



U.S. Department of
Transportation

News:

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

FOR RELEASE MONDAY
January 6, 1986

DOT 01-86
Contact: Jennifer Hillings
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DOT ISSUES CONSUMER ADVISORY ON SUPER BOWL AIR TRAVEL

The Department of Transportation (DOT) today warned air travelers bound for the Super Bowl that not all Super Bowl tours include a ticket to the January 26 game in New Orleans.

The Department's Office of Community and Consumer Affairs reports that it hears every year from consumers who bought Super Bowl package tours, only to discover that game tickets were not included in the package. The office reminded consumers that if a game ticket is not specifically mentioned in the advertising or listed as a tour feature, it probably is not included.

There have been many advertisements for Super Bowl travel packages in recent years that do not appear to include game tickets. If an advertisement does not make it clear whether a game ticket is included, the prospective air passenger should ask about it. If tour officials say the ticket is included, consumers are advised to obtain confirmation in writing.

Consumers should also ask for a more detailed brochure or a notation on their invoices specifying that game tickets are included. Under DOT consumer protection rules, a tour operator marketing a Super Bowl air tour that includes game tickets must have the tickets in hand or a written contract for them before any advertising takes place.

Before putting money down, consumers are advised to:

- Read the tour brochure carefully.
- Consider paying by credit card, which provides some protection under fair credit practice laws.

- more -

Super Bowl packages involving charter flights carry additional consumer protections:

- If the charter tour is supposed to include a game ticket and you don't receive one, you are entitled to a refund of the entire package price when you return.
- If there is a change in the origin or destination city, a change in the departure or return date, substitution of a hotel not named in the brochure, or a price increase of more than 10 percent, you may cancel and receive a full refund.
- Beginning 10 days before departure, no price increases are permitted and the charter may not be cancelled except for causes that make it physically impossible to operate.
- You are entitled to see, and should ask for a copy of, a detailed "operator/participant contract."

Both scheduled and charter flights have check-in time limits. DOT advises passengers to consult their travel agent or airline for check-in deadlines and arrive well before that time.

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

18211

M-493.1

FOR RELEASE MONDAY
January 6, 1986

DOT 02-86
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DOLE NAMES VANCE FORT
DOT DEPUTY ASSISTANT SECRETARY
FOR POLICY, INTERNATIONAL AFFAIRS

Secretary of Transportation Elizabeth Hanford Dole has announced the appointment of Vance Fort as Deputy Assistant Secretary for Policy and International Affairs.

"Vance is well qualified to assume this new responsibility," the Secretary said. "He has broad experience in transportation issues, especially in the international area, and will be a strong addition to my top management team."

Fort moves up to his new position from his post as Director of Special Programs with the Department's Policy office.

A native of San Francisco, he is a graduate of the University of California, holds a law degree from the University of Pennsylvania, and is a member of the District of Columbia Bar.

After completing a Masters degree program at Johns Hopkins' School of Advanced International Studies, Fort joined the Department of Transportation in 1978 as an attorney in the International Division of the General Counsel. Later he moved to the Civil Aeronautics Board as Executive Assistant to Board Member Elizabeth Bailey. He rejoined DOT in 1980, then entered private law practice in Washington, D.C., in 1982. In 1984, he became Director of Special Programs for DOT's Assistant Secretary for Policy and International Affairs, planning for and carrying out the transfer of Civil Aeronautics Board functions to the Department when that agency went out of existence on Dec. 31, 1984. In October of this year, Fort received the Secretary's Award for Meritorious Achievement for his work in this area.

During his service at DOT, Fort has been involved extensively in the Department's international aviation programs and economic regulatory programs, international maritime programs, international transportation cooperative programs, and international technical assistance programs.

He is married to the former JoAnne Doddy and they have one son, Bryce. They reside in Washington, D.C.

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News:

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

182.2

FOR RELEASE TUESDAY
January 7, 1986

DOT 03-86
Contact: Dennis Deuschl
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CONTRACT IS AWARDED FOR SEAWAY LOCK REHABILITATION

United States Seaway Administrator James L. Emery today announced the Saint Lawrence Seaway Development Corporation has awarded a contract of \$2,271,500 to Germanetti Construction Associates of Massena, N.Y., for major concrete rehabilitation of Eisenhower Lock. This work includes the repairs to the chamber walls and in the culverts of six lower wall monoliths. These six monoliths are located below the downstream gate of Eisenhower Lock in the area of the lock known as the lower end.

Emery said, "This work is preventative maintenance to ensure the United States Locks are not the cause of a future Seaway shutdown."

This award is consistent with the lock rehabilitation work recommended in the reconnaissance report on Eisenhower and Snell Locks prepared by the Buffalo District Office of the Corps of Engineers, which was requested by Emery and completed in 1985.

The Corporation intends to finance the work through its capital reserve account, which consists of retained Seaway toll earnings.

The contract is a major employment boon to the Massena area, as it will generate more than 200 jobs during the winter Seaway shut-down period. The work is expected to start around Jan. 2, 1986, and last until navigation resumes for the next shipping season, around April 1st.

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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
January 9, 1986

DOT 04-86
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DOLE ISSUES ORDER AIMED AT SUSPENDING AVIATION RELATIONS WITH LIBYA

Secretary of Transportation Elizabeth Hanford Dole has issued an order aimed at suspending all aviation relations between the United States and Libya.

The Secretary acted in light of President Reagan's Executive Order Tuesday stating that "the policies and actions of the Government of Libya constitute an unusual and extraordinary threat to the national security and foreign policy of the United States."

Secretary Dole's order proposes to prohibit U.S. airlines from selling, anywhere in the world, transportation to or from Libya. It also proposes to prohibit any air carrier from engaging in air transportation between the U.S. and Libya using aircraft of Libyan registry, and would prohibit the sale in the United States of any ticket or the issuance in the United States of any airwaybill with Libya in the itinerary, regardless of whether the flight in question serves the United States.

Comments on DOT's proposals must be filed by Monday, January 13. If made final, the proposed prohibitions would take effect February 1.

Dole also announced that by Presidential directive last December, the Coast Guard has already prohibited the entry of Libyan flag vessels into U.S. ports. She pledged the continued cooperation of the Coast Guard and the Federal Aviation Administration with other law enforcement agencies to ensure compliance with the President's Executive Order.

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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
January 14, 1986

DOT 05-86
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DOLE ORDERS IN-DEPTH INSPECTIONS OF MILITARY CHARTER AIRLINES

Secretary of Transportation Elizabeth Hanford Dole today announced that she has directed the Federal Aviation Administration (FAA) to "immediately conduct special accelerated inspections of airlines operating under military charter."

Dole said the special in-depth inspections are "over and above the ongoing inspection program that these military charter and all certificated airlines would routinely receive." All of the Military Airlift Command (MAC) contract charter airlines, as well as domestic air carriers that derive a significant amount of their business from carrying military troops, will receive a comprehensive inspection of their operations and maintenance activities.

While the cause of the tragic accident involving a military charter in Gander last December has not been determined, Dole said, "We want to assure ourselves and the public beyond a shadow of a doubt that these carriers are operating with the highest standards of safety."

This special emphasis program for military charters is part of a restructuring of the FAA's inspection system that began last fall. This consists of three parts: a permanent nationwide work plan for inspectors, a nationally scheduled in-depth inspection program, and special emphasis cases such as the targeted inspections of maintenance facilities announced last month. It takes existing aspects of FAA's inspection system and provides a more centralized and systematized approach to pursuing inspection objectives. For example, the FAA continues to conduct in-depth inspections of airlines as it always has done, but organizes them on a national--rather than a regional--basis.

The restructured inspection system follows recommendations of three major reviews Dole ordered of the FAA's inspection program over the last two years--Project SAFE (Safety Activity Functional Evaluation); the National Air Transportation Inspection (NATI), an unprecedented "white glove" inspection of all the nation's airlines conducted in 1984; and DOT's Safety Review Task Force.

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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

162-5

FOR RELEASE THURSDAY
January 16, 1986

DOT 06-86
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JANET HALE TO BE NOMINATED AS DOT ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

President Reagan has announced his intention to nominate Janet Hale to be Assistant Secretary for Budget and Programs of the Department of Transportation.

"Janet will bring broad government and congressional experience to this important position," Transportation Secretary Elizabeth Hanford Dole said. "She has effectively managed a broad range of programs at the Department of Housing and Urban Development for the past five years, and she will be a strong addition to my top management team."

Hale comes to the Transportation Department from the position of General Deputy Assistant Secretary for Housing-Federal Housing Commissioner. In this capacity, she has had fiscal and program management responsibility for \$60.9 billion of insured and assisted housing annually.

Before assuming her current position, she served as Deputy Assistant Secretary for Housing Policy, Financial Management and Administration of HUD.

She joined HUD in March, 1981, as a Special Assistant to the Secretary and Director of the Executive Secretariat.

Earlier in her career she served as a staff member of the House Republican Research Committee, was a Special Assistant to Sen. Edward W. Brooke (R-Mass), and also was Administrative Assistant to State Rep. Tom Gallagher (R-Miami, Fla.).

Hale holds a Master's Degree in Public Administration from Harvard University and a Bachelor's Degree in Education from Miami University, Ohio. She resides in Washington, D.C.

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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 WEDNESDAY
January 22, 1986

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DOT DISCUSSES SECURITY ASSESSMENT TEAMS AT ICAO

Representatives of the U.S. Department of Transportation met late last week with the President of the International Civil Aviation Organization (ICAO), Dr. Assad Kotaite, to discuss international airport security measures.

Matthew V. Scocozza, Assistant Secretary of Transportation for Policy and International Affairs, was in Montreal representing Transportation Secretary Elizabeth Hanford Dole.

Dole said, "The United States will pursue new security initiatives wherever possible to end this global menace, but international cooperation is crucial to the war on terrorism. ICAO is clearly the best forum to discuss and coordinate international cooperative efforts."

They discussed a suggestion made by Secretary Dole in her speech to ICAO last summer that ICAO provide a means to evaluate how well nations are adhering to and implementing ICAO security requirements. The discussions centered around the recently approved work program of ICAO's Committee on Unlawful Interference that now includes an item on "Reinforcement of Regional Offices to deal with aviation security issues." Kotaite accepted Scocozza's suggestion that the U.S. support and provide assistance to ICAO's newly designated Regional Officers, who will act as coordinators for ICAO's aviation security evaluations. Dole noted ICAO's progress and today said that she was pleased by the steps ICAO is taking in the area of security assessments.

Since Dole's speech, ICAO has adopted a complete rewrite of its "Annex 17," which contains international security standards to be followed by member nations. Dole has said ICAO's swift action "is a tribute to the professionalism with which the members have approached the tough aviation security problems this past year." Dole emphasized the importance of the dedication and leadership of Dr. Kotaite and of Edmund Stohr, the U.S. Representative to ICAO (who was last year's Chairman of the Committee on Unlawful Interference) to ICAO's successes in this critical area.

Among the Committee on Unlawful Interference's 18-item work program relating to security are the expansion of the Technical Assistance Bureau, the assessment of new technologies for the detection of dangerous devices, and consideration of new proposals regarding the introduction of an investigation procedure following the seizure of an aircraft.

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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
January 24, 1986

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UNITED STATES AND CHINA OPEN MARITIME DISCUSSIONS

Department of Transportation (DOT) officials met this week with a Chinese delegation of maritime officials to review the U.S.-Chinese maritime relationship and assess prospects for renewed negotiations on a formal maritime agreement.

