



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, July, 2, 1990

DOT 82-90
Contact: Hal Paris
Tel.: (202) 366-5571

SECRETARY SKINNER CONFIRMS NEW
AIR SERVICE OPPORTUNITIES TO
REGIONAL CITIES IN GREAT BRITAIN

Secretary of Transportation Samuel K. Skinner announced today that he and United Kingdom Secretary of State for Transport Cecil Parkinson have reached agreement on new services between the United States and the United Kingdom.

An exchange of letters finalizing the terms of the package was concluded on June 28. The Secretaries had first discussed new services in January, and Secretary Skinner said he was pleased that the arrangement will result in new opportunities for U.S. airlines and cities.

Under the arrangement, the U.S. right to serve the Chicago-Manchester route has been confirmed and the U.S. may select two additional services to regional U.K. airports. The U.K. may authorize a second airline on the London-Boston route and open two routes from regional U.K. airports.

In addition, operations between the U.S. and the Cayman Islands will be regulated for three years to allow financially troubled Cayman Airways to adjust to an expanded level of U.S. services.

The Secretaries also agreed that the current package is only the first step in a process to bring a significant expansion of air service opportunities to the North Atlantic market.

U.S. airlines are already showing interest in the new routes. Applications are on file for Manchester services from American Airlines and Pan American from New York; Continental from Newark; Northwest from Detroit; and United from Washington.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, July 5, 1990

DOT 83-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT SAYS COMPLAINTS AGAINST AIRLINES DECLINE TO LOWEST LEVEL IN 5 YEARS

Consumer complaints against the nation's airlines in May declined to their lowest level in five years, the Department of Transportation, releasing its monthly Air Travel Consumer Report, said today.

The number of complaints reported to the Department dropped to 689 -- 17 percent below April's total of 826. It was the lowest number of complaints registered with the Department since DOT began collecting the data in January 1985, after it assumed some of the duties of the old Civil Aeronautics Board (CAB).

The Department said the 12 largest U.S. carriers reported that 80.8 percent of their flights operated on time in May, compared to 82.2 percent in April. In compiling the data, delays caused by mechanical problems are not counted.

DOT also reported that mishandled baggage problems averaged 5.92 per 1,000 passengers in May compared to 5.85 reports filed in April.

Consumers who want on-time performance data for specific flights were reminded to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete computer printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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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
July 6, 1990

DOT 83-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT REVOKES AUTHORITY OF DISCOVERY AIRWAYS

The Department of Transportation announced today that it has revoked the temporary operating authority of Discovery Airways of Honolulu because the airline failed to abide by several conditions placed on that authority.

The revocation will become effective Friday, July 13, to allow an orderly shutdown of the inter-island carrier's operations and to avoid inconvenience to the traveling public. If Discovery wants to continue to pursue a permanent license, it can do so through continuation of an evidentiary hearing before an administrative law judge.

Earlier this year, Discovery applied to DOT for approval as a new airline. DOT granted Discovery temporary operating authority for nine months, effective through Dec. 23, 1990, but ordered an administrative law judge to conduct an evidentiary hearing on whether foreign ownership and control of Discovery exceeded statutory standards and on the carrier's disposition to comply with federal law and regulations. Discovery began operating in April.

The law judge has found indications that Discovery's principals have consistently provided false information and have violated the terms of their temporary operating authority and federal law. After reviewing the case, the Department agreed with the judge's findings.

Secretary of Transportation Samuel K. Skinner said Discovery has made little attempt to correct the problems. "In the absence of a strong showing of corrective behavior, we consider such a pattern of noncompliance to be grounds for terminating Discovery's temporary authority."

Skinner added that DOT awarded temporary authority partly because of its desire to promote new entry and competition. He

(more)

said DOT has given Discovery "numerous opportunities to satisfy our concerns over its foreign control and compliance problems, but it has failed to do so or even to show any credible inclination to do so."

The Department found Discovery has failed to abide by several specific conditions to its temporary authority. They involved establishment of a voting trust designed to insulate Discovery from possible foreign control and the role of one of its key officers who is an Italian citizen.

DOT also expanded the scope of the issues before the administrative law judge to include any and all fitness and citizenship issues.

In its order today, DOT directed Discovery to notify passengers holding tickets of the cancellation of flights and to inform them about how to obtain refunds or alternate transportation.

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**U.S. Department of
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Office of the Secretary
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400 Seventh St., S.W.
Washington, D.C. 20590

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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
July 9, 1990

DOT 85-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

SWISSAIR CAN FLY BETWEEN PHILADELPHIA AND ZURICH, DOT SAYS

The Department of Transportation has approved the request of Swissair to provide service between Philadelphia and Zurich under a recently established program to permit foreign carriers to expand service to more U.S. cities.

In an order issued today, DOT said Swissair could combine the Philadelphia service with existing service to Boston, allowing a stop in that city.

Secretary of Transportation Samuel K. Skinner said, "Swissair is the fourth foreign carrier to win approval under the new program designed to bring the benefits of international service to more U.S. cities. We welcome requests from other foreign airlines."

On June 19, DOT granted Lufthansa's application to fly between Frankfurt, West Germany, and Charlotte, N.C., for a 179-day period. On June 8, Ladeco, S.A., a Chilean carrier, won authority to fly between Santiago, Chile, and Washington, D.C. On March 27, a request by KLM Royal Dutch Airlines to fly between Amsterdam and Baltimore was approved. Last Jan. 30, the Department adopted a program to permit eligible foreign carriers to serve more U.S. cities without going through the traditional bilateral negotiating process, provided that certain criteria are met.

In its order, DOT found that the Swiss airline's application met each of the criteria under the program. First, no U.S. or foreign carrier provides nonstop or one-stop service between Switzerland and Philadelphia. Second, the aviation agreement between the U.S. and Switzerland provides for open entry, unrestricted capacity and U.S. rights to operate from any point in the U.S. to Switzerland. Finally, Swissair has firm plans to conduct the service and is fully qualified to do so.

(more)

As for pricing, DOT found that although Switzerland retains formal control over the pricing of air travel originating in Switzerland, that country has not in fact limited U.S. carrier pricing initiatives in this market for nearly two years. This de facto liberal pricing policy meets the program's requirements, DOT said.

Swissair's new authority will be effective for one year and the airline must begin service within 90 days.

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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, July 23, 1990

DOT 90-90
Contact: Bill Mosley
Tel.: (202) 366-5571

FEDERAL EXPRESS GRANTED ADDITIONAL ALL-CARGO SERVICE TO JAPAN

The Department of Transportation today granted authority to Federal Express, which already serves Tokyo, to provide all-cargo service between the United States and an additional city in Japan.

Under a U.S.-Japan bilateral aviation agreement reached in November 1989 and effective Oct. 1, 1990, one U.S. carrier now authorized to provide all-cargo service to Japan may serve one additional Japanese city, to be selected from Sapporo, Nagoya and Fukuoka. Federal Express and Northwest Airlines applied for the authority, but Northwest subsequently withdrew its application.

Federal Express plans to serve Nagoya in conjunction with its current Tokyo service. The airline plans to begin this service on Oct. 1.

The U.S.-Japan agreement also provides for additional passenger services, the designation of an additional U.S. all-cargo airline, and increased charter flights between the two countries. Separate proceedings are underway to select carriers to provide these new services.

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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
July 31, 1990

DOT 94-90
Contact: Pat Prosperi
Tel.: (202) 366-6393

SECRETARY OF TRANSPORTATION ANNOUNCES PUBLICATION OF CHILD CARE DIRECTORY

Secretary of Transportation Samuel K. Skinner today announced the publication of the Department's "D.O.T. Child Care Resource and Referral Directory." The directory lists names and telephone numbers of agencies in 50 states and the District of Columbia that can provide information on child care services.

The Department of Transportation is one of the first federal agencies to address child care issues on a national basis.

"Providing quality care for our children is one of the most important contributions we can make to our nation's future," Skinner said. "The Department wants to support employee efforts to obtain appropriate care for their children."

Skinner said that establishing Departmental child care services will help many employees meet important family obligations. The Department recently completed a nationwide survey of its employees to determine what child care services they need. Survey results will be used to formulate a National Department of Transportation Child Care Action Plan.

The Secretary said that he is committed to creating a premiere Departmental child care program which contributes positively to employee effectiveness.

The Directory puts employees in touch with resource and referral agencies located in their communities. It also provides important information on how to assess the quality of available child care programs.

The Department has several child care initiatives currently under way, including: opening a number of on-site child care centers across the country; developing a national child care policy and program manual; training employees in local facilities on how to establish on-site child care; and developing information packets on topics such as parenting and balancing work and family life.

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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
Tuesday, July 31, 1990

DOT 95-90
Contact: Chuck Kline
Tel.: (202) 366-2928
Kathy Fiorillo
(202) 366-2931

DOT ISSUES THIRD 1990 QUARTERLY COMMERCIAL LAUNCH MANIFEST

The Department of Transportation today issued the third quarterly U.S. Commercial Launch Manifest for 1990. Six more launches were added to the manifest, which now shows a total of 35 launches expected to take place in the next few years.

The additional launches are:

General Dynamics Commercial
Launch Services, Inc. (BS-3H)
Orbital Sciences Corp. (SPFE-6)
Orbital Sciences Corp. (SPFE-7)
Orbital Sciences Corp. (ZEST-1)
Orbital Sciences Corp. (ZEST-2)
Orbital Sciences Corp. (ALIVE-2)

The General Dynamics payload will be a communications satellite. All of the Orbital Sciences Corp. launches will be suborbital flights carrying military research payloads.

Stephanie Lee-Miller, Director of the Department's Office of Commercial Space Transportation, said that she is pleased with the successes and growth of the commercial space transportation industry.

"So far, nine successful U.S. commercial launches have taken place, and many more are expected to follow," said Lee-Miller. "The launches on the latest manifest collectively represent a potential boost of up to \$1 billion to the U.S. balance of payments, an impressive contribution to our economy."

(more)

U.S. COMMERCIAL LAUNCH MANIFEST
(As of July 1990)

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|---|---|-------------------------|
| McDonnell Douglas | BSB-R2 (Great Britain) | 8/90 |
| McDonnell Douglas | INMARSAT-2 Flt#1 (Intern'l Consortium) | 10/90 |
| General Dynamics | EUTELSAT (European Consortium) | 11/90 |
| Orbital Sciences Corp. Space Data Division | Joust 1 (U.S.) | 12/90 |
| McDonnell Douglas | NATO IVA (NATO) | 12/90 |
| General Dynamics | BS-3H (Japan) | /91 |
| General Dynamics | GOES I (U.S.) | /91 |
| General Dynamics | GALAXY V (U.S.) | /91 |
| General Dynamics | INTELSAT-K (Intern'l Consortium) | /91 |
| Orbital Sciences Corp. Space Data Division | Joust 2 (U.S.) | /91 |
| Orbital Sciences Corp. Space Data Division | SPFE-6 (U.S.) | /91 |
| Orbital Sciences Corp. Space Data Division | SPFE-7 (U.S.) | /91 |
| Orbital Sciences Corp. Space Data Division | ZEST-2 (U.S.) | /91 |
| McDonnell Douglas | INMARSAT-2 Flt#2 (Intern'l Consortium) | 2/91 |
| Orbital Sciences Corp. Space Data Division | ZEST-1 (U.S.) | 2/91 |
| McDonnell Douglas | ASC-2 (U.S.) | 4/91 |

