business Enterprise Program call the IG's toll-free Hotline at 800-424-9071, or any of the field offices listed below, to report it. The Hotline is manned during normal working hours from 8 a.m. to 4:30 p.m. (EST). For persons in the Washington metropolitan area the number is 755-1855 or 755-1856. Callers may be anonymous and may request that their identity be protected; Government employees are protected from reprisals.

CALL

Inspector General's Hotline
Toll Free 800-424-9071
Washington, D.C. Area 755-1855/56

WRITE

Inspector General
Post Office Box 23178
L'Enfant Plaza Station
Washington, D.C. 20024-0178

Field office addresses and telephone numbers attached:

OFFICE

GEOGRAPHICAL AREAS

Office of Washington Operations

Special Agent-in-Charge
FTS: 8-426-0681
Comm: 202-426-0681
400 Seventh St., S.W., Room 7422
Washington, D.C. 20590

District of Columbia
Maryland counties contiguous to D.C.
Virginia
West Virginia

Baltimore Regional Office

Special Agent-in-Charge
FTS: 8-922-6175
Comm: 301-962-6175
31 Hopkins Plaza, Room 1022
Baltimore, Maryland 21201

Connecticut
Delaware
Maryland (less counties contiguous
to Washington, D.C.)
Massachusetts
New Hampshire
New Jersey
New York
Rhode Island
Vermont

Atlanta Regional Office

Special Agent-in-Charge
FTS: 8-257-7836
Comm: 404-881-7836
1718 Peachtree Rd. NW, Suite 397
Atlanta, Georgia 30309

Alabama
Florida
Georgia
Kentucky
Tennessee
North Carolina
South Carolina
Puerto Rico

Chicago Regional Office

Special Agent-in-Charge
FTS: 8-353-0106
Comm: 312-353-0106
165 N. Canal St., Suite 1400S-B
Chicago, Illinois 60606

Illinois
Indiana
Iowa
Michigan
Minnesota
Missouri
Ohio
North Dakota
South Dakota
Wisconsin

Fort Worth Regional Office

Special Agent-in-Charge
FTS: 8-334-2911
Comm: 817-334-2911
819 Taylor Street, Room 9A27
Fort Worth, Texas 76102

Arkansas
Colorado
Kansas
New Mexico
Oklahoma
Texas

San Francisco Regional Office

Special Agent-in-Charge
FTS: 8-454-9875
Comm: 415-974-9875
211 Main Street, Suite 1022
San Francisco, California 94105

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
December 18, 1985

DOT 135-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ted Lopatkiewicz
Tel.: (202) 426-0398

HAWAIIAN PACIFIC AIRLINES IS SELLING TICKETS TO HAWAII WITHOUT DOT AUTHORITY

The Department of Transportation (DOT) today warned consumers that Hawaiian Pacific Airlines is selling air transportation to Hawaii without having acquired the necessary authority from DOT and apparently in violation of a 1984 Federal court injunction and a 1985 civil contempt order. The Department announced that it is conducting an investigation into this matter.

The Department's Office of Community and Consumer Affairs said it has learned that Hawaiian Pacific Airlines has established an 800 toll-free telephone number and is providing information about Los Angeles-Honolulu and San Francisco-Honolulu service to begin in January, and that the airline contemplates expanding its offer to include other mainland cities. The DOT office said it wanted to bring certain facts to the public's attention:

- Hawaiian Pacific has no authority from DOT to provide any air service.
- A company that Hawaiian Pacific allegedly hopes to purchase and use its authority to provide air service, T-Bird International Airlines, has not operated since August 1984 and has no insurance in effect. T-Bird also is not authorized to provide scheduled service, nor is it authorized to use Boeing 747 aircraft, which Hawaiian Pacific says will be used for its service.
- Hawaiian Pacific and its President, Kevin Von Feldt, are prohibited by a March 1985 Federal court order from engaging in air transportation without receiving authority from the Department of Transportation. In addition, Von Feldt, agents acting on his behalf, and anyone acting in concert with him are enjoined from taking reservations on any airline or accepting payment by any credit card, without obtaining prior approval of the court. This was the second court order issued against Hawaiian Pacific and Von Feldt in eleven months. Neither the airline nor Von Feldt has received the required authority.

● The earlier suits were initiated after Hawaiian Pacific solicited and received money from prospective passengers even though it had no license from the government to operate. No flights have ever been performed by Hawaiian Pacific.

Any consumers who may have purchased tickets on Hawaiian Pacific Airlines may contact DOT's Office of Community and Consumer Affairs at (202) 755-2220.