DOT Assistant Secretary for Policy and International Affairs Matthew V. Scocozza and Maritime Administrator John Gaughan met with Meng Guangju, China's Director of the Ocean Shipping Administration, and his delegation. The meeting was a follow-up to Transportation Secretary Elizabeth Hanford Dole's August 1985 visit with Chinese Minister of Communications Qian, during which the Secretary expressed the desire of the United States to improve ocean shipping relations between the two countries. A formal maritime agreement between the U.S. and China expired on December 16, 1983.

In the course of the meeting this week the Chinese delegation described recent developments in Chinese maritime policies and practices. The Chinese also raised a number of issues that they believed could be addressed in any future negotiations on a maritime agreement.

The U.S. delegation raised its fundamental concern about the ability of U.S.-flag carriers to participate fully and fairly in the U.S.-China trade. The Americans also raised a number of issues relating to the operating environment in China.

In the coming weeks, the two sides will determine the next appropriate steps in the effort to improve U.S.-China ocean shipping relations.

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U.S. Department of
Transportation

M-491

News:

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

FOR RELEASE WEDNESDAY
January 29, 1986

DOT 10-86
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DOMINICAN AIRLINE TO PAY DOT \$107,000 FOR UNAUTHORIZED CARGO CHARTER FLIGHTS

Secretary of Transportation Elizabeth Hanford Dole today announced that Aeromar C. por A., an airline of the Dominican Republic, has agreed to pay \$107,000 in civil penalties for conducting numerous international cargo charter flights in violation of the Department's charter regulations.

Under those regulations, Aeromar was required to apply for DOT approval before conducting the flights in question, a process that would have allowed interested parties--including all U.S. carrier competitors--an opportunity for full comment. Aeromar either did not apply, or operated flights that had been denied, despite specific warnings from the Department that the formal application process and Department approval were essential for the flights to proceed. The six-figure sum represents the largest civil penalty ever imposed by the Department or its predecessor, the Civil Aeronautics Board, for violations of this sort.

"Violation of these Department regulations is a serious matter requiring sanctions," Dole said. "The Department regulates foreign carrier charters in order to achieve important public interest objectives, including the protection of reciprocal rights for U.S. airlines. We will not permit those policy objectives to be compromised by illegal foreign carrier charter activity, and we intend to vigorously pursue sanctions against any other airlines that defy our regulations."

The illegal operations involved long-term wet leases (leasing by Aeromar of aircraft and crew to another airline) and "Fifth Freedom" charter flights (flights that serve two countries, neither of which is the home country of the airline) from points in the Caribbean to Miami. All flights carried cargo only. Both long-term wet leases and Fifth Freedom charters require prior Department approval under a clearly defined procedure.

In the agreement announced today by Dole, Aeromar neither admits nor denies the alleged violations, but agrees to an order to cease and desist from further violations of the Department's charter regulations and agrees to the payment of the civil penalties.

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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 IMMEDIATE RELEASE
Wednesday, January 29, 1986

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DOT STUDY FINDS AIR CARRIER INTERLINE RULE UNDESIRABLE

An industry-wide rule to govern air carrier interlining would "almost certainly be an undesirable policy," the Department of Transportation concludes in an in-depth study released today on "Interline Practices in the Airline Industry."

Interlining is a system which requires participating carriers to honor tickets written by other participating airlines and to accept and transport passengers (and their baggage) holding such tickets. Interlining occurs when a passenger requires two or more carriers for a single trip.

The study finds that in situations where the evidence clearly indicates that a carrier's refusal to interline results in a competitive problem, "the Department should be prepared to take action to ensure that competition is preserved." But it finds a broad interline rule undesirable for four main reasons:

--Deregulation granted airline managers the discretion to adopt alternative competitive strategies, and some carriers, as a way of lowering costs and fares, have opted not to interline.

--Choosing not to interline with a financially weak carrier may be a prudent business decision.

--Competition in the airline industry is vigorous and, in most markets, the largest carrier has relatively little market power; therefore, any attempt it might make to punish a smaller rival or force a competitor from the market by refusing to interline with it will be unsuccessful.

--An industry-wide rule would restrict managerial freedom and could impair efficiency. A more appropriate policy is to review complaints case by case and, if the evidence warrants, take selective enforcement action.

-more-

Deregulation has enabled airlines to enter and leave markets freely and spawned the emergence of a new group of airlines ("new entrants"), and carriers have restructured their routes in response to rising fuel prices. All of these factors have contributed to a finding that interlining is not--and need not be--the prevalent practice it was before deregulation.

Interlining is important for the economic vitality of commuter carriers, the study finds, since about 70 percent of all commuter passengers interline with a connecting flight at a hub airport. Marketing "alliances" which many large commuter carriers have entered into with larger carriers hold "important implications for interline arrangements, as well as the structure and performance of the commuter airline industry."

Consumer uncertainty over the automatic termination provisions of two-carrier interline agreements appear to be overstated, the study finds. The termination of an interline agreement does not relieve the parties from their obligations with respect to tickets written or reservations made when the agreement was in effect. As of December 31, 1984, approximately 11,400 interline agreements were in effect.

Copies of the study are available by mail from the Office of Economics (P-37), U.S. Department of Transportation, Washington, D.C. 20590 (please enclose self-addressed mailing label), or by telephone by calling (202) 426-4382.

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News:

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Washington, D.C. 20590

162-4

FOR RELEASE THURSDAY
January 30, 1986

DOT 13-86

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Ed O'Hara

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DOLE ANNOUNCES FINDINGS OF AIR TAXI INSPECTION

Secretary of Transportation Elizabeth Hanford Dole today announced the results of a national inspection of on-demand air taxi operators.

The inspection, the fourth phase of a five-part General Aviation Safety Audit (GASA), showed an 89 percent compliance rate with federal regulations.

Dole said, "The inspections found that on-demand air taxi operators generally are doing a good job of following the rules. However, inspectors found several areas where improvements were needed. In those cases, FAA acted quickly to correct the problems and took a number of enforcement actions."

During the audit, FAA initiated 127 enforcement actions against 95 on-demand air taxis and their employees. Sanctions ranging from administrative actions to civil penalties have been imposed in 74 cases; 41 remain open and 12 resulted in no action.

On-demand air taxi operators generally use smaller aircraft to provide unscheduled passenger and cargo service between smaller communities. They range in size from a pilot-owner with a single aircraft to more sophisticated operators with a fleet of jets or other aircraft.

FAA inspectors spent more than 14,000 hours inspecting 843 randomly selected carriers, or 22 percent of the 3,868 such operators. They looked at 1,442 passenger and cargo aircraft. The inspectors looked at base and en route operations; monitored training programs; reviewed records and manuals; examined hazardous materials handling practices; observed maintenance procedures and checked maintenance records; looked at emergency equipment and assessed pilot skills.

The inspections produced a total of 98,721 detailed findings, of which 87,852 (89 percent) were satisfactory and 10,869 (11 percent) were unsatisfactory. Only six percent of the findings were judged to have an adverse impact on safety.

(more)

The most frequently observed safety deficiencies were failure to maintain adequate emergency equipment, such as fire extinguishers, or suitable records of inspections of such equipment; inadequate maintenance logbooks; flight instructor training programs that failed to meet FAA requirements; company flight instructors who had not completed all the training FAA requires; and insufficient records to determine whether pilots were complying with FAA flight time limitations.

During the audit, 89 operators voluntarily surrendered their certificates, including two that did so after FAA started enforcement actions. Most operators who voluntarily surrendered certificates did so because of economic considerations, because their low volume of business did not justify maintaining an FAA certificate. In most cases, problems were corrected at the time they were found. In those instances where they were not corrected immediately, FAA did follow-up inspections to confirm that proper remedial actions were taken.

FAA revoked the certificates of three operators and suspended certificates of three others pending correction of deficiencies.

The three previous segments of the general aviation audit also found high levels of compliance with regulations. They covered non-air carrier operators of large aircraft, operators of aircraft subject to FAA noise regulations, repair facilities, certain mechanics, pilot schools, instructors and flight examiners.

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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 IMMEDIATE RELEASE
Monday, February 3, 1986

DOT 15-86
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DOLE ORDERS IMPROVEMENTS IN HAZARDOUS MATERIALS PROGRAM

Secretary of Transportation Elizabeth Hanford Dole today issued a report recommending basic improvements in the program that regulates the transportation of hazardous materials.

Dole said the report, prepared by her Safety Review Task Force, concludes that in view of its size and the scope of its mission, the Department of Transportation's (DOT) Research and Special Programs Administration (RSPA) has done an adequate job of keeping pace with the industry it regulates. The Task Force also said the safety record for such shipments is "quite good."

RSPA is responsible for regulating and enforcing the classification, labeling, packaging/containerization, handling, stowing and securing of a wide variety of hazardous materials in transportation. Its rules cover bulk shipments of high-hazard materials like ammonia, chlorine and gasoline, as well as consumer items such as nail polish, aerosol cans of whipped cream, propane cylinders used in home barbecues, and oxygen cylinders used in hospitals.

In the past decade, it has taken on new regulatory responsibilities, implemented new methods of enforcing regulations through state cooperation, and taken part in "the enormous task" of setting international standards for hazardous materials.

Dole said the report "will be useful to RSPA in sharpening its regulatory, enforcement and emergency response efforts. RSPA has cooperated fully with the review, and I am directing RSPA Administrator Cindy Douglass to implement the Task Force's recommendations."

Administrator Douglass said, "I agree with the recommendations. My staff will implement the recommendations in an effort to improve the margin of safety and operate more efficiently."

- more -

The report makes a number of recommendations in the areas of regulation, compliance and enforcement, emergency response, registration and data base. The Task Force recommends: (1) that priorities be established for, and more resources devoted to, rulemaking and enforcement activity, (2) that RSPA prepare guidelines to foster uniformity both in the interpretation of rules and in inspection and enforcement activity, (3) that RSPA boost the efficiency of its enforcement effort by simplifying the rules, setting uniform procedures and targeting inspection resources to areas where they are most needed.

The Task Force recommended that RSPA's current regulatory program be improved through the adoption of performance-based standards for containers and packaging to replace the current specification-based standards.

Adoption of performance standards is a critical step in improving RSPA's method of operation, the Task Force said. It would free the staff from spending large amounts of time on exemptions, answering telephone queries and interpreting rules. It would permit the industry to innovate but without the administrative burden the current process imposes on both industry and RSPA.

In discussing compliance and enforcement, the Task Force said RSPA should: (1) take the lead in coordinating DOT-wide hazardous materials enforcement, (2) issue uniform inspection and enforcement guidelines for DOT modal administrations and the states, and (3) take steps to ensure uniformity in the training of RSPA's intermodal, DOT's modal, and state enforcement personnel.

In its report, the Task Force said that RSPA should issue a policy statement defining its goals and objectives for emergency response planning and training, and work with other agencies to consolidate federal guidance involving emergency response.

In another recommendation, the Task Force said that RSPA should conduct a pilot study of a limited registration program utilizing existing data bases and information collection systems as much as possible. This project would involve the registration of a limited number of hazardous materials shippers, carriers and/or manufacturers.

The Task Force, created by Dole to examine the Department's safety programs in all modes, issued reports last year on aviation and railroad safety.

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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

162.14

FOR IMMEDIATE RELEASE
Wednesday, February 5, 1986

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DOLE PROPOSES 4-YEAR HIGHWAY REAUTHORIZATION ACT

Secretary of Transportation Elizabeth Hanford Dole today sent to Congress proposed legislation to "give state and local officials more discretion in carrying out highway construction, highway safety and transit projects." At the same time, competition with the private sector will be encouraged and required for Federal transit fund recipients.

"The issue in our cities is not highways or transit," Secretary Dole said, "but how to best meet overall urban transportation needs. The programs should allow significant flexibility at the state and local level.