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|---|---|-------------------------|
| McDonnell Douglas | AURORA II (U.S.) | 5/91 |
| Orbital Sciences Corp. Space Data Division | ALIVE-1 (U.S.) | 5/91 |
| Space Services, Inc. | Consort 4 (U.S.) | 5/91 |
| Orbital Sciences Corp. Space Data Division | LPX 1 (U.S.) | 6/91 |
| Orbital Sciences Corp. Space Data Division | ALIVE-2 (U.S.) | 9/91 |
| McDonnell Douglas | NATO IVB (NATO) | 12/91 |
| Orbital Sciences Corp. Space Data Division | LIFE-2 (U.S.) | 12/91 |
| General Dynamics | GOES J (U.S.) | /92 |
| General Dynamics | GALAXY IR (U.S.) | /92 |
| General Dynamics | UHF 1 (U.S.) | /92 |
| General Dynamics | ORION 1 (U.S.) | /92 |
| Orbital Sciences Corp. | FREJA (Sweden) | /92 |
| Orbital Sciences Corp. Space Data Division | LPX 2 (U.S.) | 2/92 |
| Martin Marietta | MARS OBSERVER (U.S.) | 9/92 |
| General Dynamics | INTELSAT VII Flt#2 (Intern'l Consortium) | /93 |
| General Dynamics | INTELSAT VII Flt#3 (Intern'l Consortium) | /93 |
| General Dynamics | ORION 2 (U.S.) | /93 |

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|---------|---------------------|-------------------------|
|---------|---------------------|-------------------------|

| | | |
|------------------|----------------|-----|
| General Dynamics | SAX (Italy) | /94 |
|------------------|----------------|-----|

| | | |
|------------------|------------------|-----|
| General Dynamics | GOES K (U.S.) | /95 |
|------------------|------------------|-----|

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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, August 6, 1990

DOT 97-90

Contact: Bill Mosley

Tel.: (202) 366-5571

COMPLAINTS AGAINST AIRLINES DECLINE IN JUNE

Consumer complaints against the nation's airlines continued to decline in June, falling for the second consecutive month to their lowest level in five years, the Department of Transportation said today as it released its monthly Air Travel Consumer Report.

The number of complaints reported to the Department dropped to 508 -- 26 percent below May's total of 689, which had previously been the lowest number of complaints registered since DOT began collecting the data in January 1985, after it assumed some of the duties of the old Civil Aeronautics Board (CAB).

Complaints for the first six months of 1990 totaled 5,347, down 9 percent from the 5,885 total recorded for the same period of 1989.

The Department said the 12 largest U.S. carriers reported that 80.1 percent of their flights operated on time in June, compared to 80.8 percent in May and 72.2 percent in June 1989. In compiling the data, delays caused by mechanical problems are not counted.

DOT also reported that mishandled baggage problems averaged 6.56 per 1,000 passengers in June, compared to 5.92 reports in May 1990 and 7.07 in June 1989.

Consumers who want on-time performance data for specific flights were reminded to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete computer printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Tuesday, August 28, 1990

DOT 100-90
Contact: Bill Mosley
Tel.: (202) 366-5571

NASHVILLE FIRM PROHIBITED FROM SELLING AIR TRAVEL CERTIFICATES; ORDERED TO ISSUE REFUNDS

The Department of Transportation, through the U.S. Attorney for the Middle District of Tennessee, has obtained a permanent injunction prohibiting the National Air Safety Advisory Service (NASAS) from further deceptive advertising and illegal sales of air transportation and establishing a trust fund to provide refunds to those customers requesting them.

NASAS had conducted a nationwide advertising campaign offering roundtrip air fare certificates from any point in the U.S. to Orlando, Fla. or Freeport/Nassau, Bahamas for \$33. Several thousand consumers purchased the certificates last fall and winter. The Department had asked a U.S. District Court in Nashville to ban NASAS from further advertising or sales of travel certificates and require refunds because the company had no authority to offer or sell air transportation and because its ads were deceptive.

DOT said that the ads failed to adequately inform the public that once a travel certificate is purchased, it could not be used unless the buyer also purchased hotel accommodations from Vacation Ventures, a Florida company named on the certificates, for six or seven nights at standard room rates, which would cost as much as an additional \$1,400.

In the ads, NASAS also failed to advise the public that a nonrefundable deposit would be required in order to make hotel reservations, falsely stated that the average value of each travel certificate was \$990, and misled the public about the true purpose and nature of its operations.

The court, at the request of the U.S. Attorney, on Feb. 26 issued a temporary restraining order barring the firm from further advertising and sales pending a final decision in the case.

NASAS had its main offices in Nashville but listed its address on Capitol Hill in Washington, D.C.

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The final judgment directs NASAS and its principals to place \$80,000 in an escrow account under the control of an independent escrow agent. The agent will send refunds to consumers who have requested them and will notify others who sent payments to NASAS of their right to a refund or, if they desire, to complete their travel plans. The escrow account will be held open to provide refunds until July 23, 1991, unless all requested refunds have been made prior to that time or all of the escrowed funds have been spent.

Refund requests should be accompanied by proof of payment and return of the unused travel certificate, if already received, and made in writing to Mr. M. Dale Cantrell, NASAS Escrow Agent, 120 Volunteer Drive, Hendersonville, Tenn. 37075.

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News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 5, 1990

DOT 102-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT SELECTS TWO CARRIERS FOR U.S.-U.S.S.R. SERVICE; SETS PROCEEDINGS TO AWARD ADDITIONAL AUTHORITY

The Department of Transportation today tentatively awarded authority to Alaska Airlines and Federal Express to begin new air service to the Soviet Union and established procedures to select additional carriers for service between the two countries.

Today's actions result from a June 1, 1990 aviation agreement between the U.S. and the U.S.S.R. which expanded opportunities for the airlines of both countries. The new agreement allows the U.S. to designate an additional four combination carriers to serve the Soviet Union in addition to Pan American World Airways, the only U.S. airline that currently provides service between the two countries. The U.S. can also designate two all-cargo carriers for U.S.-U.S.S.R. service. The new route opportunities are effective April 1, 1991 and will remain in effect for two years.

If the department's tentative decision is made final, Alaska Airlines would be authorized to provide scheduled combination service (cargo and passenger) between Anchorage and Magadan and Khabarovsk in the Soviet Union, and Federal Express would provide all-cargo service on a North Atlantic routing between New York and Moscow/Leningrad.

In addition to the two tentative route awards, the department announced it would hold hearings to select three additional airlines and three backup carriers for combination service over the North Atlantic to the Soviet Union. The department also will select one primary and one backup carrier to provide scheduled all-cargo service between the two countries on a North Pacific routing. The department will review all submissions in the case, but no hearing will be held since competition for the all-cargo route involves fewer applicants, fewer scheduled flights and only one routing.

The department tentatively concluded that awarding authority to Alaska and Federal Express would take advantage of service opportunities specifically provided for in the agreement and for which Alaska and Federal Express alone have applied. Interested persons have 14 days to comment on these tentative decisions.

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In addition to Alaska and Federal Express, 12 airlines have requested new or expanded authority between the two nations. Nine applicants propose combination service on a North Atlantic routing. They are American Airlines, American Trans Air, Baltia Airlines, Continental Airlines, Delta Airlines, Northwest Airlines, Pan American World Airways, Trans World Airlines, and United Air Lines. Three all-cargo applicants - Amerijet International, Evergreen International and Northern Air Cargo - propose service on a North Pacific routing.

A DOT administrative law judge will preside over the North Atlantic combination route proceeding. The department said the judge would issue a recommended decision by Feb. 19, 1991.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, September 6, 1990

DOT 103-90
Contact: Bill Mosley
Tel.: (202) 366-5571

AIRLINE ON-TIME PERFORMANCE IMPROVES IN JULY

The nation's largest airlines improved their on-time performance in July, the Department of Transportation said today as it released its monthly Air Travel Consumer Report.

The Department said the 12 largest U.S. carriers reported that 80.9 percent of their flights operated on time in July, compared to 80.1 percent in June. In compiling the data, delays caused by mechanical problems are not counted.

The number of consumer complaints against the nation's airlines in July totaled 682, up from 508 in June but down from the 1,026 complaints recorded in July 1989.

DOT also reported that mishandled baggage problems averaged 6.11 per 1,000 passengers in July, compared to 6.56 reports in June and 7.11 in July 1989.

There was an improvement in the rate of passengers involuntarily denied boarding (bumped) over the first six months of 1990. Passengers were bumped at a rate of 1.70 per 10,000 passengers, down from 2.75 in the same period last year.

The Department again reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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Moving America Into the 21st Century

NEWS RELEASE

FOR RELEASE MONDAY
September 10, 1990

DOT 104-90
Contact: Russell Rockwell
Tel.: (202) 366-4433

DOT PROPOSES BILL FOR HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS

The Department of Transportation has sent Congress proposed legislation that would establish a significant federal role to help states deal with emergency situations involving hazardous materials.

The emergency preparedness bill, in conjunction with the reauthorization of the Hazardous Materials Transportation Act, is a cooperative proposal of DOT, the Federal Emergency Management Agency, the Department of Labor/Occupational Safety and Health Administration, the Department of Energy and the Environmental Protection Agency.

Designed to coordinate the expertise and capability of each federal agency, the proposal would provide technical assistance to the states, grants to fund state planning, training and exercises for response to hazardous materials emergencies, and evaluation of state emergency preparedness programs.

The costs of the program would be financed by the hazardous materials industry through a user fee on bulk packagings of hazardous materials, such as tank cars or cargo tanks, with capacities greater than 3,500 gallons. A unique and readily visible decal, valid for one year, would be attached to verify payment.

Travis P. Dungan, administrator of the department's Research and Special Programs Administration said, "To protect the safety of the public, we must anticipate and successfully mitigate the consequences of a hazardous materials incident. That can be done only through an active federal/state/local and industry partnership, in which each contributes fully."

The emergency preparedness proposal and the user fee funding mechanism are compatible with the department's National Transportation Policy (NTP), which calls for developing "effective hazardous materials regulations, enforcement, and preparedness strategies to deal with evolving materials and identified safety risks in all modes."

The NTP is a comprehensive strategy to maintain, modernize and expand the nation's infrastructure by investing in research and development to produce new technologies that will advance transportation into the 21st century.

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**U.S. Department of
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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
Friday, September 14, 1990

DOT 106-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Contact: Skipp Calvert
Tel.: (202) 366-9550

VEHICLE DOWNSIZING HURTS AUTO SAFETY, SKINNER SAYS

Secretary of Transportation Samuel K. Skinner today expressed strong opposition to proposed legislation that would substantially increase corporate average fuel economy (CAFE) requirements for cars and light trucks sold in the U.S.

"It would be a tragic mistake to enact legislation that would undermine this country's progress in highway safety," Skinner said. "We are releasing a report today that clearly shows that the move to smaller cars during the 1970s helped to improve fuel economy but resulted in more traffic deaths and injuries in those vehicles."

The proposed bill, sponsored by Sen. Richard Bryan, calls for an increase in the fuel economy level for new vehicle fleets to almost 40 miles per gallon (mpg) by the year 2001. "The Bryan bill as presented is irresponsible and cannot achieve its goal in the time required. The White House is opposed to the measure, and if passed, the President will probably veto it," the secretary said.

Skinner explained that significant additional weight reductions and downsizing of passenger cars and light trucks would be required to accomplish the Bryan bill goals.

"While total highway safety has improved in recent years, further major downsizing would result in a tragic tradeoff for the American public -- an elusive promise of greater fuel economy against a guarantee of increased highway deaths and disabling injuries," he said.

Skinner added, "The administration favors market incentives to reduce gasoline use. We want to increase fuel efficiency, but we must approach it in a prudent way that does not reverse safety advances."

The report, entitled "Effect of Car Size on Fatality and Injury Risk in Single-Vehicle Crashes," covers two technical studies conducted by the department's National Highway Traffic Safety Administration (NHTSA). The studies examined single-car rollover and single-car non-rollover crashes from 1970 to 1982, when most of the downsizing occurred. In response to market conditions and to comply with CAFE standards, manufacturers reduced the average size and weight of many car lines and consumers shifted away from full-size and mid-size cars to compacts and sub-compacts.