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Office of the Secretary
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400 Seventh St., S.W.
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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

181-76

FOR RELEASE THURSDAY
December 19, 1985

DOT 138-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Dennis Deuschl
Tel.: (202) 426-3346

SECRETARY DOLE ANNOUNCES PROPOSED FREEZE ON 1986 U.S. SAINT LAWRENCE SEAWAY TOLLS

Secretary of Transportation Elizabeth Hanford Dole today announced the St. Lawrence Seaway Development Corporation and the Seaway Authority of Canada are proposing in 1986 to again freeze tolls for the section of the Great Lakes-Atlantic Ocean water link they jointly operate.

"Freezing tolls on the joint section of the Seaway is good news for Midwest industries and farmers, especially grain exporters," Secretary Dole said.

Secretary Dole said the Corporation will hold a public hearing on three proposals for 1986 Seaway tolls. They are:

1. Tolls will remain frozen at 1983 levels for the section of the Seaway between Montreal and Lake Ontario which is jointly operated by the two Seaway entities.
2. In order to maintain the toll freeze on the joint section, the United States Seaway Development Corporation has agreed for another year to share two percentage points of its revenue, translating into an estimated \$700,000, with the Canadian Seaway Authority. Including the shared two percentage points, Canada will receive a total of 73 percent of toll revenue from the joint section and the U.S. 27 percent.
3. The Canadian Seaway Authority has proposed a 15 percent toll increase on the Welland Canal connecting Lakes Ontario and Erie which it solely owns and operates. This toll increase would yield approximately \$4 million in additional revenue for the Canadian Seaway Authority and raise overall system toll levels by six percent.

-more-

U.S. Seaway Administrator James L. Emery said, "Even though shipping is off and revenues will be down about \$3 million this year, we are going to freeze tolls and again share \$700,000 with Canada. We have carefully matched spending with revenues over the past two years through cost control and sound financial management of the Corporation."

Details on the hearing, which should be held in about two months, will be announced later, including the site and date.

Specifics of the proposed Welland toll increase are:

WELLAND CANAL SECTION

	<u>Current</u>	<u>Proposed</u>
Bulk.....	\$.31/metric ton	\$.36/metric ton
Containers.....	.31/metric ton	.36/metric ton
Government Aid Cargoes.....	.31/metric ton	.36/metric ton
Grain.....	.31/metric ton	.36/metric ton
General.....	.50/metric ton	.58/metric ton
Vessel lockage charge for each of 8 locks		
Loaded Vessels.....	250.00	290.00
Ballast Vessels.....	187.50	215.00
Vessel charge per gross registered ton	.07	.08

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U.S. Department of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 19, 1985

DOT 138-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
December 20, 1985

DOT 139-85
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Ann Linnertz
Tel.: (202) 426-5770

MADELINE JOHNSON NAMED DIRECTOR, OFFICE OF COMMERCIAL SPACE TRANSPORTATION

Secretary of Transportation Elizabeth Hanford Dole has named Madeline Johnson as the new director of the Department of Transportation's Office of Commercial Space Transportation.

As director, Johnson will oversee the Office's activities as lead Federal agency in removing regulatory and other barriers potentially impeding the development of a commercial space launch industry in the United States.

"I am delighted Madeline has agreed to direct this important program in the Department," Secretary Dole said. "Her extensive background both in government and private industry eminently qualifies her for the job."

Before joining the Department of Transportation, Johnson served as Manager of Government Relations and Assistant to T. Boone Pickens, Jr., President of Mesa Petroleum Co. of Amarillo, Texas. Prior to that time, she handled major energy, environmental and space issues as professional staff to Senator John Tower.

A graduate of Tulane University, Ms. Johnson was employed by Pennzoil Company from 1977 to 1981 in its Houston and Washington offices.

Johnson replaces Jennifer L. Dorn as Director. Ms. Dorn now serves as the Department of Transportation's Associate Deputy Secretary.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
December 23, 1985

DOT 140-85
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ted Lopatkiewicz
Tel.: (202) 426-0398

DOT INSPECTOR GENERAL
JOSEPH P. WELSCH
ANNOUNCES RESIGNATION

Joseph P. Welsch, Inspector General of the Department of Transportation (DOT) since July 1981, today announced that President Reagan has accepted his resignation, effective December 31.

"Joe Welsch has been an outstanding Inspector General serving at this Department with the independence and objectivity envisioned by the Inspector General Act," Transportation Secretary Elizabeth Hanford Dole said. "He has made a significant contribution to this Department, helping improve operations more effectively."

The Inspector General's Office reported that during Welsch's four and one half years as Inspector General, there has been \$3.2 billion in savings as a result of audits and investigative efforts at the Department. There were 371 criminal convictions, primarily involving bid rigging on the highway construction program.

Welsch has held a variety of management positions in both the public and private sector, including Vice President for Finance, U.S. Railway Association, and Deputy Assistant Secretary of Defense for both Management Systems and Audit.

Welsch lives in Arlington and plans to do consulting in the Washington area.

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