"This proposed legislation will give state and local officials more authority to make their own decisions," the Secretary said. "It will also provide predictable support for major highway and transit needs, including rehabilitation and preservation of the Interstate and the Primary Systems.

The Secretary said the "Surface Transportation Reauthorization Act of 1986" proposes a four-year authorization period and provides approximately \$57 billion over that span. User fees paid into the Highway Trust Fund provide all of the funding. The current authorization of the Federal highway and transit programs expires Sept. 30, 1986.

Secretary Dole said the proposed legislation would, among other things:

- * Provide more flexibility to the states by combining the Interstate construction, Federal-aid primary and Interstate reconstruction programs into an Interstate/Primary program for the construction and rehabilitation of major Federal interest highways.
- * Continue to preserve and restore the major bridges of the national highway network.
- * Establish a more flexible program for addressing state and local highway and transit needs by creating a combined highway and transit block grant program.
- * Strengthen the Department's safety efforts by continuing the highway safety program and increasing funding to the safety program for commercial motor vehicles.

- more -

- * Continue highway user fees at their current level and close certain exemption loopholes.

The new combined highway and transit block grant program would be authorized at a proposed \$3.3 billion per year. It could be used for either highway or transit projects at the discretion of state or local officials.

The new program would replace the Federal Highway Administration's (FHWA's) urban system program, the FHWA's secondary system program, the FHWA's non-primary system portion of the bridge program, and the Urban Mass Transportation Administration (UMTA) formula grant program. The UMTA discretionary grant program would be discontinued.

Funds for the new program would be distributed to the governor of each state by a formula designed to approximate each state's share under the current FHWA and UMTA programs.

The Interstate construction, Interstate-4R and primary programs are merged into a single program in order to give the states increased flexibility. The new structure recognizes the need to balance the preservation of the existing major highway system with the need to build new highways.

The legislation recognizes that small urbanized (less than 200,000 population) and rural areas have special needs. It would continue operating assistance for small urbanized and rural areas at the current level, but end such assistance for large urbanized areas.

With the initiation of the highway and transit block grant program, the Federal-interest bridge program would be revised to include only Primary System bridges. This program would be authorized at \$1.25 billion per year for Fiscal Years 1987-1990. Interstate bridges would be eligible for funding under the combined Interstate/Primary Program.

The bill also would provide authorizations from the Highway Trust Fund for DOT's National Highway Traffic Safety Administration (NHTSA) to carry out its highway safety grant and research programs. State and community highway safety grants would be funded at \$110 million per year.

The rail-highway crossing and hazard elimination programs are continued at \$190 million per year and \$175 million per year, respectively.

The Motor Carrier Safety Assistance Program, which provides grants to the states for improved enforcement of safety regulations, would be increased to an annual funding level of \$50 million through 1990. Funds for this program would be financed through a set-aside from the Interstate/Primary Program and would not be subject to the annual appropriations process.

The legislation also proposes to extend current user fees and the Highway Trust Fund for four years to fund the program, and would eliminate certain exemptions from these fees, such as gasohol, methanol and ethanol fuels. The current exemptions from the gasoline, diesel and tire taxes for public and private revenue bus operations would also be eliminated.



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News:

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE FRIDAY
February 7, 1986

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Tel.: (202) 426-4321

FINDINGS ON GENERAL AVIATION USERS OF LARGE AIRCRAFT ANNOUNCED BY DOLE

Secretary of Transportation Elizabeth Hanford Dole today announced the results of a national inspection of corporate executive fleets, contract cargo operators, travel clubs and skydiving operators which operate large aircraft.

The Federal Aviation Administration (FAA) inspection, the fifth and final phase of a General Aviation Safety Audit (GASA), showed a 93 percent compliance rate with federal regulations. A comprehensive final report on the entire GASA inspection will be issued. The inspection was ordered by Dole in 1984.

Dole said, "Inspectors found the vast majority of these operators are doing things right and complying with the rules. However, the audit found some deficiencies, most of which were corrected immediately. FAA made follow up visits to see if corrective steps had been taken and, in some cases, terminated the authority of the operator."

Of the 168 operators inspected in this phase, audits of 100 of them produced 2,632 findings, of which 2,461 were satisfactory and 171 unsatisfactory. The remaining 68 voluntarily surrendered their authority because they no longer operate aircraft or conduct operations under that authority. No findings were made on the 68.

Some 97 of the unsatisfactory findings, or four percent of the total, were judged to be significant. Most of the significant deficiencies were found in operators' maintenance programs, manuals, records and crew qualifications.

(more)

In addition to the 68 who surrendered authority, FAA took action to terminate the authority of nine operators because aircraft were not operated or operations were not conducted in compliance with their authority. Another operator's authority was suspended pending correction of deficiencies found in the inspection.

FAA initially identified 213 operators who had been granted authority to operate under its regulations. But 38 had ceased operating large aircraft before the inspection. Seven others were inspected during the first phase of the general aviation audit. The remaining 168 were inspected in this phase.

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News:

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

FOR RELEASE FRIDAY
February 7, 1986

DOT 17-86
Contact: Jennifer Hillings
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Ted Lopatkiewicz
Tel.: (202) 426-0398

IMO SAFETY COMMITTEE ACCEPTS PROPOSED MEASURES TO INCREASE SHIP AND PORT SECURITY

Secretary of Transportation Elizabeth Hanford Dole today announced that the Maritime Safety Committee (MSC) of the International Maritime Organization (IMO) has accepted proposed measures to ensure the security of passengers and crews on board ships. The United States prepared the working paper that provided the focal point of a 10-day MSC meeting that ended in London this week.

These measures will now be transmitted to the member nations for review. Final action is expected at the next meeting of the Maritime Safety Committee in September of this year to be held in London.

"This is a major step in protecting the lives of passengers and crews at sea," Dole said today. "I want to commend the MSC for its quick review and acceptance of the proposed measures. I know our Inter-Agency Working Group on Maritime Security worked very hard in drafting the proposals, and I thank the other countries who joined us in submitting the working document. We can take satisfaction in knowing that all important objectives of the U.S. position were achieved."

The Inter-Agency Working Group, under the leadership of DOT, was formed to study the issue of maritime terrorism and recommend initiatives on how best to protect passengers and crews aboard ships. A subgroup chaired by the Coast Guard worked in close cooperation with port and shipping industry officials to develop this working draft.

Late last year, the IMO adopted a U.S.-sponsored resolution directing the 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 (ICAO) to tighten security at airports around the world.

- more -

The document submitted by the United States, and essentially accepted by the MSC in London, described a complete maritime security system which may be employed by member nations. It recommended that a Ship Security Plan provide for the inspection, screening and security of passengers, baggage, cargo and ship stores. The aim of the plan is to prevent the introduction of fire-arms, weapons and other dangerous devices into ship areas. It called for pre-employment screening of all persons responsible for security. A companion Port Security Plan was included in the document.

The measures include international standards for security barriers, security lighting, intrusion detection systems, access control and identification procedures, and security training. They call for the establishment of a system to disseminate reports of unlawful acts against shipping to alert member nations of potential threats.

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
Washington, D.C. 20590

FOR RELEASE TUESDAY
February 11, 1986

DOT 19-86
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DOLE ISSUES ORDER SUSPENDING AVIATION RELATIONS WITH LIBYA

Secretary of Transportation Elizabeth Hanford Dole has released an order suspending all aviation relations between the United States and Libya.

The action is being taken in response to President Reagan's Executive Order issued January 7, which stated "the policies and actions of the Government of Libya constitute an unusual and extraordinary threat to the national security and foreign policy of the United States."

Dole's order prohibits U.S. airlines from selling, anywhere in the world, transportation to or from Libya. Also, all airlines, foreign and domestic, are prohibited from engaging in air transportation between the U.S. and Libya using aircraft of Libyan registry, and cannot engage in any transaction in the United States relating to transportation to or from Libya.

The order makes final a tentative order issued by the Department in January. No objections were filed to that order. President Reagan informed the Department on February 10 that he had completed his review of the order.

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News:

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

162.17

FOR RELEASE WEDNESDAY
February 19, 1986

DOT 20-86
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOLE SUBMITS LEGISLATION TO TIGHTEN AIRPORT SECURITY

Secretary of Transportation Elizabeth Hanford Dole today submitted legislation to Congress that would provide additional security measures for the nation's airports and travelers.

"The current program already provides a high level of security to the traveling public," Dole stated. "As good as this system is, however, we continue to seek improvements."

"For the first time, this legislation would make it a federal crime to enter airport secured areas without authority. Persons convicted of such a violation would be subject to a \$1,000 fine and a year in prison," Dole added. If the unauthorized entry occurred with the intention to commit a felony, the penalty could be a \$10,000 fine and 10 years in prison.

The bill also would require background investigations for employees having access to secure airport areas. It would enable the Department of Justice to conduct investigations of airline, airport and other employees whose duties permit them access to secured areas of airports or to commercial aircraft.

Similar to regulations in the banking and securities trading industries, the legislation would require the employing company to request background investigations from the Justice Department. Centralized criminal records of the Federal Bureau of Investigation could be reviewed, as appropriate, but information would only be available to a properly authorized representative of the employer and only for employment screening purposes.

After passage of the proposed legislation, the Federal Aviation Administration would conduct a rulemaking proceeding to implement the new law. The proceeding will give the aviation industry and the public the opportunity to comment on the new requirements.

- more -

On February 3, the U.S. Customs Service published interim rules requiring checks of employment history and references for all airport employees hired after November 1, 1984 who request access to Customs security areas. These employees will be required to display Customs-approved identification strips or seals on existing identification cards. This rule is very similar to the requirements established by the Federal Aviation Administration last November for aircraft and airport security areas.

The difference between DOT's legislation and Custom's regulations is that, when criminal history checks are deemed necessary, Customs would continue to conduct the checks itself as a law enforcement agency. DOT's proposed legislation would allow airlines and airports to obtain checks of criminal records of prospective employees by dealing directly with the FBI. The checks would be required for employees having access to all secure areas and aircraft of all major U.S. airports, not just the secured arrival areas of international airports. It would for the first time would make it a federal crime to enter a secured area or aircraft in violation of security requirements. The FAA will work closely with the Customs Service to avoid overlap in pre-employment screening.

This is the latest in a series of actions Secretary Dole has taken in recent months to tighten security in the aviation industry. Last year, she proposed and Congress passed legislation enlarging the Federal Air Marshal Force and earmarking more funds for research and development of explosives detection systems. It also grants the Secretary emergency authority to act immediately, without notice or hearing, to suspend all services between the United States and an inadequately secured foreign airport.

Following her speech to the International Civil Aviation Organization (ICAO) last summer, the United Nations' body strengthened its security standards along the lines Secretary Dole and other transport ministers recommended. In January, DOT representatives met with the President of ICAO to discuss additional international airport security measures, including Dole's suggestion that ICAO provide a means to evaluate how well nations are adhering to and implementing ICAO security requirements.

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News:

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Washington, D.C. 20590

FOR RELEASE WEDNESDAY
February 26, 1986

DOT 23-86
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Ted Lopatkiewicz
Tel.: (202) 426-0398

DOT ISSUES INTERIM REGULATIONS GOVERNING COMMERCIAL SPACE LAUNCHES

The Department of Transportation today issued licensing policies and procedures designed to guide private-sector companies that may want to launch satellites into space on a commercial basis. These companies include established aerospace firms that have been launching Delta, Atlas and Titan rockets for the government over the past 25 years, as well as new, entrepreneurial firms that are proposing their own vehicles and approaches.