The studies show that, all other factors remaining equal, occupant fatalities were more than 1,300 per year over the levels they would have been without downsizing, and moderate-to-serious injuries to occupants rose by 6,300 per year over the 12-year period. Single-car rollovers increased by almost 50 percent, which accounted for the increased fatality count. Over that same time, the average weight of cars on the road in the U.S. declined by 1,000 pounds, and the average size shrank by 10 inches in wheelbase length, and 2-3 inches in track width.

NHTSA Administrator Jerry Ralph Curry said, "The increase in rollover rates could be expected because of the physical characteristics of smaller cars. It's a simple law of physics. The reduced weight and shorter wheelbase leaves smaller cars more difficult to keep on the road in emergency maneuvers. And once off the road, they are more likely to roll over, which in turn increases the risk of fatal injury."

For single-car non-rollover crashes, the studies found little change in occupant fatalities following downsizing. But the statistics did demonstrate an increase in moderate-to-serious injuries in those crashes. This may reflect the fact that smaller cars have less energy-absorbing capabilities than larger autos, placing occupants at relatively greater risk.

The safety agency has further research under way to analyze the effect of downsizing on multi-vehicle crashes. However, preliminary results indicate at least some additional deaths and injuries in those crashes as well.

Skinner emphasized that the studies do not suggest that today's smaller cars are unsafe, but instead they help to illustrate that larger cars provide a greater safety margin to occupants. Cars of all sizes must meet federal vehicle safety standards, he noted, and the safety performance of cars of all sizes has been improving over the years.

The report is available from NHTSA's Office of Public Affairs, A-30, Department of Transportation, Washington, D.C. 20590, (202) 366-9550.

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

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE TUESDAY
September 18, 1990

DOT 107-90
Contact: Russell Rockwell
Tel.: (202) 366-4433

DOT RENAMES TRANSPORTATION SYSTEMS CENTER IN HONOR OF JOHN A. VOLPE

Cambridge, Mass. -- The U.S. Department of Transportation today formally renamed the Transportation Systems Center (TSC) in Cambridge in honor of former Massachusetts Gov. John A. Volpe, who also served with distinction as U.S. Secretary of Transportation and Ambassador to Italy.

The Deputy Secretary of Transportation Elaine L. Chao will be the featured speaker at the dedication ceremony.

The center will now be known as the John A. Volpe National Transportation Systems Center.

Chao said, "The department is proud to honor Gov. Volpe for his distinguished record in public service, his commitment to excellence and his outstanding contributions toward the betterment of transportation systems in this country."

Gov. Volpe was secretary of DOT from January 1969 to February 1973, after serving three terms as Governor of Massachusetts. He was then appointed as Ambassador to Italy for three years. In 1982-1983, he served as chairman of the President's Commission on Drunk Driving.

The deputy secretary added, "Since first established by then Secretary of Transportation John Volpe, the Transportation Systems Center has maintained the high standards developed during his administration. With John Volpe in charge, excellence, innovation and responsiveness were the order of the day. In that tradition, TSC has continually pushed the limits of transportation knowledge and application . . .

"TSC is there, often behind the scenes, evaluating the newest explosive detection devices operated at airports, the air bags in your cars, the nationally coordinated responses to oil spills, and the equipment used to detect drunk drivers and keep our roads safe," she said.

Administered by the department's Research and Special Programs Administration, the center's main objective is to solve complex transportation and logistics problems. It also maintains an information and database exchange for all modes of transportation.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, September 18, 1990

DOT 108-90
Contact: Bill Mosley
Tel.: (202) 366-5571

SKINNER ANNOUNCES GRANT FOR FOURTH RUNWAY AT ORLANDO AIRPORT

Orlando, Fla. -- Secretary of Transportation Samuel K. Skinner today announced a grant of \$28.1 million to build a fourth runway at Orlando International Airport.

The secretary said the new runway -- when added to existing capacity -- would enable three aircraft to land at the same time, making Orlando International among the few airports in the nation and the first in the Southeast to have this capacity. He also said the new runway would help reduce delays at Orlando.

Skinner presented the grant to Florida Gov. Bob Martinez at a news conference at the airport. The funds include \$10 million from the Federal Aviation Administration for developing plans and specifications and for site preparation, and a letter of intent to the city providing \$18.1 million to acquire the land needed for the runway and for environmental needs.

"Orlando is on the cutting edge of transportation technology and initiatives in the United States," Skinner said. "Few cities have worked as hard as Orlando in expanding the capacity of its airport."

The estimated total cost of the fourth runway is \$148.8 million. It is expected to open in September 1994.

Secretary Skinner said the additional runway would enable the airport to increase capacity to 110 operations per hour, up from the present 90.

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Moving America Into the 21st Century

NEWS RELEASE

FOR RELEASE TUESDAY
September 18, 1990

DOT 109-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT REPORT ON PACKAGE EXPRESS INDUSTRY FINDS STATE REGULATIONS A BARRIER TO COMPETITION

"Outdated federal and state regulation of motor carriers needs to be abolished or liberalized to improve the industry's ability to compete in world markets," said Secretary of Transportation Samuel K. Skinner today, as he released a report to Congress on the package express industry.

The report shows that outdated regulations increase costs and impede the package express industry's ability to compete in world markets.

Requested by Congress as part of the DOT Appropriations Act for fiscal year 1990, the study on the impact of state regulation on the rates, routes and services of the package express industry assesses the regulatory problems and offers recommendations to remedy them.

An infant industry as recently as 1977, the package express industry generated more than \$21 billion in revenues in 1988. "Deregulation of the air cargo, airline, trucking, intercity bus, and freight forwarding industries, enacted between 1977 and 1986, made this dramatic growth possible," Skinner explained.

"Despite these past deregulation efforts, 42 states and the Interstate Commerce Commission (ICC) continue to impose some form of economic regulation on motor carriers, which are an integral part of the package express industry. These requirements affect shippers' costs and rates and competition within the U.S. as well as within the global economy," he said.

The package express industry annually transports more than 3 billion domestic packages of 150 pounds or less, most with overnight or second day delivery. It includes companies with air/ground networks, motor carriers of passengers and property, Amtrak, couriers and the U.S. Postal Service.

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U.S. Department of
Transportation

According to the study, the most serious problem is state regulation of entry into the intrastate trucking business, which prevents some express carriers from carrying packages by truck between cities in the same state. This forces some carriers to fly packages out of a state to a national sorting hub, and back again, at a cost estimated to be four times greater than carrying the packages by truck.

Other state regulatory impediments include rate regulation, restrictions on carrier operations, regulatory enforcement inspections and the instability of some state regulatory programs.

Among the suggested options for congressional action are deregulation of federal and state laws regulating interstate trucking and "sunset" of the ICC. Legislation to accomplish this has previously been submitted to Congress, but not enacted. Other more narrowly focused suggestions include prohibiting the states from regulating interstate carriers within their borders or from regulating package express traffic.

"The National Transportation Policy (NTP) has stressed the need for the repeal of outdated rules and requirements that make it difficult for U.S. transportation providers to control costs and attract business," Skinner said. "Trucking deregulation is already being implemented in Canada and Mexico and will be implemented by 1992 in the European Economic Community. This reduction in regulatory barriers will decrease the costs of goods imported from those countries compared to those manufactured in the U.S."

The NTP is a comprehensive strategy to maintain, modernize and expand the nation's infrastructure and advance transportation into the 21st century.

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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
October 3, 1990

DOT 111-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

TRANSIT AGENCIES MUST BUY ACCESSIBLE BUSES, DOT RULE SAYS

The Department of Transportation has adopted a rule to implement part of a new law requiring transit authorities to acquire buses, vans and other transit vehicles that are accessible to disabled persons.

Under the law -- the Americans with Disabilities Act (ADA) -- public transit authorities buying or leasing new buses, para-transit vehicles, light rail, rapid rail, commuter rail and intercity rail cars, must ensure they are accessible to disabled persons. This requirement also applies to private entities that provide transportation service and is effective immediately.

In Fiscal 1989, transit authorities receiving federal funds purchased 3,365 new buses and other transit vehicles.

In a related action, DOT is revising an existing regulation that deals with transit services to handicapped persons to eliminate the "cost cap" provision. That rule set criteria for service to disabled persons and included a provision that a transit authority did not have to spend more than three percent of its operating budget to comply with the rule.

A court ruling last year found the cost cap provision was arbitrary. Subsequently, in March 1990, DOT proposed a rule to respond to the court decision and to adopt certain provisions for accessibility that were then under consideration by Congress. These provisions were later incorporated into the new ADA, which was signed into law July 26. DOT is now eliminating the cost cap from the rule.

Since deletion of the cost cap could create an incentive for transit agencies to cut back on-demand paratransit service, DOT is requiring cities that receive transit grants to continue to provide paratransit service to disabled persons at least at the current level. This is designed to prevent a transit authority

(more)

from eliminating or severely curtailing paratransit service, pending the issuance of additional paratransit requirements under the recently-passed ADA.

The two final rules issued today respond to comments that have been submitted but also offer the public an additional opportunity to comment.

At a later date, DOT will propose rules implementing other provisions of the ADA. They include supplemental paratransit service, undue financial burdens on transit authorities related to that service, key rail stations and other rail issues, fixed facilities, and accessible vehicle standards. A final rule is scheduled to be issued in July 1991.

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Moving America Into the 21st Century

NEWS RELEASE

EMBARGOED FOR RELEASE UNTIL 3 P.M.
October 3, 1990

DOT 112-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

U.S., CANADA TO SEEK AN OPEN NORTH AMERICAN AVIATION MARKET

The United States and Canada have agreed to begin negotiations to create an open aviation market that would dramatically expand air services between the two countries.

U.S. Secretary of Transportation Samuel K. Skinner and Canadian Transport Minister Doug Lewis today announced a plan to seek a new "open skies" aviation agreement. They made the announcement simultaneously in Washington, D.C., and Toronto. Negotiations aimed at creating a new agreement are scheduled to begin in early 1991.

In a joint statement, Skinner and Minister Lewis said they "share a common vision of a liberalized North American aviation market. In pursuit of that vision, we intend to take a bold approach in these negotiations. We want an aviation market in which the flow of goods and passengers would be unimpeded by government economic regulation."

Skinner said, "Deregulation of the U.S. domestic airline industry is working well. Now we must find ways to tear down the walls that prevent open skies around the world, to deregulate international aviation markets."

The two countries will seek an open regime that would permit all types of air service between any cities in the two countries by all U.S. and Canadian airlines.

Skinner and Lewis said the existing aviation agreement, which has not been changed substantially since 1974, is out of step with the transportation needs of travelers, shippers, businesses and communities in both countries. The secretary said the existing arrangement does not provide for service to many cities that need



U.S. Department of
Transportation

(more)

it and includes restrictions that inhibit airlines from competing. For example, only 35 U.S. cities out of more than 100 hubs are permitted to have nonstop service to Canadian destinations.

"The U.S.-Canada aviation market is by far the largest we have with another country, with 13 million passengers a year," Skinner said. "However, because the current U.S.-Canada aviation regime is restrictive, limiting the number of carriers and flights, market growth has been sluggish in recent years. This clearly calls for an innovative approach to let free market forces come into play and seek an open aviation market in North America."

Noting that the U.S. has a new economic free trade zone with Canada, Skinner said that a new air agreement would be an important step in building this new relationship.

The National Transportation Policy calls for improved access to international markets for U.S. carriers, U.S. companies and U.S. communities. The U.S.-Canada air negotiations will respond directly to those policy objectives.

A liberal open skies agreement would generate substantially more service to many cities for air passengers and billions of dollars in economic benefits for U.S. airlines and U.S. cities. Some estimates indicate such a regime could generate two million additional passengers a year.

Skinner said Charles Angevine, deputy assistant secretary for transportation affairs, U.S. Department of State, will serve as chairman of the U.S. negotiations delegation.

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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
Thursday, October 4, 1990

DOT 113-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today released its monthly Air Travel Consumer Report containing information on airline on-time performance, baggage mishandling and consumer complaints for August.

DOT said the nation's 12 largest airlines reported that 78.5 percent of their flights arrived on time in August, compared to 80.9 percent in July and 74.6 percent in August 1989. In compiling the data, delays caused by mechanical problems are not counted.

Reports of mishandled baggage filed by passengers against the 12 carriers averaged 6.71 per 1,000 passengers in August, compared to 6.11 in July and 8.19 in August 1989.

The number of consumer complaints against the airlines reported to the Department in August totaled 734, up slightly from 682 complaints filed in July but well below the 1,245 recorded in August 1989.

The Department again reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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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
Thursday, October 11, 1990

DOT 113-90
Contact: Bill Mosley
Tel.: (202) 366-5571

GROWTH OF INTERNATIONAL AVIATION MARKET BENEFITS U.S. ECONOMY

The U.S. share of international air traffic is increasing, with domestic airlines now carrying over half of the passengers between the United States and other countries, Jeffrey N. Shane, assistant secretary of transportation for policy and international affairs, said today.

In testimony before the House Subcommittee on Aviation, Shane said that the department has "been actively pursuing international aviation policies designed to expand the service options and economic benefits both for the traveling public and communities that receive service and for our aviation industry that provides it."

Shane said in 1989 U.S. airlines carried more international passengers and freight than those of any other nation. He added that the U.S. airline share of worldwide international traffic has been rising over the past three years and now stands at 20 percent of the total. U.S. airlines now carry 52 percent of the passengers to and from the United States, up from 48 percent in 1985.

The U.S. share of international air cargo traffic has also increased, Shane said, growing from 13 to 16.7 percent between 1984 and 1989, a 30 percent increase in market share.

"Although we are pleased with the growth of international air service in recent years, we believe that greater progress can be made," Shane said. "A major problem is that the current system of bilateral air agreements still relies to a large extent on government regulation of air services. In our view, this inhibits the achievement of the potential economic benefits that both the United States and foreign countries would derive from a competitive, market-driven air transportation regime."

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To expand international air service opportunities, Shane said, Secretary of Transportation Samuel K. Skinner has proposed aviation agreements with several other countries that would grant airlines open access to points in both countries and remove virtually all regulatory restrictions on their operations. These "open skies" agreements would give carriers freedom to expand service options and set prices in response to market conditions.

The National Transportation Policy calls for improved access to international markets for U.S. carriers, U.S. companies and U.S. communities.

Shane cited a number of other steps taken by DOT to promote a freer and more competitive international aviation system:

- o Last week (Oct. 3), Secretary Skinner and his Canadian counterpart, Transport Minister Doug Lewis, announced the start of negotiations between the U.S. and Canada to create an open aviation market that would permit unrestricted air service between any cities in the two countries by U.S. and Canadian airlines.

- o An agreement with Japan, concluded in November 1989, brought about a major expansion of service between the two countries, including six new combination services and a new all-cargo service by U.S. airlines. United Parcel Service was recently chosen to operate the all-cargo service. DOT will select carriers for the new combination services by early November.

- o In January of this year, DOT initiated a program to encourage foreign carriers to serve U.S. cities that do not have single-plane service to that carrier's home country. Under the "Cities Program," the Department has granted KLM authority to fly between Amsterdam and Baltimore, Ladeco between Santiago and Washington, Lufthansa between Frankfurt and Charlotte, and Swissair between Zurich and Philadelphia.

- o A recent bilateral agreement with Mexico resulted in dramatically increased air service opportunities in the U.S.-Mexico market.

- o An agreement with the United Kingdom earlier this year gained U.S. airlines additional opportunities to serve U.K. cities other than London.

- o Negotiations with Germany began in 1989 with the primary goal of achieving a more liberal pricing environment.

Shane noted the increasing trend toward globalization of the international airline industry, including airlines purchasing interests in the carriers of other countries. He said that the Department, while promoting a strong U.S. airline industry in the global market, would ensure that U.S. airlines actually be controlled by U.S. citizens.

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News:

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

FOR IMMEDIATE RELEASE
Monday, October 15, 1990

DOT 115-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT AWARDS SIX U.S.-JAPAN COMBINATION ROUTES

In a major expansion of air service to Japan, the Department of Transportation authorized six new scheduled combination (passenger and cargo) services to Japan from five U.S. cities.

Three carriers -- United Air Lines, Delta Air Lines and American Airlines -- were granted authority to serve Tokyo, and Delta, America West Airlines and Hawaiian Airlines were selected for routes to cities in Japan other than Tokyo.

Today's awards were granted under the authority of a November 1989 bilateral agreement which laid the foundation for a major expansion of air services between the U.S. and Japan.

In an order issued today by Patrick V. Murphy Jr., deputy assistant secretary for policy and international affairs, the department made these selections:

- o Chicago-Tokyo authority to United, with backup authority to American.
- o Los Angeles-Tokyo authority to Delta, with backup authority to American.
- o San Jose-Tokyo authority to American, with backup authority to Continental Airlines for Houston-Tokyo service.
- o Honolulu-Nagoya authority to America West, with backup authority to Continental.
- o Honolulu-Fukuoka authority to Hawaiian Airlines, with backup authority to Continental for Los Angeles-Nagoya service.
- o Portland-Nagoya authority to Delta, with backup authority to Continental for Seattle-Nagoya service.

Nine carriers submitted 23 proposals to the department for the new routes, and hearings were held in April and May before DOT Chief Administrative Law Judge John J. Mathias.

The department found that new service at two gateways -- Chicago and Los Angeles -- would provide public benefits beyond any of the other proposals, regardless of which carrier is selected at either point. In choosing the third gateway to Tokyo, the department examined the merits of each proposal and found that American's proposed San Jose service was superior to the others.

Today's announcement is the last of several awards authorizing new flights to Japan. In July, Federal Express, which previously provided all-cargo service to Tokyo, was granted authority to serve Nagoya as well. In August, United Parcel Service was selected to operate a new all-cargo service to Tokyo. And in September the department allotted the 450 charter flights available under the agreement.

The U.S.-Japan aviation market, America's largest international revenue market, currently generates over \$6 billion in revenue annually for both countries. In 1989, the Japan market ranked third in terms of numbers of passengers (after Canada and the United Kingdom) and first in revenue passenger miles and passenger revenues.

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News:

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

FOR RELEASE WEDNESDAY
October 17, 1990

DOT 118-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

DAYLIGHT TIME TO END
SUNDAY, OCTOBER 28

Most of the nation returns to standard time at 2 a.m. Sunday, Oct. 28, when clocks will be set back one hour.

Under provisions of the Uniform Time Act, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next spring, daylight saving time will begin April 7, 1991.

The law does not require that any area observe daylight saving time. But if a state chooses to observe daylight time, it must follow the starting and ending dates set by the law, which is administered by the Department of Transportation.

In those parts of the country that do not observe daylight time, clocks will not have to be changed. Those states and territories include Arizona, Hawaii, the part of Indiana located in the Eastern Time Zone, Puerto Rico, the Virgin Islands and American Samoa.

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Moving America Into the 21st Century

NEWS RELEASE

FOR RELEASE WEDNESDAY
October 17, 1990

DOT 119-90
Contact: Roslyn Kaiser
Tel.: (202) 366-9034

DOT TO HOLD DRUG SEMINARS IN 20 CITIES FOR SMALLER TRANSPORTATION COMPANIES

Secretary of Transportation Samuel K. Skinner today announced a one-day seminar on drug-testing programs to be broadcast by satellite on Oct. 30 to 20 cities across the country.

The program is designed to help smaller transportation companies (generally fewer than 50 employees) implement DOT's drug testing regulations, which are scheduled to go into effect for these companies by Dec. 21 of this year.

The Secretary said, "We want to work with these smaller companies to help them implement effective drug programs. We also want to assure affected employees that the programs will be conducted with the greatest respect for individual dignity and privacy. These seminars will enable us to provide information to a large number of employers at one time."

A safe and drug-free transportation system is one of the major goals of the National Transportation Policy, which is a comprehensive strategy to maintain, modernize and expand the nation's infrastructure and advanced transportation into the 21st century.

Drug testing programs have been in effect for some employees of larger companies since last December. When fully implemented, DOT's regulated industries will be required to test more than four million employees who are in sensitive safety- or security-related jobs in aviation, interstate trucking, railroad, pipeline and commercial vessel companies.

The seminar will be broadcast by satellite to the following cities: Mobile, Ala.; Sacramento and San Diego; Denver; Tampa, Fla.; Indianapolis; Kansas City, Kan.; Baltimore; Boston; St. Paul, Minn.; Billings, Mont.; Charlotte, N.C.; White Plains, N.Y.; Oklahoma City; Portland, Ore.; Pittsburgh; Nashville, Tenn.; Houston and El Paso; and Salt Lake City.

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U.S. Department of
Transportation

Information on the seminars is being sent to employers in the regulated industries. Space for the seminars is limited. There is a \$25 registration fee, primarily for training materials.

For general information concerning the seminars, please contact Mary Duke Sanders, DOT, at (202) 366-3784. For information concerning registration and specific locations, contact Art MacHugh, Transportation Safety Institute, at (405) 680-7196.

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News:

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

FOR IMMEDIATE RELEASE
Wednesday, October 17, 1990

DOT 120-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT PROPOSES BILL TO REFORM RAILROAD EMPLOYEE INJURY COMPENSATION SYSTEM

The Department of Transportation has sent Congress proposed legislation that would repeal the outmoded Federal Employers' Liability Act (FELA) and provide for railroad employees to be compensated for job-related injuries under the no-fault workers' compensation systems maintained by the individual states.

Secretary of Transportation Samuel K. Skinner said, "This long overdue action would allow railroad workers to receive compensation for work-related injuries without regard to who was at fault, as is the case with millions of other employees in virtually every other American industry. The repeal of FELA will produce significant benefits for railroad employees and the railroad industry. I urge the Congress to move ahead on this important legislation."

According to DOT, FELA is a burdensome, costly, ineffective system that is out of step with modern workers' compensation concepts, failing to protect the interests of the employees, the railroad industry or the nation in maintaining a sound, competitive transportation system.

The secretary said, "I am delighted that Sen. Bob Kasten and Rep. Bob Whittaker have agreed to introduce this important legislation. Sen. Kasten has long distinguished himself as a leader in the area of liability reform, and both he and Rep. Whittaker played key roles last year by holding the first hearings in the Senate and House on FELA in 50 years."

The proposed bill is one of the legislative proposals put forth in the National Transportation Policy, a comprehensive strategy designed to help our transportation system meet the needs of the 21st century.

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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
Thursday, October 18, 1990

DOT 121-90
Contact: Chuck Kline
Tel.: 366-2928

ROCKETDYNE'S PAUL FULLER NAMED CHAIRMAN OF COMMERCIAL SPACE ADVISORY COMMITTEE

Secretary of Transportation Samuel K. Skinner today announced the appointment of Paul N. Fuller as chairman of the department's Commercial Space Transportation Advisory Committee (COMSTAC).

Fuller, who is vice president of propulsion systems at the Rocketdyne Division of Rockwell International Corp., will serve as chairman of COMSTAC for one year, succeeding Dr. Alan M. Lovelace of General Dynamics Corp.