"Space is the newest and possibly the most challenging frontier," Secretary of Transportation Elizabeth Hanford Dole said. "Our task at DOT is to cut through the red tape and remove the bureaucratic obstacles that could discourage an American commercial space transportation industry."

The interim rule, which takes effect immediately, was developed in cooperation with other Federal agencies and is designed to be the most efficient means for implementing DOT's statutory authority for licensing private-sector launches. It replaces the Department's policy statement on commercial launch licensing issued in February 1985.

Madeline Johnson, director of the Department's Office of Commercial Space Transportation, said, "This proposed regulatory process provides companies with clear, flexible guidance for planning and getting approval for their commercial launch proposals. Our role will be to work with other agencies to ensure that public safety and important national interests are protected without creating unnecessary barriers to entrepreneurial efforts."

Two years ago, DOT was designated the lead agency to oversee and coordinate commercial space transportation activities under President Reagan's Executive Order 12465 (February 1984) and the Commercial Space Launch Act (P.L. 98-575), which Congress passed in October 1984.

- more -

The Department's newly developed licensing process is a major component of the DOT plan to fulfill the Executive and Congressional mandates. It has two operational elements: Mission review and safety review.

Mission review focuses on the compatibility of proposed launch activities with the government's international obligations, as well as its public safety, national security and foreign policy responsibilities. This review examines such factors as the purpose and character of a proposed launch, the nature of the payload and the potential effect of the proposed activity upon existing uses of space. Mission review may also involve procedures developed specifically for reviewing new payload proposals.

Safety review focuses on the technical factors associated with an applicant's launch operations and is intended to ensure that a launch will be conducted safely. This review examines such factors as range safety personnel expertise, adequacy of facilities and equipment, and launch safety systems.

Although prospective launch operators must complete both reviews in order to secure a launch license, the time, sequence and scope of the reviews will be determined by the nature of the specific proposal.

Interested parties are invited to comment on the interim rule, published in today's Federal Register. Comments are due by April 28, 1986.

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Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE

Thursday, March 6, 1986

DOT 24-86

Contact: Jennifer Hillings

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Wilbur Martin

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**DOLE SAYS STATE AND LOCAL
GOVERNMENTS WILL HAVE
MORE FLEXIBILITY UNDER
PROPOSED HIGHWAY REAUTHORIZATION**

Secretary of Transportation Elizabeth Hanford Dole today told a Senate subcommittee the proposed Surface Transportation Reauthorization Act of 1986 would give the state and local governments increased flexibility to meet their critical highway, highway safety and transit needs and more authority to make decisions.

"Sweeping changes are shaping a new America with mobility needs quite different from those of the past," she said. "Our nation's Federal-aid programs for highways, transit and safety must be responsive to those changes.

"People are changing where they live and work. According to the 1980 census, more than half of all workers in our large urbanized areas travel to jobs located outside the Central City. At the same time, the number of suburban residents commuting to other suburban work locations grew by over 50 percent.

"The programs we reauthorize this year must respond to these changing needs. We must give state and local decision makers the tools and flexibility to meet their own unique transportation needs. We must give them increased control and responsibility over transportation investment decisions. We must provide a program structure facilitating long term transportation planning and balance between alternative modes of transportation."

She said the program, over the four-year period from Fiscal Year 1987 through Fiscal Year 1990, "will provide about \$57 billion and will be financed by user fees paid into the Highway Trust Fund."

Testifying before the Senate Environment and Public Works Subcommittee on Transportation, Secretary Dole said the proposed legislation would restructure the highway program into four major components:

- * Interstate/Primary program which includes Interstate construction, Interstate reconstruction and primary programs;
- * The bridge program for primary bridges other than Interstate;

-more-

- * Safety programs including hazard elimination and railway-highway crossings safety construction;
- * The Highway and Transit Block Grant program combining the current urban and secondary programs and the non-primary bridge-highway programs with certain transit programs.

"These initiatives are designed to make the finest system of highways in the world--nearly four million miles of American roads--better yet," the Secretary said.

"Under the Highway and Transit Block Grant program, a state would provide assurance that it would comply with applicable Federal requirements, and Federal approval and review of projects would not be required," the Secretary said, adding that compliance would be monitored through audits after funds were obligated. The Highway and Transit Block Grant program is designed to give states and localities the flexibility needed to address their own particular transportation needs.

"At a time when requirements to reduce the Federal deficit make it necessary to reduce program levels, a combined program offers the states more flexibility to complete high-priority work," the Secretary said. "The new structure recognizes the need to balance the preservation of the existing major highway system with the need to build new highways."

Under the combined Interstate/Primary program, the Secretary said states may use funds at their discretion for any projects currently permitted in any of the separate categories.

The Secretary said that with the initiation of the Highway and Transit Block Grant program, the Federal-interest bridge program will include only non-Interstate primary bridges. This program would be authorized at \$1.25 billion per year for Fiscal Years 1987-1990. Interstate bridges would be eligible under the Interstate/Primary program.

The Highway and Transit Block Grant Program would have two components, the Secretary said, "an urban mobility component, under which funds could be used only in large urbanized areas for either highway or transit projects and a state component, under which funds could be used anywhere in the state for either highway or transit projects.

The Highway and Transit Block Grant program would be authorized at \$3.3 billion per year. Funds would be distributed to the governor of each state by a formula designed to approximate each state's share under current FHWA and UMTA programs.

Secretary Dole testified that transit operating assistance for small urbanized and rural areas could be funded by the states with their Block Grant funds, but at a level not to exceed the amount made available in Fiscal Year 1985. The program would also encourage increased private sector participation in transit activities.

Referring to safety construction programs, Dole explained, "the railway-highway crossing and hazard elimination programs are important to highway safety, and they show high returns in terms of lives saved and accidents prevented. The recommended funding is \$190 million per year and \$175 million per year, respectively."

The Secretary called for extending the current user fees and the Highway Trust Fund for four years to fund the proposed programs, and eliminating current exemptions on gasohol, methanol and ethanol fuels, and on gasoline, diesel and tire taxes for public and private revenue bus operations. She said these exemptions reduce revenues going into the Highway Trust Fund. The estimate for Fiscal Year 1986 alone is approximately \$545 million.

"Since vehicles using these exempt fuels do the same amount of damage to our highways as vehicles using non-exempt fuels, these exemptions are inappropriate and contrary to the user fee principle," she said.

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News:

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

FOR RELEASE FRIDAY
March 7, 1986

DOT 25-86
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Ed O'Hara
Tel.: (202) 426-4321

MORE AIRLINES CAN COMPETE AT BUSY
AIRPORTS UNDER SLOT RULE, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced adoption of a rule under which five percent of the air carrier slots at busy airports in Chicago, New York and Washington, D.C., will be assigned by lottery to new entrant and incumbent air carriers with fewer than eight slots.

Slots are reservations for take offs and landings. The rule announced today supplements a rule issued Dec. 16, 1985, that permits the buying and selling of slots, effective April 1, 1986, at the airports covered by the "high-density rule." That rule sets quotas on the number of flight operations per hour or half-hour which airlines are permitted.

"The new rule will open the way for increased competition by giving new entrants access and emerging carriers a chance to grow at these airports," Secretary Dole said. "And increased competition will mean more choices for air travelers."

Under the Federal Aviation Administration rule, 148 slots for airline arrivals and departures at Chicago O'Hare, New York's LaGuardia and Washington National airports, will be allocated to new entrant and limited incumbent carriers. The Department expects that the majority of these slots will be withdrawn by lottery from incumbent carriers.

The total includes 84 slots at O'Hare, 36 at LaGuardia and 28 at Washington National. The five percent total will include slots not being used and those for which there is no current holder, in addition to those to be withdrawn.

"This rule seeks to promote the pro-competitive goals of airline deregulation," Dole said. "We expect to see three or four new entrant airlines at both LaGuardia and Washington National and six or eight at O'Hare."

(more)

Although the Dec. 16 buy-sell rule covers New York's Kennedy International Airport, the rule issued today does not affect that airport. Kennedy is excluded because it has a large number of international flights and because the airline scheduling committee historically has afforded new entrants greater opportunities to operate there than have the other three.

Dole said the combination of the buy-sell and the withdrawal rules will enable new entrants and limited incumbents to establish or strengthen service at the airports, and offer them and larger incumbents a way to acquire more slots to expand their service.

The rule issued today guarantees many more slots for new entrants and limited incumbents than the proposed rule issued in December. Under the proposed rule, new entrants would have been assured only 22 slots.

Although the proposed rule called for withdrawal of some commuter slots, the final rule does not because approximately five percent of such slots are available now.

On March 26, 1986, lotteries will be held by the FAA to withdraw slots at the three airports. Airlines with eight or fewer slots at a given airport are considered limited incumbent carriers and none of their slots will be withdrawn. Slots used to provide Essential Air Service to smaller communities and those used for international flight operations will not be subject to withdrawal.

For allocation of withdrawn slots, random drawings will be held March 27 at each airport to establish the order for slot selection. Carriers will select two slots on a given turn, but new entrants may choose four slots on their first turn. New entrants will be allowed to obtain up to eight slots at each airport and limited incumbents will be permitted to increase their holdings up to eight slots.

If any slots are unallocated on March 27, or if some of the slots that were reallocated subsequently revert to the FAA or to the carrier that once held them, a second allocation lottery will be held later this year.

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, March 18, 1986

DOT 27-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Captain Greene
Tel.: (202) 426-1587

YOST NOMINATED AS NEW
COAST GUARD COMMANDANT

Secretary of Transportation Elizabeth Hanford Dole today announced that President Reagan has approved and will send to the Senate the nomination of Vice Admiral Paul Alexander Yost, Jr., to be the 18th Commandant of the United States Coast Guard.

The 57-year-old graduate of the Coast Guard Academy succeeds Admiral James S. Gracey, who is retiring on May 30th at the end of his four-year term as Commandant.

Yost moves up to the Coast Guard's top career officer position from an assignment as Commander of the Coast Guard's Atlantic Area, Maritime Defense Zone Atlantic, and Third District, headquartered at Governors Island in New York City.

The new Commandant has 35 years of service in assignments as varied as search and rescue controller on the island of Guam in 1952 to Special Assistant to the Deputy Secretary of Transportation and Alternate Delegate to the U.S. Law of the Sea Delegation in 1972.

"Admiral Yost brings to the position of Commandant a wealth of experience in all phases of Coast Guard command," Dole said, "and his wide range of key management and operational positions, including those in which he directly interfaced with the Navy and Department of Defense, give him a very valuable added dimension."

(more)

The Coast Guard is one of nine operating administrations of the Department of Transportation.

"Admiral Yost knows the Coast Guard's many missions from first hand experience," noted Commandant Gracey. "He has served with distinction ashore, on ships, and in combat, and is well qualified to assume these new responsibilities."

The new Commandant was commissioned as Ensign on June 1, 1951, after receiving a Bachelor of Science Degree in Engineering, and was promoted to flag rank of Rear Admiral in 1978 with command of the Eighth Coast Guard District in New Orleans. He was Chief of Staff at Coast Guard Headquarters when promoted to Vice Admiral and became Commander of the Atlantic Area in June, 1984.

Prior to reaching flag rank, Yost held numerous shore station assignments in the field of management and command, including Chief of Staff and Chief of Operations of the Seventeenth Coast Guard District in Alaska and Commander of a combat task group in Vietnam. He has spent a significant portion of his career in seagoing assignments which include command of three Coast Guard cutters.

He has received Masters Degrees in Mechanical Engineering from the University of Connecticut and in International Affairs from George Washington University. He is also a graduate of the Naval War College in Newport, Rhode Island.