"Paul Fuller brings a wealth of experience in the aerospace industry to the position and has already demonstrated his commitment and contribution to COMSTAC through his outstanding leadership of the committee's Innovation and Technology Working Group," Skinner said.

Stephanie Lee-Miller, director of the department's Office of Commercial Space Transportation (OCST), said "I am very pleased with Mr. Fuller's appointment as chairman and look forward to working with him in his new role."

Lee-Miller also expressed her appreciation for the "outstanding job" done by Dr. Lovelace in guiding the COMSTAC.

The COMSTAC works with the department to provide information, advice and recommendations on matters relating to all aspects of U.S. commercial space transportation. The 25 COMSTAC members represent the launch vehicle, satellite, financial, insurance and other aerospace-related interests.

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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

Thursday, October 18, 1990

DOT 122-90

Contact: Chuck Kline

Tel.: (202) 366-2928

Kathy Fiorillo

(202) 366-2931

DOT ISSUES FOURTH 1990 QUARTERLY
COMMERCIAL LAUNCH MANIFEST

The Department of Transportation today issued the fourth quarterly U.S. Commercial Launch Manifest for 1990. Two more launches have been added to the manifest, bringing to 36 the total number of launches expected to take place in the next few years.

The two additions are: McDonnell Douglas GE-SATCOM C-3 (communications satellite) and General Dynamics SOHO (scientific research payload).

Stephanie Lee-Miller, director of the department's Office of Commercial Space Transportation, said, "The successes and growth of the U.S. commercial space transportation industry have been impressive since commercial launches started in early 1989. Since then, there have been 10 fully successful launches."

Lee-Miller also noted that the industry is making impressive progress in attracting new investors. "Companies -- such as Motorola and FIAT -- which have not traditionally been launch customers have announced their intention to become active in the U.S. commercial launch market," she said. "This broad interest in commercial space ventures is laying the groundwork for continued expansion of the industry."

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U.S. COMMERCIAL LAUNCH MANIFEST
(As of October 1990)

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|---|---|---------------------------------|
| McDonnell Douglas | INMARSAT-2 Flt#1 (Intern'l Consortium) | 10/90 |
| Orbital Sciences Corp. Space Data Division | Joust 1 (U.S.) | 12/90 |
| McDonnell Douglas | NATO IVA (NATO) | 12/90 |
| General Dynamics | GALAXY V (U.S.) | /91 |
| General Dynamics | INTELSAT-K (Intern'l Consortium) | /91 |
| Orbital Sciences Corp. Space Data Division | SPFE-6 (U.S.) | /91 |
| General Dynamics | EUTELSAT (European Consortium) | 2/91 |
| McDonnell Douglas | INMARSAT-2 Flt#2 (Intern'l Consortium) | 2/91 |
| General Dynamics | BS-3H (Japan) | 4/91 |
| Orbital Sciences Corp. Space Data Division | ZEST-1 (U.S.) | 4/91 |
| McDonnell Douglas | ASC-2 (U.S.) | 4/91 |
| McDonnell Douglas | AURORA II (U.S.) | 5/91 |
| Orbital Sciences Corp. Space Data Division | ALIVE-1 (U.S.) | 5/91 |
| Orbital Sciences Corp. Space Data Division | ZEST-2 (U.S.) | 5/91 |
| Space Services, Inc. | Consort 4 (U.S.) | 5/91 |
| Orbital Sciences Corp. Space Data Division | LPX 1 (U.S.) | 6/91 |

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|---|---|-------------------------|
| Orbital Sciences Corp. Space Data Division | ALIVE-2 (U.S.) | 9/91 |
| McDonnell Douglas | NATO IVB (NATO) | 12/91 |
| Orbital Sciences Corp. Space Data Division | Joust 2 (U.S.) | 12/91 |
| Orbital Sciences Corp. Space Data Division | LIFE-2 (U.S.) | 12/91 |
| General Dynamics | GOES I (U.S.) | /92 |
| General Dynamics | GOES J (U.S.) | /92 |
| General Dynamics | GALAXY IR (U.S.) | /92 |
| General Dynamics | UHF 1 (U.S.) | /92 |
| General Dynamics | ORION 1 (U.S.) | /92 |
| Orbital Sciences Corp. Space Data Division | SPFE-7 (U.S.) | /92 |
| Orbital Sciences Corp. | FREJA (Sweden) | /92 |
| Orbital Sciences Corp. Space Data Division | LPX 2 (U.S.) | 2/92 |
| Martin Marietta | MARS OBSERVER (U.S.) | 9/92 |
| McDonnell Douglas | GE SATCOM C-3 (U.S.) | 11/92 |
| General Dynamics | INTELSAT VII Flt#2 (Intern'l Consortium) | /93 |
| General Dynamics | INTELSAT VII Flt#3 (Intern'l Consortium) | /93 |
| General Dynamics | ORION 2 (U.S.) | /93 |

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|------------------|---------------------|-------------------------|
| General Dynamics | SAX (Italy) | /94 |
| General Dynamics | SOHO (U.S.) | /95 |
| General Dynamics | GOES K (U.S.) | /95 |



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News:

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

FOR IMMEDIATE RELEASE

Wednesday, October 24, 1990

DOT 125-90

Contact: Skipp Calvert
Barry McCahill

Tel. No.: (202) 366-9550

**SECRETARY SKINNER ANNOUNCES
IMPROVED PROTECTION FOR CAR OCCUPANTS**

Secretary of Transportation Samuel K. Skinner today announced a major new federal safety requirement designed to reduce the risk of death or serious chest and pelvic injuries to passenger car occupants in side impact collisions.

"This is the most significant improvement in motor vehicle safety since the department's 1984 requirement for air bags or automatic safety belts. We estimate that more than 500 fatalities and 2,600 serious injuries will be prevented each year when all cars have this added protection," Skinner said.

"Next to frontal crashes, side collisions are the second leading cause of death and injury. Every year, 8,000 people die and another 24,000 are injured seriously in these crashes," the Secretary said.

The amendment to Federal Motor Vehicle Safety Standard No. 214, "Side Door Strength," issued by the department's National Highway Traffic Safety Administration (NHTSA), establishes chest and pelvic injury criteria that will be used in full-scale crash tests. A moving barrier simulates a vehicle striking the test car from the side. Manufacturers will choose how to meet the performance standard through methods such as additional padding or structural upgrades.

NHTSA set a four-year phase-in schedule for the new requirement, beginning Sept. 1, 1993. During the first year, 10 percent of each carmaker's production must meet the new standard. The requirement would increase to 25 percent the next year, 40 percent in the third year, and would apply to all new cars manufactured after Sept. 1, 1996.

According to NHTSA, there is an optional, alternate schedule, expected to be used only by carmakers with limited production. The side impact requirement may be delayed until Sept. 1, 1994, if 100 percent of the carmakers' production will then meet the new standard.

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NHTSA Administrator Jerry Ralph Curry said the new rule is expected to cost an average of \$50 per car, including higher fuel costs because of added weight. "The decision to improve side impact protection follows years of research and testing conducted by NHTSA, other governments and auto manufacturers worldwide. We are convinced it will be an extremely effective standard that will bring about major reductions in deaths and injuries," Curry said.

Curry said that the new side impact rule significantly improves the agency's existing side impact requirement. "In combination with other safety standards and equipment, such as air bags and safety belts, the new rule will give motorists much better protection. However, the use of safety belts will continue to be crucial. Even with improved frontal and side impact protection, an unbelted occupant in any crash would be thrown around inside the vehicle or ejected," he said.

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A video news release with footage of simulated side impact crashes, three-dimensional graphics, B-roll and soundbites from safety officials is available. It will be transmitted twice:

Wednesday, Oct. 24
3:00 - 3:30 p.m. Eastern Time
Telstar 301, Transponder 9 Vertical (Channel 17)

Thursday, Oct. 25
11:00 - 11:30 a.m. Eastern Time
Telstar 301, Transponder 10 Vertical (Channel 19)

Audio 6.2 and 6.8

For information contact: Mark Angelini (202) 783-8350 or Tina Foley (202) 366-9550.



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Transportation Facts

Office of Public Affairs

October 24, 1990

Contact: Skipp Calvert
Tel.: (202) 366-9550

Subject: Side Impact Protection

Side Impact Safety Problem: Side impact crashes account for about 8,000 passenger car occupant fatalities (about 30 percent of all passenger car occupant deaths) and more than 24,000 serious injuries annually. This amendment of Federal Motor Vehicle Safety Standard FMVSS No. 214 is directed at reducing chest and hip injuries, particularly in multi-vehicle side crashes. It complements the existing requirement in FMVSS No. 214 that has been effective in reducing deaths and injuries in single-vehicle side crashes -- such as crashes into trees and poles. Manufacturers have generally chosen to meet the existing requirement by placing a beam inside the door.

Performance Requirements of the Amendment: The standard, which specifies a full-scale crash test procedure, simulates an intersection crash in which the struck vehicle -- the vehicle to be tested for compliance -- is traveling at 15 mph and the striking vehicle is moving at 30 mph. The agency has developed a test barrier to represent a typical striking vehicle. Test dummies placed in the front and rear seats on the struck side of the car must meet certain chest and hip injury limits.

In addition, any door not struck by the moving test barrier must not open during the test.

Effective Dates: The standard applies to 10 percent of each manufacturer's passenger car production during the 12 months beginning Sept. 1, 1993; 25 percent of those manufactured beginning Sept. 1, 1994; 40 percent after Sept. 1, 1995; and all cars beginning Sept. 1, 1996. An alternative schedule gives manufacturers an option to delay compliance until Sept. 1, 1994, provided 100 percent of their production models comply with the standard.

Means of Compliance: NHTSA sets performance standards and does not dictate what design a manufacturer must use. Passenger car manufacturers may choose any means to provide crash protection as long as the agency's performance standards are met. Energy-absorbing door interior padding, reinforced side structures, or a combination of any of these or any other technologies may be used.

Benefits: NHTSA estimates that more than 500 lives will be saved and about 2,600 serious to critical injuries will be prevented each year once all cars have the added protection.

Costs: The average vehicle price increase due to added padding and/or side structure is estimated to be \$32. Considering higher lifetime fuel costs because of added weight, the total average consumer cost increase of a vehicle that meets the standard will be about \$50. Fuel economy could be decreased by about 0.1 mpg because of this amendment.

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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE

Wednesday, October 24, 1990

SEAWAY CORPORATION AWARDS
EDI PILOT PROJECT CONTRACT

DOT 126-90

Contact: Dennis E. Deuschl
(202) 366-0110

or

Shelley B. Laracuente
(202) 366-0113

The Saint Lawrence Seaway Development Corporation announced today it has awarded a contract to GE Information Services of New York City, and Lamarian Systems, Inc., of Greenbelt, Md., for the operation of a pilot electronic data interchange (EDI) project for the Great Lakes/St. Lawrence Seaway maritime community.

GE Information Services will serve as the principal operator of the program called the Seaway Automated Information System (SAIS). Lamarian Systems, Inc. will provide technical support.

The pilot program, which will run from six to eight months beginning in late 1990, is the third and final phase of the Seaway Corporation's two year research effort.

The long-term goal of the program is to link the Great Lakes Seaway maritime community with the global network of electronically exchanged maritime information. It will enable port authorities, carriers, shippers and other participants to instantly receive, via personal computers, up-to-date information on vessel locations and itineraries, availability of cargo space, and navigational and weather conditions.

If the pilot program is successful, the Seaway Corporation will recommend that the Great Lakes maritime industry carry out the service permanently, said U.S. Seaway Administrator James L. Emery. "The success of this EDI pilot program will help to strengthen the competitiveness of the Seaway System into the next century," he said. He also explained that the Seaway program epitomized the National Transportation Policy theme of advancing new technology in cooperation with the private sector.