Admiral Yost is one of the most decorated officers in the Coast Guard. His awards include the Distinguished Service Medal, Silver Star, Legion of Merit with combat "V", Meritorious Service Medal, Combat Action Ribbon, Korean Service Medal, United Nations Service Medal, Vietnam Cross of Gallantry with Silver Star, Presidential Unit Citation, Navy Meritorious Unit Commendation and Vietnam Navy Distinguished Service Medal.

A native of St. Petersburg, Florida, Admiral Yost is married to the former Jan Worth of Wakefield, Massachusetts. Mrs. Yost is a graduate of the University of Maryland with a Degree in Communications. They are the parents of five children: Linda, Paul A., III, David, Lisa and Christopher.

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News:

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE THURSDAY
March 20, 1986

DOT 28-86
Contact: Jennifer Hillings
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Contact: Wendy DeMocker
Tel.: (202) 426-0881

HEROISM AWARD GOES TO TRAINMAN

Secretary of Transportation Elizabeth Hanford Dole has named John H. Kohl, a trainman from Northumberland, Pennsylvania, as recipient of the Department of Transportation Award for Heroism. Kohl is employed by Conrail.

"I am honored to recognize Mr. Kohl for his courage by presenting him with the Department of Transportation's Award for Heroism," said Dole.

The award is given to employees of transportation-related industry or activity who perform an act of heroism that endangers their life. The heroic act must be one that would not be expected in the performance of regular duties.

Kohl was a trainman on a Conrail freight train operating near Cresson, Pennsylvania on July 27, 1985 when the train's crew noticed a small child on the tracks about 15 car lengths away. The engineer applied his brakes while Kohl and the train's conductor ran onto the locomotive's walkway to shout a warning to the child.

"When it became obvious that the train would not stop in time, Kohl climbed down the front ladder of the locomotive, anchored himself with one foot and one hand to the locomotive's snow plow, leaned out in front of the locomotive, grabbed the child's loose clothing and pushed her from the train's path," the Secretary said.

"The child escaped with minor bruises and Kohl was unharmed. Only 45 seconds elapsed from the time the child was spotted to Kohl's actions.

"Kohl's quick thinking and decisive action undoubtedly saved the child's life at considerable risk to his own, an action that is in the highest tradition of the Department's Heroism Award," said Dole.

- more -

The award was presented to Kohl by Federal Railroad Administrator John H. Riley in a ceremony in Pittsburgh, PA.

Kohl will receive a medal and a plaque bearing a citation that reads 'For heroic action in saving a small child from certain death by leaning out in front of a moving train and pushing her from the path of the train on July 27, 1985. His courage and quickness of mind averted certain death and was rendered in the finest tradition of America's railroad employees and the Consolidated Rail Corporation.'

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News:

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE FRIDAY
March 21, 1986

DOT 29-85
Contact: Suzette Paes
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DOT TO HOLD THREE HAZARDOUS MATERIALS WORKSHOPS FOR STATE OFFICIALS

The U.S. Department of Transportation will hold regional workshops in Phoenix, Ariz., Hartford, Conn., and Springfield, Ill., on the transportation of hazardous materials. The purpose is to further improve federal-state cooperation in this area.

Cindy Douglass, administrator of DOT's Research and Special Programs Administration (RSPA), said, "The federal-state partnership in hazardous materials transportation is essential to effective safety management. These annual workshops are intended to greatly increase communication and cooperation. The result will be a better regulatory system, better directed safety research, more useful training and information, and greater enforcement."

The Phoenix conference will be held March 25-27 at the Embassy Suite Hotel, with 50 representatives from 13 Western states and officials from RSPA's Office of Hazardous Materials Transportation and the Federal Highway Administration's Bureau of Motor Carrier Safety.

The Hartford workshop will be held April 2-4 at the Summit Hotel for officials from 11 Northeast and Mid-Atlantic states and the District of Columbia.

The Springfield meeting, for officials from 12 Midwestern states, will be held April 9-11 at the Ramada Renaissance.

Douglass said state officials, the Commercial Vehicle Safety Alliance, and the National Alliance of Hazardous Materials Instructors are invited participants at the workshops.

To insure more uniformity and a better regulatory scheme in hazardous materials transportation, participants will share information on regulations, training, interpretation of the rules, enforcement and research.

(more)

Other subjects to be discussed include the certification of instructors, criteria for hazardous materials tanks, data-sharing, and adjudication by civil, criminal and administrative means.

A similar workshop was held in Nashville recently for 14 Southern states and Puerto Rico.

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News:

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE TUESDAY
April 1, 1986

DOT 30-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Walter E. Oates
Tel.: (202) 426-5807

**DEPUTY ADMINISTRATOR OF THE MARITIME
ADMINISTRATION IS APPOINTED**

Secretary of Transportation Elizabeth Hanford Dole has announced the appointment of Elaine Lan Chao as the Deputy Administrator of the Maritime Administration.

On making the appointment, the Secretary stated that "Ms. Chao's unique blend of administrative talent, financial and transportation skills and experience will be of immeasurable benefit to the Maritime Administration."

Ms. Chao, prior to joining the agency, served as Vice President of the BankAmerica Capital Markets Group in San Francisco. She previously had been a senior account officer with Citibank, N.A. headquartered in New York. Her background includes service as a White House Fellow in the Office of Policy Development at the White House, and an executive for a New York-based international shipping and trading corporation.

She is a graduate of Mount Holyoke College and earned a Masters in Business Administration from the Harvard Business School.

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Office of the Assistant Secretary for Public Affairs
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FOR RELEASE TUESDAY
April 8, 1986

DOT 31-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Maureen W. Brown
Tel.: (202) 426-4333

DOT REALIGNS PROGRAM MANAGEMENT CENTERS

Secretary of Transportation Elizabeth Hanford Dole has announced the realignment of a nation-wide network of Program Management Centers (PMCs) to help minority, women-owned, and disadvantaged businesses obtain contracts with the Department, its grantees and recipients.

"The realignment of the PMCs marks another significant step in improving opportunities for disadvantaged businesses," Secretary Dole said. "Shifting the sites of some offices will result in more efficient operations to the geographical areas they serve."

The PMCs are operated by Small Business Administration 8(a) management consulting firms which were awarded competitive contracts from DOT's Office of Small and Disadvantaged Business Utilization, Minority Business Resource Center to serve as its representative at the regional and local levels. They are designed to help firms owned by minorities, women, and disadvantaged persons establish business relationships and take advantage of new transportation-related opportunities offered by the Department or its recipients. The PMCs have loan/bond specialists to provide assistance to firms seeking short-term financing and bonding. The centers will serve firms by providing assistance in marketing, and technical assistance in bid/proposal development, cost estimating, loan packaging and bond packaging services.

New PMC sites are San Francisco, CA, (covering Northern California, south to San Luis Obispo, Kern and San Bernardino Counties, Oregon, Washington, Idaho and Alaska), Rapid City, SD, (covering North Dakota, South Dakota, Wyoming and Montana), and Baltimore (covering Maryland, Pennsylvania, Virginia, West Virginia, Delaware and the District of Columbia).

The other centers are located in Miami (covering Florida, Puerto Rico and the Virgin Islands), Denver (covering Colorado, Nebraska, Kansas, Utah and Missouri), New Orleans (covering Louisiana, Mississippi, Alabama and Arkansas), Dallas (covering Texas, Oklahoma and New Mexico), Los Angeles (covering Southern California -- north to San Luis Obispo, Kern and San Bernadino counties -- Arizona, Nevada and Hawaii), New York (covering New York, New Jersey, Maine, Vermont, New Hampshire, Massachusetts, Connecticut and Rhode Island), Atlanta (covering Georgia, North Carolina, South Carolina, Kentucky and Tennessee), and Chicago (covering Illinois, Ohio, Indiana, Michigan, Wisconsin, Minnesota and Iowa).

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U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
April 8, 1986

DOT 32-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ted Lopatkiewicz
Tel.: (202) 426-0398

DOT INSTITUTES CONTINUING FITNESS INVESTIGATION OF GALAXY AIRLINES

The Department of Transportation today instituted an investigation to determine if Galaxy Airlines, Inc., continues to be fit to provide charter air transportation.

Under Section 401(r) of the Federal Aviation Act, DOT has the responsibility to determine an airline's continuing fitness to operate. As is common in these proceedings, DOT has given Galaxy some time (in this case 30 days) to submit data supporting its continuing economic fitness. After receiving the information, the Department will determine what, if any, further steps are necessary.

Galaxy received its certificate to operate from the Civil Aeronautics Board (CAB) in 1981 and began service in 1983. Mr. Philip Sheridan acquired control of Galaxy in 1983 (before it began service) and he and Galaxy provided information to the CAB on the airline's fitness on several occasions that year. They provided additional fitness information to the government in 1984 and, after Galaxy's fatal crash in Reno and notification of changes in its management, more information in 1985.

In particular, the Department would like more information on whether Sheridan divested himself of other aeronautical interests before acquiring Galaxy in 1983. DOT is also seeking information on the carrier's current financial condition and managerial expertise.

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U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
April 10, 1986

DOT 33-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
 Wilbur Martin
Tel.: (202) 426-4321

JOHN M. KINNEAR IS NAMED DOT REGIONAL REPRESENTATIVE

Secretary of Transportation Elizabeth Hanford Dole has appointed John M. Kinnear as Regional Representative of the Secretary for Region VI, an area which includes Texas, Louisiana, Oklahoma, Arkansas and New Mexico.

"John's background as a business executive and his successful experience with a number of government agencies make him an ideal Regional Representative," the Secretary said.

Kinnear has served for the past 19 months as Deputy Regional Representative of the Secretary in Region VI headquartered in Fort Worth, Tex.

A graduate of the University of Arizona, Kinnear holds a Bachelors degree in Business Administration. He has spent most of his career as a manufacturer of medical plastic products for hospitals. Upon graduation from the University of Arizona in 1959 he joined Hudson Oxygen Equipment Corporation in Los Angeles where he later became Vice President of Marketing. He left Hudson in 1973 to consult for Johnson & Johnson and later established Aerwey Laboratories in Arlington, Tex. In 1978 Kinnear established Intec Medical Corporation in Kansas City and served as Chairman of the Board. In 1979 he became a Senior Associate in Ron Walker and Associates in Dallas.

Kinnear began his government service as Associate Director of Presidential Personnel in the White House at the beginning of the Reagan Administration. He later served in executive positions with the Environmental Protection Agency, Consumer Product Safety Commission and the Department of Housing and Urban Development.

He married the former Coreen Mencimer of Denver, Colorado in 1958 and their children are Chris and David of Arlington, Tex., and Tim of Newport Beach, Calif.

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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
April 11, 1986

DOT 35-86
Contact: Werner Siems
Tel.: (202) 426-2304

COAST GUARD TO JOIN NAVY IN HELICOPTER ACQUISITION

Secretary of Transportation Elizabeth Hanford Dole has announced that in an effort to keep costs to the government down, the U.S. Coast Guard will combine its requirement to purchase 32 Medium Range Recovery Helicopters with the acquisition the Navy is proposing for similar Combat Search and Rescue helicopters.

"By 'piggybacking' on the Navy procurement, the cost of modernizing the Coast Guard's aging fleet of helicopters will be considerably less," Secretary Dole said.

The new Medium Range Recovery (MRR) helicopters will replace the Coast Guard's HH3-F Sikorsky "Pelican" helicopters, which are nearing the end of their 20-year service life. The MRR helicopters have the capability of performing search and rescue operations from 150 to 300 miles off shore.

The Naval Air Systems Command is requesting competitive bids for variations of current model helicopters. Initial funding for the Coast Guard acquisition would come from the Coastal Defense Augmentation Fund which Congress established in the Navy's 1986 appropriation. The Coast Guard helicopters will be essentially the same as the Navy's, with minor modifications in the electronics package.

Plans call for delivery of the aircraft over a four-year period beginning in 1989.

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U.S. Department of
Transportation

M-493

News:

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

FOR RELEASE FRIDAY
April 11, 1986

DOT 36-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

GENERAL AVIATION STUDY PRODUCES RECOMMENDATIONS FOR IMPROVED INDUSTRY SAFETY PRACTICES, MORE INSPECTIONS

Secretary of Transportation Elizabeth Hanford Dole today announced an 18-month inspection of general aviation has produced recommendations to improve industry safety practices and calls for more federal inspection of some segments.

Dole said, "As a result of the Federal Aviation Administration inspection, FAA national guidelines now call for inspections conducted at least every year of three segments of general aviation." They are:

- o Part 125 operators such as travel clubs, contract cargo operators, and corporate executive fleets which operate large aircraft.
- o Certificated repair stations.
- o Air taxis that provide unscheduled passenger and cargo service between smaller communities.

The General Aviation Safety Audit (GASA) was ordered by Secretary Dole in 1984 following completion of a similar national inspection of the airline industry. The audit examined segments of general aviation that transport people and cargo for hire, schools and instructors that teach and examine pilots, and stations that repair, maintain and certify aircraft for safety. General aviation includes more than 700,000 pilots flying more than 36 million hours a year in more than 200,000 aircraft.

The FAA guidelines calling for the stepped-up inspection program will focus inspections on high-priority items such as maintenance and training programs both to address specific problems identified during the GASA and to maximize inspector resources.

Dole said that, as a result of the findings, "more than 3,000 operators of unscheduled passenger and cargo service between smaller communities not inspected during the safety audit as well as all certificated repair stations that perform complex modifications to aircraft and equipment will be inspected this year." These inspections have already begun.

She said many of the safety audit's recommendations have already been implemented, and that the FAA has taken initial steps to carry out the others.

Many of the significant unsatisfactory findings were found in the review of 843 randomly selected air taxi operators. This resulted in recommendations for more frequent and systematic inspections, including air taxi training programs, flight and duty time records, and maintenance records, as well as a review of the effectiveness of FAA's inspection methods. All of these findings have been acted on.

One part of the audit focused on large jet aircraft that face a phase-out because they do not meet new noise standards. FAA found a high level of compliance among operators of these jets and no need for added special attention to assure their safety.

More than 800 FAA inspectors from 83 field offices spent more than 26,000 hours conducting 6,859 inspections. FAA said it found that teams of inspectors working at locations where they were not usually assigned were more effective than a single inspector. As a result, FAA said it plans to initiate a team approach for general aviation inspections.

The inspections resulted in 188,463 detailed findings of which 171,233 (91 percent) were satisfactory, and 17,230 were unsatisfactory. Of the unsatisfactory findings, 8,048 (4 percent of the total) were found to be significant.

The detailed findings of each of the five segments of the inspection were previously reported by DOT, between August 1985 and February of this year. The five included non-airline operators of large aircraft; older large jet aircraft scheduled to be phased out because they fail to meet new noise standards; pilot training and aircraft repair/maintenance stations; air taxi operators; and non-airline operators of large aircraft with authority to deviate from part of the regulations.

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U.S. Department
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**Federal Aviation
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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
April 14, 1986

DOT 37-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Elaine Matrigali
Tel.: (202) 426-2147

REAR ADMIRAL IRWIN NOMINATED AS NEW COAST GUARD VICE COMMANDANT

Secretary of Transportation Elizabeth Hanford Dole today announced President Reagan has approved and will forward to the Senate the nomination of Rear Admiral James C. Irwin, Commander of the Fifth Coast Guard District, as Vice Commandant of the U. S. Coast Guard.

"Admiral Irwin has served the Coast Guard well," Secretary Dole said. "His 33 years of experience and his management skills will prove invaluable as he assumes the position of Vice Commandant."

Irwin, 57, is a 1953 graduate of the U.S. Coast Guard Academy. Before taking command of the Fifth Coast Guard District in 1984, his duties were varied. He was Aide to the Secretary of Transportation in 1969; Advisor for Political and Security Affairs, U.S. Mission to the United Nations; Commanding Officer on two Coast Guard Cutters, the EAGLE and the SPENCER; Chief of Operations, Second Coast Guard District, St. Louis, Mo.; Commandant of Cadets at the Academy in New London, Conn.; Chief of Staff, Eighth Coast Guard District, New Orleans, La.; and Chief, Office of Reserve, at the Coast Guard Headquarters in Washington, D.C.

Admiral Irwin's awards include the Legion of Merit, Meritorious Service Medal, Coast Guard Commendation Medal, as well as the Meritorious Unit Commendation.

He holds a Bachelors Degree from the Coast Guard Academy, a Masters Degree from George Washington University and is a graduate of the Naval War College in Newport, Rhode Island.

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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
April 21, 1986

DOT 38-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

NATION SWITCHES TO DAYLIGHT TIME SUNDAY, APRIL 27

Most of the nation will switch to daylight saving time at 2 a.m. Sunday, April 27, Secretary of Transportation Elizabeth Hanford Dole said today.

After setting their clocks ahead one hour on April 27, Americans will lose sleep. But they will enjoy additional daylight in the evenings for the next six months. The United States is scheduled to return to standard time next fall, at 2 a.m., Oct. 26, 1986, the last Sunday of the month.

These changes are observed under the Uniform Time Act, which is administered by the Department of Transportation.

Some states and territories do not observe daylight saving time and will not change their clocks. They include Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and the part of Indiana located in the Eastern Time Zone.

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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
April 23, 1986

DOT 39-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
 Wilbur Martin
Tel.: (202) 426-4321

THOUSANDS USING DOT SERVICES TO AID CONSUMERS

Secretary of Transportation Elizabeth Hanford Dole today said thousands of consumers are taking advantage of the Department's programs to provide information and assistance on transportation-related issues ranging from being bumped from an airline flight to reporting an oil spill on a highway.

"Our Consumer Affairs Office handled more than 13,000 complaints and inquiries concerning airline service alone last year. Almost all of these were handled by telephone," the Secretary said in commemorating National Consumer Week. "I want to ensure that consumers receive the most efficient attention possible."

A number of the Department's operating Administrations offer "Hotlines", which are ready to provide information on safety recalls, receive reports on possible safety defects in cars and boats, or answer questions about child safety seats on aircraft, among other subjects.

The majority of complaints received on airline service concerned flight problems, baggage and refunds. A flight problem involves either a flight cancellation or delay. Flight problems amounted to 24 percent of the 13,000 complaints, baggage, 23 percent, and refunds, 16 percent. Others included being bumped from a flight, fares, ticketing and reservations.

Consumers with an airline service complaint are encouraged to first contact the airline to resolve any problem. In most cases, this action proves successful. Should they still be dissatisfied, they can call the Consumer Affairs Office at (202) 755-2220 or write to Consumer Affairs Division, Department of Transportation, I-25, Washington, D.C. 20590. Those who write should include a daytime telephone number so an analyst can make immediate contact. In addition, the office offers a guide to travelers called "Fly Rights". The booklet describes air travelers' rights and provides useful tips to persons planning to travel by air. Single copies are available for \$1.00 from the Consumer Information Center, Department 165P, Pueblo, CO 81009.

Other consumer resources offered by the Department of Transportation include:

-- A toll-free Auto Safety Hotline provided by the National Highway Traffic Safety Administration. Consumers may call 800-424-9393 to obtain information and educational materials on a number of highway safety related topics, including recall information. It also provides fuel economy ratings and other safety data on individual cars and answers questions related to automobile safety. Persons in the Washington, D.C. area may call 426-0123. Hours of operation are 7:00 a.m. to 4:00 p.m. Monday through Friday. NHTSA also conducts crash tests on new cars and provides data to indicate the relative levels of occupant protection for vehicles of the same size and weight class.

-- The Federal Aviation Administration consumer Hotline (800-FAA-SURE) operates in 23 states and the District of Columbia. Hours of operation are 8:00 a.m. to 4:00 p.m. eastern time during regular business days. FAA can only respond to calls within its purview, such as problems involving carry-on baggage, airport security procedures, child safety seats, or user services provided by the agency. For persons in the Washington, D.C., area the number to call is 426-9365.

-- The Coast Guard operates a Boating Safety Hotline, which can provide consumers with safety recall information on individual model recreational boats and receive reports from owners concerning possible safety defects in their boats. The Hotline operator can answer questions about boating safety matters, and may often be able to send callers pamphlets, consumer fact sheets, or other written material in response to questions. The toll free number is 800-368-5647. (Persons in the Washington, D.C. area, may call 472-2385.)

The Coast Guard also operates two other Hotlines. Marine Safety "Alert" (800-323-SAFE), takes reports of possible unsafe conditions onboard U.S. merchant vessels. Designed primarily for receiving reports from personnel who work on merchant vessels, the Hotline will also receive reports from passengers traveling on U.S. commercial vessels (for example scuba diving boats, or excursion and sight-seeing vessels). It operates 24 hours a day, seven days a week. Persons in the Washington, D.C. area may call 426-1830. The Oil and Chemical Spill Hotline (800-424-8802) takes reports of oil, gas and hazardous chemical spills anywhere in the United States, either on land or in the water. It operates 24 hours a day. Persons in the Washington, D.C. area may call 426-2675.

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News:

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

FOR RELEASE TUESDAY
April 29, 1986

DOT 40-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Contact: Wendy DeMocker
Tel.: (202) 426-0881

DOLE SAYS RAIL ACCIDENTS DECLINE IN 1985

Secretary of Transportation Elizabeth Hanford Dole today released 1985 safety statistics showing last year was the safest year for the railroad industry since statistics have been kept. Both the number of accidents and the accident rate per million train miles fell from the previous year's record low levels.

"By any measure, 1985 was the safest year in the history of the railroad industry," said Dole.

"Many people - from federal inspectors to employees and company officials - deserve credit for the improvement, but deregulation was clearly the major factor. Deregulation brought economic stability to the industry, and railroads have invested billions of dollars in track and roadbeds over the past five years. The improvement in railroad safety is a testimony to the success of that effort," said Dole.

The train accident rate per million train-miles operated was 5.99 in 1985, down from 6.58 in 1984.

The number of employee on duty fatalities fell 22% from 59 to 46.

There was a 5% decrease in the number of highway accidents at grade crossings, with the accident rate per million train-miles decreasing 1.0%. Fatalities at public grade crossings decreased 13.3% from 610 in 1984 to 529 in 1985. Fatalities to people trespassing on railroad property decreased from 499 in 1984 to 391 in 1985.

Federal Railroad Administrator John H. Riley today discussed the railroad industry's safety statistics at the railroad industry's annual Harriman Safety Awards Luncheon.

MORE

TRAIN ACCIDENTS 1980 - 1985

1980 - 8,451
 1981 - 5,781
 1982 - 4,589
 1983 - 3,906
 1984 - 3,900
 1985 - 3,418

TRAIN ACCIDENT RATE PER MILLION TRAIN MILES

<u>1984</u>	<u>1985</u>	<u>% Change</u>
6.58	5.99	-9.00

RAIL HIGHWAY CROSSING ACCIDENT RATE PER MILLION TRAIN MILES

<u>1984</u>	<u>1985</u>	<u>% Change</u>
11.2	11.1	-1.00

ACCIDENT/INCIDENT FATALITIES IN 1985

	<u>Train accidents</u>	<u>Train incidents</u>	<u>Non-train incidents</u>	<u>Rail highway grade crossing</u>	<u>Total</u>
Employees on duty	7	16	21	2	46
Trespassers	0	377	13	80	471
Others	1	13	6	494	513
Total	8	406	40	576	1,030

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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
May 2, 1986

DOT 41-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Ed O'Hara
Tel.: (202) 426-4321

DOT AWARDS PIPELINE SAFETY GRANTS TO STATES

The Department of Transportation today announced the award of \$4.3 million in pipeline safety grants to the states.