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U.S. Department of
Transportation

Phase I of the SAIS project entailed a two-year effort to educate Seaway users on how EDI could benefit them and to determine the feasibility of an automated information system. Phase II was the design of the demonstration project. The second phase featured the establishment of a working group, representing a cross section of maritime industry and government representatives from both the United States and Canada, to help design the pilot project.

Participants for the pilot program, which will include ports, carriers, terminal operators, pilots, and freight forwarders, will be announced in December.

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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
November 6, 1990

DOT 129-90
Contact: Hal Paris
Tel.: (202) 366-5571

AIR TRAVEL CONSUMER REPORT SHOWS CARRIERS HAD OUTSTANDING SEPTEMBER

The nation's largest airlines turned in a stellar performance in September recording their second best ever on-time performance and setting a record for fewest reports of mishandled baggage.

The Department of Transportation, releasing its monthly Air Travel Consumer Report today, said the nation's 12 largest carriers reported that 84.3 percent of their flights arrived on time in September, compared to a 78.5 percent showing in August. The airlines' best performance ever came two years ago when 85.6 percent of their flights arrived on time in September 1988.

The Department said flight delays caused by mechanical problems are not counted in the monthly report.

Meanwhile, reports of mishandled baggage filed by passengers against the 12 carriers averaged 5.63 per 1,000 passengers in September, eclipsing the previous best mark of 5.71 also set in September 1988. In August, reports of mishandled baggage averaged 6.71 per 1,000 passengers.

The number of complaints filed with the Department rose slightly in September to 769, up from the 734 total in August, but 30 percent below the 1,109 complaints filed in September 1989.

The Department again reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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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
November 7, 1990

DOT 130-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

U.S. AND TURKEY SIGN NEW BILATERAL AVIATION AGREEMENT

The United States and Turkey today signed a new bilateral aviation agreement that provides significant economic opportunities for the airlines of both countries.

Under the agreement, signed by Secretary of Transportation Samuel K. Skinner and Turkish Minister of Transportation and Communications Cengiz Tuncer, Turkey will eliminate restrictions on U.S. air transport services between Europe and Turkey.

"This agreement provides opportunities for the airlines of both countries to expand and develop the U.S.-Turkey air market, leading to increases in passenger travel and air cargo trade between the two countries" Skinner said. "We also expect it will encourage U.S. airlines to increase their promotion of Turkey to the U.S. tourism industry and the American public, leading to more Americans traveling to Turkey."

Major provisions in the document state that each country may designate one or more airlines to operate between the U.S. and Turkey, and neither country may unilaterally restrict capacity, frequency, or type of aircraft used. In addition, each country's airlines may establish sales offices in the other country.

There are several "first-time provisions" in the agreement, which:

- o Provide for a separate route for all-cargo services, permitting each country three points of its choice. For combination services, the U.S. has rights to Ankara, Istanbul and Izmir, and Turkey can choose three U.S. points.
- o Cover charters, which are subject to the rules of the country in which the traffic originates.
- o Contain the U.S. model computer reservation systems (CRS) language, to assure non-discrimination within and competition among CRS systems.

Pan American World Airways has operated service to Turkey since 1947 and presently flies from New York to Istanbul and Ankara via Frankfurt. Trans World Airlines, which started service to Turkey in September 1988, operates between New York and Istanbul via Frankfurt. Turk Hava Yollari (THY) introduced its U.S. service in August 1988 and operates between New York and Istanbul via Brussels.

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Moving America Into the 21st Century

NEWS RELEASE

FOR RELEASE THURSDAY
November 8, 1990

DOT 131-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT TO STUDY WAYS TO IMPROVE NORTHEAST RAIL CORRIDOR

Secretary of Transportation Samuel K. Skinner today announced he has established a departmental task force to study ways for state and local transportation officials to improve rail passenger service on the Boston-New York section of the Northeast corridor.

In a speech before the Railway Progress Institute, the Secretary said, "Now that the Washington-New York portion of the Northeast corridor has been improved, we need to turn our attention to the New York-Boston segment. Facilities and services need to be upgraded to improve the travel time on the Boston-New York run and to enhance the commuter systems that share the right-of-way with Amtrak. Speedy and reliable rail service would encourage more passengers to use the trains and this could help to relieve some of the congestion in the major airports in the Northeast," he added.

The departmental task force will be directed by the heads of two DOT agencies, Gil Carmichael, administrator of the Federal Railroad Administration and Brian W. Clymer, administrator of the Urban Mass Transportation Administration.

The study grew out of a meeting last March when Secretary Skinner met with governors from the Northeast states. Preliminary work began this summer at the Volpe National Transportation Systems Center, in Cambridge, Mass., a component of DOT's Research and Special Programs Administration.

Scheduled for completion by next summer, the task force study will present a detailed list, in priority order, of projects needed to achieve the major goals, along with proposed schedules and cost estimates for each. The study will also develop logical cost allocations for the improvements among the interested state governments, local authorities, and private parties.

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**U.S. Department of
Transportation**

The promotion of efficiency and the future development of rail passenger service in high volume corridors is one of the stated goals in the National Transportation Policy, which is a comprehensive strategy to maintain, modernize and expand the nation's infrastructure and advance transportation into the 21st century. The Northeast corridor serves more passengers every day than any other combination of rail and commuter services in the country.

The task force will work with representatives of the region's transportation community to gather information concerning their respective properties, systems and operations. Information needed includes present and future capacities, scheduling, proposed projects, availability of land, and impediments in the way of progress. The study is expected to cost approximately \$1 million, which will come from existing DOT appropriations.

In his speech, the Secretary presented the audience with a brief update on several other related rail passenger initiatives:

- o In an effort to help Amtrak achieve full self-sufficiency in the near future, the department is examining the various factors that could assist Amtrak in controlling expenses, raising revenues or increasing productivity. The report is due by the end of the year;
- o The Transportation Research Board's study of various high speed surface transportation options in high-density corridors is scheduled to be completed in July 1991; and
- o The national magnetic levitation (maglev) initiative, a joint undertaking of the Federal Railroad Administration and the Army Corps of Engineers, which is due in 1992. This project will include basic research and economic studies to assess the potential of maglev transportation and the appropriate role of the federal government in its development.

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Moving America Into the 21st Century

November 30, 1990

Dear Transportation Colleague:

In the months since the Statement of National Transportation Policy (NTP) was issued by the President last spring, the Department of Transportation has moved quickly and steadily to turn our policy into action. All the agencies in the Department have developed Action Plans for carrying out the NTP strategies, and we are taking steps week by week to put these plans in motion. In addition, we have developed plans for internal organizational improvements that will aid directly in implementing the policy. The attached "Progress Update" on NTP implementation provides a synopsis of NTP-related legislation and other activities throughout the Department since May, following up the update we issued at that time.

In the 1990 Congressional session, transportation issues played a major role, and many of the bills enacted into law this year are already bringing NTP themes and principles to life. Incorporated in the Budget Reconciliation bill is the most significant aviation legislation in over a decade, reauthorizing the major Federal Aviation Administration programs, lifting the ban on airport passenger facility charges, and establishing a national noise policy to phase out the country's noisiest aircraft. The Americans with Disabilities Act of 1990 will put into force the commitment to transportation services that provide full accessibility to individuals with disabilities. Congress also passed sweeping amendments to the Clean Air Act that will affect the way we use motor vehicles and petroleum fuels for decades to come. Coast Guard and railroad user fees, oil spill response and aviation security legislation were also adopted this year. And Federal pay reform approved by Congress will improve the Federal government's ability to attract and retain Federal transportation personnel in the various regions of the country.

The NTP called the Nation's attention to the importance of transportation to our economic health and security. The critical role of the transportation system has never been better illustrated than in the recent mobilization of U.S. troops and materiel to respond to the Iraqi threat in the Middle East. In peacetime and wartime, the U.S. Department of Defense depends on the civilian transportation sector for more than 90 percent of its total transport needs. We can all be very proud of the way our transportation system--railroads, trucks, highways, airlines, ports and ocean shipping--met the call in this critical situation, moving our forces and equipment where they were needed, safely and at a speed unequaled in American history.

In the next decade, economic challenges will continue to put transportation to the test. We must keep working together to ensure that we have a sound, efficient intermodal transportation system to meet those challenges, in the 1990's and beyond.

Sincerely,

Samuel K. Skinner



Enclosure

U.S. Department of
Transportation



Moving America Into the 21st Century

NATIONAL TRANSPORTATION POLICY IMPLEMENTATION
PROGRESS UPDATE
NOVEMBER 1990

LEGISLATIVE DEVELOPMENTS

- o The Budget Reconciliation bill signed by the President on November 5 incorporates major provisions that will **dramatically increase the ability of airports to improve capacity**, and at the same time will promote competition and enhance the quality of the **environment**. The bill reauthorizes federal aviation programs, establishes a new national aviation noise policy, and lifts the bar against airports levying Passenger Facility Charges to raise revenues for needed local aviation improvements. In addition, the legislation promotes three key NTP policies: to assure that transportation users bear the maximum practical and appropriate share of the costs of services and facilities they use; to spend transportation trust fund balances over time in a fiscally responsible way; and to continue to use the trust fund for transportation purposes. To those ends, the bill increased the portion of federal aviation expenses that will be recovered from the Aviation Trust Fund to 75 percent; effective December 1, the bill also raised airline ticket taxes from 8 percent up to 10 percent, with corresponding increases in other federal aviation user fees.
- o In the Budget Reconciliation bill, the Congress also adopted user fees for Coast Guard and federal railroad safety inspections and other services, and raised the federal tax on vehicle fuels by 5 cents--half to reduce the deficit and half to go to the Highway Trust Fund.
- o Responding to the Pan Am 103 incident in 1988 and concerns about provisions for safeguarding air passengers and facilities, the Congress adopted a new bill related to **aviation security**. The legislation makes permanent the mechanisms and organizations within the Department of Transportation to ensure that airports and airlines take the steps necessary to protect life and property.
- o H.R. 5131 was passed by Congress and signed by the President in August, extending the **Federal Aviation Administration (FAA) civil penalty assessment** authority and ensuring the aviation industry's continued accountability for aviation safety.
- o The landmark Clean Air Act amendments adopted by Congress at the end of October will have significant implications for transportation activities. The Clean Air legislation takes **substantial steps to clear the nation's air of toxic chemicals, acid rain, and smog** in our cities, which will produce adjustments in both the technology and use of automobiles and other motor vehicles in metropolitan areas where pollution is most severe.
- o In August, Congress also approved and the President signed the Oil Pollution Act of 1990 (H.R. 1465) addressing oil **spill prevention and clean-up**. The new law enhances the Coast Guard's authority to direct and control clean-up of a spill. It also raises by up to eight-fold a company's potential liability costs in the event of a spill, including the costs of environmental and economic damages.

o The Congress adopted legislation in October extending **federal hazardous materials regulation** to cover all intrastate transportation, and in particular directing DOT to develop **standards for highway routing of hazardous materials** shipments. The legislation also sets out areas as exclusive Federal responsibilities, such as hazardous materials classification, and establishes a new system of fees to support **training those in the states and local areas to deal with emergency situations** involving hazardous materials.

o In July, the Congress passed and the President signed the **Americans with Disabilities Act of 1990 (ADA)**. Among the key provisions, the ADA requires major changes in the way in which transportation services are provided so that they will be fully accessible to all individuals with disabilities.

o In September, the Department sent to Congress proposed legislation to **repeal the outmoded Federal Employers Liability Act** and provide for railroad employees to be compensated for job-related injuries under the no-fault workers' compensation system maintained by individual states, which already covers other industries.

o Legislative proposals to **reauthorize the federal transit, highway, and highway safety programs** are being developed within the Administration, to be introduced in Congress for passage for Fiscal Year 1992.

o Proposed legislation to **restructure the federal maritime program** is also being developed to reduce regulatory restrictions and streamline and modernize the Operating Differential Subsidy program in order to improve the competitiveness of the U.S.-flag merchant marine fleet.

o The **Fiscal Year 1991 transportation appropriations legislation** provides significantly increased funds for research and technology, including magnetically levitated trains ("maglev") and high-speed rail, and Intelligent Vehicle/Highway Systems (IVHS); substantial new levels of funding for aviation and highway safety as well as for vital transportation data; expenditures from the Oil Spill Liability Trust Fund for Coast Guard oil pollution activities; a 19 percent increase (up by more than one billion dollars) in the size of the federal aviation program; and responsible spend-downs in the Highway Trust Fund for highways and mass transportation.