Some \$4.1 million of the amount will go to 46 states, the District of Columbia and Puerto Rico to conduct safety enforcement programs for gas pipelines. The balance will be used by six states for hazardous liquid pipeline safety enforcement efforts.

The states use the funds to inspect pipelines, to conduct accident investigations and training programs, and for equipment used to inspect pipelines. Most of these efforts are directed at intrastate pipelines.

Under the Federal/State Cooperative Pipeline Safety Program, the states can apply to DOT's Research and Special Programs Administration for funding of part of the cost of pipeline safety programs. The size and effectiveness of state programs are factors considered in determining the amount of the grants.

The cooperative program is authorized by the Natural Gas Pipeline Safety Act of 1968 and the Hazardous Liquid Pipeline Safety Act of 1979. The program allows states to assume total or partial regulatory and enforcement safety authority over intrastate pipelines under their jurisdiction.

1986 LIQUID PIPELINE SAFETY GRANT ALLOCATIONS

<u>STATE</u>	<u>ALLOCATION</u>
Arizona	\$ 16,394
California FM	\$ 84,541
Mississippi	\$ 9,725
Oklahoma	\$ 19,000
Texas	\$ 78,972
West Virginia	\$ 5,193

-more-

1986 GAS PIPELINE SAFETY GRANT ALLOCATIONS

<u>STATE</u>	<u>ALLOCATION</u>
Alabama	\$ 122,642
Arizona	\$ 107,714
Arkansas	\$ 85,744
California PUC	\$ 102,719
Colorado	\$ 74,921
Connecticut	\$ 93,500
Delaware	\$ 12,553
Florida ST	\$ 57,100
Georgia	\$ 100,385
Hawaii	\$ 7,562
Illinois	\$ 121,692
Indiana	\$ 78,075
Iowa	\$ 74,125
Kansas	\$ 92,378
Kentucky	\$ 138,754
Louisiana	\$ 152,622
Maine	\$ 13,475
Maryland	\$ 41,630
Massachusetts	\$ 108,248
Michigan	\$ 108,302
Minnesota	\$ 79,585
Mississippi	\$ 97,352
Missouri	\$ 112,711
Montana	\$ 44,220
Nebraska	\$ 58,973
Nevada	\$ 26,699
New Hampshire	\$ 33,244
New Jersey	\$ 102,897
New Mexico	\$ 106,220
New York	\$ 270,420
North Carolina	\$ 103,698
North Dakota	\$ 22,806
Ohio	\$ 118,669
Oklahoma	\$ 92,750
Oregon	\$ 48,045
Pennsylvania	\$ 112,615
Rhode Island	\$ 61,082
Tennessee	\$ 119,051
Texas	\$ 181,071
Utah	\$ 44,935
Vermont	\$ 39,594
Virginia	\$ 81,818
Washington	\$ 42,000
West Virginia	\$ 115,079
Wisconsin	\$ 95,936
Wyoming	\$ 108,647
Dist. of Columbia	\$ 34,594
Puerto Rico	\$ 13,823



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, May 5, 1986

DOT 42-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
 Wilbur Martin
Tel.: (202) 426-4321

U.S., CONSULTATIVE SHIPPING GROUP RESIST RESTRICTIONS TO COMPETITION

Secretary of Transportation Elizabeth Hanford Dole has announced that the U.S., 12 European nations and Japan have announced their intention to resist protectionist measures that restrict shipping competition.

The statement on liner shipping between the U.S. and the Consultative Shipping Group, composed of the 13 nations, was released in Copenhagen, Denmark, on Wednesday, April 30.

In the statement, the parties agreed to consult regularly on ways to jointly resist harmful protectionist actions and improve competitive conditions in shipping. The statement also acknowledges that non-governmental commercial practices can restrict access and should also be overcome.

"Despite differences in our approaches to shipping policy, the U.S. and the nations of the Consultative Shipping Group can work together to enhance competition," the Secretary said. "The U.S. will retain its right to act independently to protect U.S. interests. We will also be able to work closely with other nations to promote competitive access."

Discussions at the three day meeting covered a number of problems in trades with other countries. On two, the participants said they intended to prepare joint representations to the governments of Peru and Sri Lanka. In recent months, carriers of several of the Consultative Shipping Group countries and the United States have been subject to protectionist restrictions imposed by Peru and Sri Lanka.

Consultative Shipping Group countries include Belgium, Denmark, Finland, the Federal Republic of Germany, France, Greece, Italy, the Netherlands, Norway, Spain, Sweden, Japan and the United Kingdom.

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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 IMMEDIATE RELEASE
Wednesday, May 7, 1986

DOT 46-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Eric Bolton
Tel.: (202) 426-0660

SECRETARY DOLE PROPOSES STRICTER QUALIFICATIONS FOR HAZARDOUS MATERIALS DRIVERS

Secretary of Transportation Elizabeth Hanford Dole today announced that the Bureau of Motor Carrier Safety (BMCS) is proposing to strengthen the qualifications of truck drivers who haul hazardous materials on the nation's highways.

"The safety of our nation's highways demands that those who transport hazardous materials are properly trained and adequately experienced," Secretary Dole said. "The additional requirements and stricter qualifications I am proposing will help to ensure this takes place."

Under a notice of proposed rulemaking, to be published in the Federal Register, drivers operating tanker vehicles carrying hazardous materials in bulk, such as gasoline, propane, corrosive acids and various poisons, or semi-trailer operators hauling explosives, radioactive material or other non-bulk hazardous materials, would have to meet additional or more stringent qualification requirements before being allowed to operate the trucks in interstate commerce.

The proposed changes include:

- * Establishing minimum levels of hazardous materials training for drivers;
- * Prohibiting a driver from holding multiple driver's licenses and establishing disqualification as a penalty for holding such multiple licenses;
- * Increasing the disqualification period for an offense such as driving under the influence from the present one year for the first offense and three years for the second offense to three years for the first offense and five years for the second offense;

- more -

- * Requiring the motor carrier company for which the driver works to obtain a yearly report from the state department of motor vehicles which details the operator's current driving record;
- * Requiring a driver who will be operating a cargo tank vehicle to take a road test, which drivers now must take under the current regulations, with a cargo tank loaded one-half full.

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News:

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

FOR RELEASE MONDAY
May 12, 1986

DOT 47-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
 Jackelyn Viera
Tel.: (202) 426-4321

DOT SECRETARY SALUTES
NATIONAL TRANSPORTATION WEEK, MAY 11-17

Secretary of Transportation Elizabeth Hanford Dole praised the men and women of the U.S. transportation system as the nation takes note of National Transportation Week.

"I wish to express my appreciation to the men and women who serve and supply our needs in transportation. The American transportation system from the beginning has been a major reason for this country's amazing growth and prosperity.

"Through the decades and even today, creative men and women have pioneered newer, faster and more efficient ways to travel -- from waterways to railroads, from aviation to space, from automobiles to rapid rail systems, the traveler has benefited from their contributions to transportation technology.

"Thanks to their efforts, ours is the most efficient transportation system in the world. And as this system has become more sophisticated, so has our resolve to continue to make it even safer. This commitment to safety, shared by the government and the private sector, has reduced fatality and accident rates.

"During this week I will meet with many of the dedicated people who are involved in transportation organizations, to thank them and explore ways to further improve this safety record," said Secretary Dole.

President Reagan and the United States Congress have designated May 11-17 as National Transportation Week.

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U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
May 15, 1986

DOT 48-86
Contact: Jennifer Hillings
Tel.: (202) 426-4570
Elaine Matrigali
Tel.: (202) 426-2147

1986 TRANSPORTATION HISTORIC PRESERVATION AWARD WINNERS ANNOUNCED BY SECRETARY DOLE

Secretary of Transportation Elizabeth Hanford Dole today honored the winners of this year's Historic Preservation Awards for outstanding accomplishment in the area of transportation/historic preservation. Cynthia Grassby Baker, the Chairman of the Advisory Council on Historic Preservation, joined the Secretary in presenting the awards.

"My warmest congratulations to this year's winners on their outstanding involvement in historic preservation," Dole said. "The Department of Transportation is firmly committed to historic preservation and we encourage creative approaches to meeting preservation needs in transportation projects." The Secretary noted that these awards were being presented during National Transportation Week.

Secretary Dole, a member of the National Advisory Council on Historic Preservation, urged greater local and private sector involvement in preservation efforts.

The biennial awards program is sponsored by the U.S. Department of Transportation and Advisory Council on Historic Preservation for exemplary solutions to problems involving transportation and historic preservation. Sixteen winners were chosen and ten projects were selected for honorable mention.

The winners in the railroad station category include: Oppenheimer Properties, Inc. for restoration and adaptive reuse of the St. Louis railroad station; the Historical Society of Shafter, Calif., for restoring a small-town railroad station for use as a church and chamber of commerce office; and the Parking Authority in New Haven, Conn., for rehabilitation of a main line railroad station.

Selections in the maritime category include: East Brothers Light Station, Inc., a volunteer preservation group, for restoring and reusing, on a lease basis from the Coast Guard, an island lighthouse as a popular "bed and breakfast" hotel in San Francisco Bay; also from California, the United States Lighthouse Society, a non-profit nationwide organization formed to protect, preserve, and inform the nation of its lighthouse heritage; and the Hudson River Maritime Center, Inc. for its museum and community program to preserve the culture of the river and its communities and as a means of transportation.

In the mass transportation category, winners are: Fayetteville, N.C., for revitalizing a deteriorating downtown with a transit mall and historic building rehabilitation; the Redevelopment Authority of Harrisburg, Penn., for restoring the railroad station and using it as a transportation center; New Jersey Transit for its long range program to preserve the rich heritage of 55 historic train stations; and the Historic Preservation Commission in Lowell, Mass., for reusing railroad tracks complete with turn of the century equipment for an electric trolley system.

The award in aviation goes to the manager of La Guardia Airport, Tim Peirce, and to the publisher of Air Cargo News, Geoffrey Arend, for restoring the 12-foot high and 235 feet in circumference mural "Flight", in the LaGuardia Marine Terminal, commemorating the development of aviation.

In the area of highways, winners include: Dr. Emory L. Kemp, Director of the Program of Science and Technology at West Virginia University, in recognition of his distinguished career as a civil engineer, industrial archaeologist, and historic preservationist, particularly in the area of bridges; the Colorado Department of Highways for its initiative in surveying the state's bridges for historic significance and working with the Colorado Historical Society to evaluate them and develop procedures for reviewing their treatment in highway projects; the Oregon Department of Transportation for its work on the historic Columbia River Highway and in the preservation of the Jordan Covered Bridge; and the New Jersey Department of Transportation for its sensitive treatment of the 2,000 acre Abbott Farm, a National Historic Landmark and one of the largest and most important prehistoric archeological sites in the Eastern United States, while constructing the I-195, I-295, and N.J. 29 complex in Trenton.

Honorable Mention Awards went to: Ohio Department of Transportation; CSX Corporation; Virginia Department of Highways and Transportation; Ruth Keyes and Verne Lasek, Old Mystic, Conn.; California Department of Transportation; Massachusetts Bay Transportation Authority; North Carolina Department of Cultural Resources; Hawaii Department of Transportation; and Calvert Marine Museum.

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U.S. Department of
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News:

M-493.1

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

FOR RELEASE TUESDAY
May 20, 1986

DOT 50-86
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DOLE ANNOUNCES NEW CRITERIA
TO IMPROVE URBAN MASS
TRANSPORTATION FOR DISABLED PERSONS

Secretary of Transportation Elizabeth Hanford Dole today announced a new rule to improve urban mass transportation service for persons with disabilities.

"The Department's new rule will provide disabled people with easier access to mass transit services," the Secretary said. "At the same time, the rule allows flexibility and local control over development of programs to meet the needs of the handicapped."

"This rule, which establishes national criteria, also contains safeguards against unreasonable financial burdens for transit providers," she added.

Each transit authority, after consulting with handicapped persons and other interested members of the public, may choose the type of service it wants to provide. For example, a transit authority could provide service through scheduled or on-call accessible buses; paratransit vans; subsidies for taxi fares, or any combination of these services.

The new rule contains six "service criteria" that apply to urban mass transportation service for persons with disabilities. These are:

- o Anyone who, by reason of a disability, is physically unable to use the bus system for the general public must be treated as eligible for the service.
- o The service must operate during the same days and hours as the bus service for the general public.
- o The service must operate throughout the same geographic area as the bus service for the general public.
- o Fares for trips on the two services must be comparable.
- o Service must be provided within 24 hours of a request for it.
- o Transit providers may not impose restrictions or priorities based on trip purpose.

The amount of money transit authorities are required by the rule to spend on service for disabled persons is limited to three percent of their operating expenditures. If they cannot meet all six criteria without exceeding this figure, they will be permitted to provide service that falls short of one or more of the criteria. Court decisions have said that the Department's requirements for service to disabled persons may not impose undue financial burdens on transit authorities. This feature of the rule is designed to prevent such burdens.

Another feature requires that each transit authority give disabled and other interested persons the opportunity to participate in the service planning process. The Urban Mass Transportation Administration will monitor the performance of transit authorities to ensure that they carry out their responsibilities properly.

The Department is also publishing a Notice of Proposed Rulemaking (NPRM) requesting public comment on several options for making commuter rail service usable by disabled persons.

Today's final rule grew out of a September 1983 Notice of Proposed Rulemaking, to which 650 commenters responded. It replaces a rule issued in 1981. In addition to the information in the comments, the Department used the results of a computer model study of national scope and case studies of transportation systems in seven urban areas in deciding how to frame the final rule. A regulatory impact analysis (RIA) based on these studies is available to the public.

Copies of the final rule, NPRM, and RIA, and additional information about the rule may be obtained by calling Robert C. Ashby at 202-426-4723 (voice) or 202-755-7687 (TDD). Audio cassette copies of the final rule and SNPRM are available for the use of persons with visual impairments.

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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
June 2, 1986

DOT 53-86
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DOLE NAMES DAVID P. SLOANE
DEPUTY ASSISTANT SECRETARY
FOR GOVERNMENTAL AFFAIRS

Secretary of Transportation Elizabeth Hanford Dole has named David P. Sloane as Deputy Assistant Secretary for Governmental Affairs.

"David brings to this position broad experience in working with the Congress on the Department's legislative program," the Secretary said. "He is a valuable addition to my top management team."

Sloane moves to the position of Deputy Assistant Secretary from that as Director of DOT's Office of Congressional Affairs. He joined the Department in 1983 as a Congressional Relations Officer, concentrating on activities involving the Federal-Aid highway program.

Prior to coming to DOT, Sloane had served as Director of Congressional Relations for the National Association of Wholesaler-Distributors and with the National Association of Manufacturers as a legislative issue specialist.

Sloane is a graduate of American University, with a B.A. degree in political science.

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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
June 2, 1986

DOT 54-86
Contact: Bob Beasley
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DOT OFFICE OF INSPECTOR GENERAL REPORTS AUDIT SAVINGS OF \$359 MILLION

Audits resolved by the Department of Transportation's Office of Inspector General (OIG) for the six month period ending March 31 have resulted in measurable dollar savings of \$359 million and improvements in Government operations.

The semi-annual report of the OIG included a special summary highlighting OIG efforts to assist management in controlling or reducing costs in a budget reduction environment. Examples of opportunities to control or reduce costs included improving procurement and inventory management practices, using Federal resources more effectively, and avoiding unnecessary costs through better disbursement procedures.

The report, which has been transmitted to Congress, also disclosed that the OIG, during the same period, issued 922 audit reports which questioned \$43 million in costs and made recommendations with potential dollar benefits of \$591 million.

Investigations by the OIG resulted in 21 convictions; 56 indictments; \$13 million in fines, court-ordered restitutions, administrative recoveries, and cost avoidance; 97 administrative actions; and 31 years in sentences. The nationwide highway contract bid rigging investigations by the Department and the Department of Justice are now active in 26 states and Puerto Rico, with grand juries convened in 17 states.

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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 WEDNESDAY

June 4, 1986

DOT 55-86

Contact: Jennifer Hillings

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DOT UPHOLDS ILLINOIS FEE
ON SPENT NUCLEAR FUEL SHIPMENTS

An Illinois law imposing a fee of \$1,000 per cask of spent nuclear fuel passing through the state is consistent with, and not preempted by, the Hazardous Materials Transportation Act (HMTA), the Department of Transportation said today.

In an administrative ruling, DOT's Research and Special Programs Administration said that nothing in the federal HMTA or its related regulations precludes a state from imposing fees on transporters of spent nuclear fuel, so long as the fee is not part of an otherwise impermissible regulatory scheme. However, the ruling said that such fees might be preempted under other statutes or the U.S. Constitution, but noted that the Department does not decide such issues.

In 1984, the Wisconsin Electric Power Company (WEPCO) shipped 15 casks of spent fuel by highway through Illinois. The state assessed fees totaling \$15,000. WEPCO paid the fees under protest, but filed suit against Illinois arguing the fees were preempted under the federal HMTA. In 1985, WEPCO applied to DOT for a ruling on the matter.

The fees imposed by Illinois are used exclusively to carry out the state's nuclear safety program which includes inspections of all highway shipments to insure compliance with federal standards and escort of each shipment, the ruling said.

The Department noted that the state activities financed by the fee were consistent with the regulatory and enforcement program developed under the HMTA. The state's safety measures did not cause the delay or diversion of shipments that constitutes the type of indirect transportation "ban" that is preempted under the HMTA.

(more)

The ruling said the Illinois fee does not have the effect of redirecting highway shipments away from the "preferred routes" required by federal regulations, does not significantly restrict the transportation of spent fuel, and does not significantly delay the movement of transport vehicles carrying such fuel.

DOT's ruling made no finding with respect to fees that might be imposed by a municipality. The question was not raised and, therefore, no finding was made.

The ruling announced today carefully noted the distinctions between the Illinois law and those considered in some previous cases.

In previous rulings, DOT found several state and local restrictions on the transportation of spent fuel to be inconsistent with the HMTA. A common feature of the inconsistent laws was that they imposed restrictions regardless of whether the shipments met all federal safety standards. However, the Illinois law was found to restrict only those shipments which fail to meet federal standards.

The HMTA preempts any state or local transportation requirement that is "inconsistent" with the law or its related regulations. DOT has a procedure for issuing administrative rulings on whether a state or local law is inconsistent, and therefore, preempted.

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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 IMMEDIATE RELEASE
Monday, June 9, 1986

DOT 56-86
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DOT TO ISSUE ORDER MODIFYING MERGER PROCEDURES FOR TEXAS AIR ACQUISITION OF EASTERN

The Department of Transportation today announced that it will issue an order modifying the merger procedures for Texas Air Corporation's bid to acquire Eastern Airlines. The Department plans to replace the evidentiary hearing with a show cause proceeding. It rejected Texas Air Corporation's request that it be allowed to exercise control over Eastern Airlines before a final decision is made on the merger application.

The Department said that it still has concerns about Texas Air's recent agreement to sell some takeoff and landing slots and gate space at Boston's Logan, New York's LaGuardia and Washington's National airports, to Pan American World Airways. However, no party has requested a formal hearing on competitive effects of a merger on any other markets, and the agreement between Texas Air and Pan American "has sufficiently modified the competitive issues for the corridor markets so that formal hearing procedures are no longer necessary to resolve them." Issues to be considered through the show cause approach include the delay until October 1 in closing the Texas Air-Pan American transaction and the "swapback" provision giving Texas Air the right to recapture slots and gates under certain circumstances.

In addition, DOT tentatively concluded that after reviewing the parties' pleadings and exhibits, it "can resolve the issues presented by Texas Air's proposed acquisition of Eastern through show-cause procedures."

DOT turned down a request from Texas Air and Eastern to decide the acquisition on a simple exemption basis, stating that "this case requires procedures which will allow us and the parties to examine the competitive and public interest issues more carefully."

On February 28, Texas Air Corporation and Eastern Airlines filed a joint application for approval of Eastern's acquisition by Texas Air. The agreement calls for Eastern to continue to operate as a separate entity.

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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 IMMEDIATE RELEASE
Wednesday, June 11, 1986

DOT 57-86
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NETHERLANDS AND U.S. SIGN
AVIATION SECURITY AGREEMENT

Ambassador Richard H. Fein of the Netherlands and U.S. Secretary of Transportation Elizabeth Hanford Dole today signed an agreement providing for closer cooperation between the two countries on aviation security.

The new agreement, signed at a ceremony in the Secretary's office in Washington, calls for the U.S. and the Netherlands to provide information and assistance to each other to prevent unlawful acts to seize aircraft or threaten the safety of passengers.

Ambassador Fein and Secretary Dole said they expect the improved security called for by the agreement will help to dispel public fears about the security of international air travel.

The agreement, which is based on the aviation security provisions prepared by the International Civil Aviation Organization (ICAO), commits each government to maintain the highest level of security for international airline passengers.

The countries agreed to ensure the thorough screening of passengers, baggage and crew, to cooperate to resolve safely any terrorist incidents that might occur, and to consult in the event of disagreement about security measures.

The two officials said the agreement represents a significant milestone in a series of cooperative efforts by their respective governments to counter terrorism. It is an important step in protecting airline passengers and reassuring them of the governments' highest commitment to safe and secure air travel, Fein and Dole said.

(more)

The Netherlands and the U.S. strongly support multilateral efforts by ICAO to improve aviation security. Both governments will seek similar aviation security agreements with other countries and will urge those countries to negotiate such agreements among themselves.

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News:

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

FOR RELEASE MONDAY
June 30, 1986

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DOLE ISSUES JULY 4TH WARNING AGAINST DRINKING AND DRIVING

On the eve of the July 4th holiday weekend, Secretary of Transportation Elizabeth Hanford Dole reminded motorists of the dangers of drinking and driving.

"Drinking and driving do not mix," the Secretary said. "The combination can in an instant transform a happy holiday into a terrible tragedy. Millions of motorists will be traveling the highways, going to beaches, picnicking and participating in July 4th celebrations. Avoiding drinking and driving is a major way motorists can ensure a happy and safe holiday weekend."

Dole also cautioned recreational boaters to avoid alcoholic beverages when at the helm and before driving a car to or from the water. The Department of Transportation estimates that alcohol is involved in at least half of all boating accidents and highway fatalities.

"Operating a boat or car safely requires skill, education and common sense. Operators who have had too much to drink are a danger to themselves, their passengers and to others as well," Dole said.

The Secretary said that traffic enforcement officials will be out in force in all 50 states, patrolling the nation's highways and byways to deter drinking drivers.

Secretary Dole also reminded motorists that most traffic accidents occur within a few miles of home. "The best precaution a driver can take to protect all occupants in a vehicle is to make sure everyone is buckled up. Safety belts are your best defense against drunk drivers."

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