Moving America Into the 21st Century

NATIONAL TRANSPORTATION POLICY IMPLEMENTATION
PROGRESS UPDATE
NOVEMBER 1990

ACTIONS TO CARRY OUT THE NATIONAL TRANSPORTATION POLICY STATEMENT

MAINTAINING AND EXPANDING THE TRANSPORTATION SYSTEM

- o In October 1990, the FAA Strategic Plan--the Federal Aviation Administration's follow-up and expansion on the National Transportation Policy--was released to the transportation and aviation communities, with a request for comments. The plan encompasses strategies for carrying out the FAA's multifaceted mission to ensure a safe, efficient aviation system that will serve travel needs in the future.
- o With the opening of new segments of highway throughout the country, the Interstate system is more than 99.3 percent completed and open for personal and commercial travel. On June 29, the final link of Interstate 40 was opened between I-95 and Wilmington, North Carolina, marking the completion of that transcontinental freeway from Wilmington to Barstow, California. On August 10, Federal Highway Administrator Thomas D. Larson joined with state officials in Arizona in the ribbon-cutting on I-10, opening the last leg of the 2,460-mile, \$5 billion coast-to-coast highway from Jacksonville, Florida, to Santa Monica, California. In October in St. Paul, the final segment of I-35 opened, completing that north-south Interstate from Laredo, Texas, to Duluth, Minnesota.
- o In June, the Federal Highway Administration (FHWA) and the State of Maryland joined in opening Route I-195, a vital link in Maryland's transportation system. The new highway connects the Baltimore-Washington International Airport (BWI) with I-95, the major Interstate between Baltimore and Washington, DC, and also improves access to the BWI Rail Station, served by both Maryland Rail Commuter Service and Amtrak intercity trains -- true "intermodal" coordination.
- o In August, the Federal Railroad Administration joined the Urban Mass Transportation Administration (UMTA) in a \$50,000 grant to the Memphis Area Transit Authority for a study of the feasibility of using the Illinois Central Railroad's historic Central Station as an intermodal passenger terminal in the city center. In keeping with the NTP emphasis on improving connections between modes of transportation, the study will consider options for serving Amtrak, city and intercity buses, taxis, airline ticketing and baggage service, airport limousines, and a new trolley system also partially funded by UMTA.
- o UMTA announced five major grants to commuter rail systems in the nation's cities:
 - \$176.5 million to New York's Metropolitan Transportation Authority (MTA), the most heavily used rapid transit system in the country, to match an equal amount of non-federal funding for modernization of track and structures, signal systems, and a major maintenance shop.
 - \$52.5 million to the Southeastern Pennsylvania Transportation Authority (SEPTA) to partially fund a two-year rehabilitation project on the central portion of the rail system on which all SEPTA trains run.
 - \$42.2 million for projects in the Chicago area, involving two discretionary grants -- \$11.5 million for Phase II of the rehabilitation of the METRA LaSalle Street commuter rail station, and \$30.7 million for rehabilitation of track and elevated structure on the Chicago Transit Authority's rapid rail system.
 - \$2.5 million to the Metropolitan Transportation District of Oregon (Tri-Met), the light rail system built in the 1980's to serve the Portland area. Combined with matching state and local funds, the grant will help pay for constructing a station at the new Oregon Convention Center and upgrading a nearby station and bus transfer facilities.

FOSTERING A SOUND FINANCIAL BASE

o Exemplifying NTP principles encouraging states to work with citizens and private companies to support their transportation systems, on June 5 Californians approved three transportation propositions championed by the Governor and a coalition of business and labor: Proposition 111, raising state gas taxes from 9 percent to 18 percent to pay for an \$18.5 billion freeway construction program; Proposition 108 authorizing a \$1 billion bond issue to finance rail transit, including intercity, commuter rail, and suburban transit; and Proposition 116, a bond measure providing \$2 billion for specific rail projects in urban and rural areas. The Secretary hailed the efforts and commitment of the people and their leaders to address the state's vital transportation concerns.

o Secretary Skinner presented a \$7 million grant to Allegheny County, Pennsylvania, to expand capacity to serve air travelers through construction of a new midfield terminal at the Greater Pittsburgh Airport. In a prime example of the way the federal government can work with state, local, and private interests to improve transportation for the traveling public, the County will supplement the FAA grant with funds from the Pennsylvania Department of Community Affairs and revenue bonds.

o Secretary Skinner announced a new policy to expand private sector participation in urban mass transportation by permitting U.S. transit operators to lease vehicles from owners in other countries. "Cross-border leasing" will permit urban transit systems to reduce the cost of acquiring vehicles, encourage private investments and public-private partnerships in transit, and make more effective use of taxpayers' dollars.

ENSURING A STRONG AND COMPETITIVE INDUSTRY

o On May 31, FHWA published a final rule to ensure that trucks of the maximum size allowed on the Interstate Highway System will have reasonable access to the Interstates from other designated highways, terminals, and food and fuel facilities. Some states have severely limited access for the larger trucks permitted under the Surface Transportation Assistance Act of 1982. In line with the NTP, the new standards will increase consistency across states and eliminate undue impediments to efficient truck operations, enhancing productivity and reducing the cost of goods for the public.

o In June, the Department issued a report, "Double-Stack Container Systems: Implications for U.S. Railroads and Ports." The report presents the results of a Federal Railroad Administration - Maritime Administration study to assess U.S. experiences moving international containers on double-stack trains and to determine how double-stack systems can be most competitive for domestic traffic. While the report notes that most domestic movements of containers will not involve ports or routes now used for international traffic, it found considerable potential for increased domestic double-stack container service in densely traveled intercity corridors, taking advantage of the efficiencies of long-haul rail operations and reducing congestion on the highways.

o Encouraging expansion of access to international air service for U.S. communities, the Secretary participated in the July ground-breaking ceremony for a new international terminal at Chicago's O'Hare Airport. In 1989, U.S. airlines carried more international passengers and freight than the airlines of any other country. U.S. airlines now transport more than half the air passengers traveling to and from this country each year.

o On October 3, Secretary Skinner and Canadian Transport Minister Doug Lewis announced a plan to seek a new "open skies" air agreement that would permit all types of air service between any cities in Canada and the United States by all U.S. and Canadian airlines, unimpeded by government economic regulation.

o As part of the Department's continuing initiatives to open access to international aviation service for airlines and U.S. communities, DOT gave approval in June for Lufthansa to fly between Frankfurt, Germany, and Charlotte, North Carolina. DOT also announced approval of service by Swissair from Zurich, Switzerland, to Philadelphia, and by Ladeco, a Chilean airline, between Santiago, Chile, and Washington, DC.

o The Saint Lawrence Seaway Development Corporation is launching a pilot program called the Seaway Automated Information System to demonstrate the value of Electronic Data Interchange (EDI) and related automated services to the Great Lakes/St. Lawrence Seaway maritime community, both for linking to the global network of electronically exchanged maritime information and strengthening the competitiveness of the Seaway system.

SUPPORTING SAFETY AND NATIONAL SECURITY

o In August, National Highway Traffic Safety Administrator Jerry Curry issued its 3-Year Priority Plan for implementing the National Transportation Policy, building on the record of the last ten years -- "the most significant decade in the history of U.S. efforts to reduce crash casualties." Spurred by higher safety belt use and a decline in alcohol-related deaths, the 1989 highway fatality rate dipped to 2.2 deaths per 100 million miles of travel, a remarkable improvement from the 3.3 figure registered 10 years earlier. The National Highway Traffic Safety Administration (NHTSA) also released a report showing clearly that the move to smaller cars in the 1970's, while helping to improve fuel economy, resulted in more traffic deaths and injuries.

o Secretary Skinner announced on October 24 a major new federal safety requirement designed to reduce the risk of death or serious chest and pelvic injuries to passenger car occupants in side impact collisions. To be phased in over four years, the rules establish criteria and procedures for full-scale crash tests simulating a vehicle striking the test car from the side.

o DOT awarded seven joint NHTSA/FHWA grants for community pedestrian safety projects, to address both human and roadway factors. Nearly 7,000 pedestrians were struck and killed in crashes on the streets and highways in 1989 and 150,000 pedestrians injured.

o Greater motorcycle helmet use and emphasis on rider training helped to reduce the number of motorcycle fatalities by 14 percent from 1988 to 1989, and by 31 percent since 1985. The significant decline in deaths is partly due to cooperative programs such as PRO-RIDER, a campaign jointly sponsored by NHTSA and the American Motorcyclist Association to emphasize to young riders the importance of proper licenses, training, and helmet use, and the dangers of alcohol and substance abuse.

o States have continued to enact tougher laws to combat drunk driving. Connecticut and California became the 24th and 25th states to qualify for alcohol incentive grants available under the Highway Safety Act. To date, more than \$56 million has been obligated to states that have met the criteria for this program.

o The Supreme Court has upheld the constitutionality of Michigan's sobriety checkpoints to combat drunk driving. DOT supported the Justice Department in an amicus brief endorsing use of checkpoints, and has prepared a plan for promoting this highly effective enforcement technique and providing assistance to states that choose to implement it.

o The Department sponsored a one-day seminar on drug-testing programs broadcast to 20 cities on October 30, in order to help motor carriers to implement DOT's drug testing regulations going into effect for companies with fewer than 50 employees by December 21.

o Highway safety requires close cooperation between federal, state, and local authorities, as well as with engineering and enforcement officials. As part of the overall Department safety program, FHWA convened a symposium in Washington, DC, in June on Effective Highway Accident Countermeasures, to bring together highway professionals to focus on options for reducing fatalities on the nation's roads.

o The Commercial Motor Vehicle Safety Regulatory Review Panel issued a report in October on "Achieving Compatibility of State and Federal Safety Requirements" covering safety standards for interstate truck and bus operators. The panel found that 35 states have requirements compatible with federal safety requirements, and recommended steps for DOT to achieve consistent driver and vehicle regulations in the remaining 15 states within the next two years, to enhance safety as well as productivity across the entire country.

o On October 16, UMTA published a modified rule that will expand to all medium-duty buses the agency's testing of new bus models for durability, safety, and maintainability, where UMTA grant funds are used in the purchase of the vehicles.

o Encouraging private sector safety efforts, Federal Railroad Administrator Gilbert Carmichael commended Burlington Northern Railroad for its railroad-highway crossing accident task force and its programs to improve safety at crossings, including reflector strips on rail cars, strobe lights to accompany locomotive horns, and a video system to track vehicles that go around closed crossing gates.

o The Department is finalizing rules to align hazardous materials classification and packaging regulations with U.N. standards, in order to meet the January 1, 1991, deadline for uniform standards governing international shipments of hazardous materials. These rules will establish performance criteria for packaging and permit innovation in an area long hampered by prescriptive design specifications.

o The U.S. Department of Defense depends on the civilian sector for more than 90 percent of its transportation needs. When troops and materiel had to be moved to the Middle East, DOT assisted in locating and mobilizing commercial vehicles and carriers.

DOT has worked closely with the Defense Department to monitor civilian transportation support by all modes and, through the U.S. Coast Guard, to ensure safe transfer of military cargoes to ships at U.S. ports. The Maritime Administration successfully mobilized and coordinated the manning of over 40 ships from the Ready Reserve Fleet in support of Operation Desert Shield.

o The Department of Transportation and the Department of Defense are continuing to review longer term defense transportation needs in light of the changing circumstances in the world, through for example, the ongoing review of U.S. maritime policies and updates to the Strategic Rail and Highway Networks.

PROTECTING THE ENVIRONMENT AND QUALITY OF LIFE

o In an effort to encourage production of cars and trucks powered by alternative fuels, NHTSA has announced steps to implement a program for automakers to earn extra credit toward their overall fleet's Corporate Average Fuel Economy (CAFE) rating by producing vehicles that can run on both gasoline or diesel and alternative fuels. The extra CAFE credits for these "dual fuel" vehicles, effective beginning with vehicle model year 1993, will provide incentives for reduced petroleum consumption and reduced vehicle emissions from gasoline, thus protecting the environment without compromising safety.

o The Coast Guard announced new steps to protect the marine environment, under the 1987 statute making it unlawful to dump plastics and other wastes at sea.

o In June, UMTA Administrator Brian Clymer and the U.S. Commissioner on Aging Joyce T. Berry signed a Memorandum of Understanding reinforcing the Federal commitment to improve transportation for the nation's senior citizens and supporting efforts to gather information on mobility needs and encourage public-private cooperation in advancing new technologies to meet them.

o The Department adopted a new rule in October to carry out part of the new Americans with Disabilities Act (ADA) requiring transit authorities to acquire buses, vans, and other transit vehicles that are accessible to people with disabilities. DOT is proceeding with developing rules and procedures to implement fully all ADA requirements.

ADVANCING U.S. TRANSPORTATION TECHNOLOGY AND EXPERTISE

o The Department has commissioned the National Academy of Sciences' Transportation Research Board to conduct a comprehensive multimodal study of high-speed ground transportation alternatives for heavily traveled intercity corridors. The study will assess the potential of high-speed rail, maglev, tilt-rotor aircraft, and high-speed highways to relieve airway and highway congestion.

o Demonstrating the commitment in the NTP to foster new technologies and privately financed state-of-the-art transportation projects, the Federal Railroad Administration (FRA) announced a \$250,000 grant to the California-Nevada Super Speed Train Commission, which is reviewing the potential for a 300-mile per hour train between Las Vegas, Nevada, and Anaheim, California.

o FRA released a preliminary report in July on the economic and financial feasibility of magnetically levitated train technology ("maglev") in the U.S. The report found potential for maglev operations to attract significant amounts of traffic between major cities. FRA, the Army Corps of Engineers, EPA, the Department of Energy, NASA, and the Department of Commerce have formed the Federal Maglev Executive Committee, an interagency group to coordinate the efforts of federal agencies with interests in maglev.

o In July, the Department announced the beginning of field tests with the "Pathfinder" project, an Intelligent Vehicle/Highway System (IVHS) in Los Angeles. Co-sponsored by FHWA, the California Department of Transportation, and General Motors Corporation, "Pathfinder" involves vehicles equipped with systems to provide voice commands and graphic displays to help motorists locate the best routes and avoid hazardous conditions.

o To lead and coordinate the North American IVHS effort, a new public/private organization called "IVHS-America" has been formed by the Highway Users Federation and the American Association of State Highway and Transportation Officials, and will be working with DOT in an advisory capacity.

o The Secretary announced 36 Small Business Innovation Research Program awards for creative science and engineering projects, under the auspices of the Research and Special Programs Administration. Selected from over 500 proposals, these projects reflect the great potential for small businesses and individuals to contribute to solving the challenging technical problems facing transportation.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 4, 1990

DOT 138-90
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SKINNER SAYS TRANSPORTATION IS THE KEY TO U.S./MEXICO FREE TRADE AGREEMENT

Mexico City -- The United States and Mexico are embarking on an unprecedented new era of cooperation in transportation as both countries work toward a free trade agreement, a vigorous partnership "that's good news for business on both sides of the border," U.S. Secretary of Transportation Samuel K. Skinner said today.

Speaking at the American Chamber of Commerce, the Secretary used the occasion to announce that trilateral discussions among U.S., Mexico and Canada are expected to begin one week from today. The meetings will cover land transportation issues -- truck, bus and rail -- and "based on these talks, we may well be in a position to establish a timetable for some fundamental changes as soon as free trade negotiations with Mexico begin in mid-1991."

Skinner stated, "It remains a fact that two U.S. free trade agreements -- one with Mexico and one with Canada -- would constitute a North American market 36 percent larger than the European Community's in terms of total output. But the administration has already made clear that there will be no 'Fortress America,' no barriers, no common market."

Concerning the U.S./Mexico talks, he said, "Our hope is to hammer out an agreement that both governments can approve and put in force by early 1993, an agreement that many believe will double U.S./Mexican trade by the end of the decade." He further noted that the linchpin of such an accord is transportation. "As transportation becomes freer and more efficient, mutual trade becomes more prosperous."

"Our overall purpose can be expressed simply. We want to increase the economic well-being of both our people," Skinner said, reiterating the remarks made by President Bush when he visited with Mexico's President Salinas last week.

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Skinner pointed out some encouraging developments that have resulted from the U.S./Mexico Transportation Working Group discussions over the last 18 months. These talks have produced:

- o A memorandum of understanding he and Secretary Caso Lombardo signed Monday night governing U.S. charter and tour bus operations in Mexico. This agreement is an important step in setting down clear ground rules for tour bus operations in both countries. Mexico's goal is to double the number of tourists visiting the country.

- o An announcement in October that allows U.S. trucks free access to the Mexican frontier zone, an area about 26 kilometers into Mexico which contains many Mexican plants involved in the import-export business.

- o Dramatic progress on safety issues designed to harmonize safety standards north and south of the border. This will serve to reduce costs and ensure full equipment compatibility. The U.S. hopes to establish reciprocity on commercial drivers licenses within the year.

- o Close working relationships among U.S. and Mexican rail freight companies, who have pledged to continue exploring means to cooperate more effectively on marketing and operations. At present, no passenger rail service exists between U.S. and Mexico, but a private group is seriously considering opening passenger rail service between San Antonio and Mexico City.

According to the department, Mexico is the U.S.'s third leading trading partner, and the U.S. is Mexico's first. Skinner said, "That's why we're determined to work with Mexico, to ensure the most productive transportation system possible."

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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

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FOR IMMEDIATE RELEASE
Tuesday, December 4, 1990

DOT 139-90
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TASK FORCE APPOINTED FOR TRANS-ALASKA PIPELINE SYSTEM

An inter-governmental task force has been created to review the current procedures used in the operation of the Trans-Alaska Pipeline System (TAPS) and to ensure that it is operated safely.

The announcement of the task force was made today by Travis P. Dungan, administrator of the Research and Special Programs Administration (RSPA), an agency within the Department of Transportation.

"Twenty-five percent of the nation's domestic oil production is transported through this pipeline," Dungan said. "It's vital that the safety and operational procedures used in this system are of the highest caliber."

The task force is a cooperative inter-governmental effort among representatives from RSPA's Office of Pipeline Safety; the Department of the Interior, Bureau of Land Management, Branch of Pipeline Monitoring; and the State of Alaska, Department of Natural Resources, Office of Pipeline Monitoring.

The task force operates under a Memorandum of Agreement and conducts a thorough, systematic review of the safety and environmental aspects involved in the operation and repair of TAPS. This includes an assessment of pipeline corrosion, pipeline maintenance and emergency response procedures.

"We formed this task force to avoid potential disaster, which could easily occur if the pipeline is neglected," Dungan said. "It is our way of locking the barn door before the horse runs away."

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**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 5, 1990

DOT 140-90
Contact: Bill Mosley
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DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today released its monthly Air Travel Consumer Report containing information on airline on-time performance, baggage mishandling and consumer complaints for October.

DOT said the nation's 12 largest airlines reported that 82.4 percent of their flights arrived on time in October, compared to 84.3 percent in September and 79.5 percent in October 1989. In compiling the data, delays caused by mechanical problems are not counted.

Reports of mishandled baggage filed by passengers against the 12 carriers averaged 5.82 per 1,000 passengers in October, compared to 5.63 in September and 6.98 in October 1989.

The number of consumer complaints against the airlines reported to the Department in October totaled 793, up slightly from 769 complaints filed in September but well below the 1,146 recorded in October 1989.

There was an improvement in the rate of passengers involuntarily denied boarding (bumped) over the first nine months of 1990. Passengers were bumped at a rate of 1.58 per 10,000 passengers, down from 2.62 for the same period last year.

The Department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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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, December 5, 1990

DOT 141-90
Contact: Bill Mosley
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DOT TENTATIVELY AWARDS MIAMI-CANCUN RIGHTS TO PAN AM

The Department of Transportation today tentatively chose Pan American World Airways to provide new air service between Miami and Cancun, Mexico. American Airlines was tentatively awarded backup authority for the same route.

An April 1990 agreement between the U.S. and Mexico allows an additional airline to fly between Miami and Cancun. Eastern Air Lines currently serves this market.

The department's tentative decision, issued by Deputy Assistant Secretary for Policy and International Affairs Patrick V. Murphy Jr., said the selection of Pan Am would enhance competition in the U.S.-Cancun market by adding a new carrier to this service. American, the only other applicant for the route, already serves Cancun and Cozumel, another city on the Yucatan peninsula, from Dallas/Ft. Worth and Raleigh/Durham, N.C.

DOT added that awarding Pan Am the route would provide competition with other carriers serving Cancun from the same originating city via other gateways. For example, Pan Am would serve New York-Cancun travelers through its Miami gateway to compete with American's New York-Raleigh/Durham-Cancun service. Since more U.S.-Cancun traffic originates in New York than in any other city, Pan Am would be offering new competitive service to a substantial number of U.S.-Cancun passengers.

Interested parties were directed to show cause why this tentative decision should not be made final. Comments and objections are due within 10 days.

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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
December 13, 1990

DOT 144-90
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HAZARDOUS MATERIALS TRAINING PROGRAM DEVELOPED BY RSPA

Persons involved in transporting hazardous materials will benefit from a training program recently developed by the Department of Transportation's Research and Special Programs Administration (RSPA).

The first six components are being distributed this month by DOT to state transportation agencies. The training will meet requirements established in the Hazardous Materials Transportation Uniform Safety Act of 1990, which was signed by the President in November.

The training program covers many areas of concern for the safe transportation of dangerous substances including how to package, mark and label the hazardous material. The training series also provides information on placarding, as well as specific compliance and enforcement information applicable to carriers and shippers.

The Hazardous Materials Advisory Council (HMAC) plans to distribute the components to carriers and shippers in the transportation industry once DOT's distribution to state agencies is complete. The agency estimates that 70,000 people will take the course, and its implementation is one of RSPA Administrator Travis P. Dungan's highest priorities.

"RSPA's direct mission is the safe, effective and efficient movement of people and goods throughout the world by all modes of transportation," Dungan said. "Not only will the carriers, enforcement agencies and shippers benefit from this training program, the entire nation will benefit by having the hazardous materials transportation community a better informed community.

"This series of 'off-the-shelf' training components translates massive and complex hazardous materials regulations into understandable procedures," Dungan said. "This, in turn, translates into increased safety in transporting hazardous materials."

The program was developed by RSPA and the HMAC in conjunction with representatives from state government and enforcement/response agencies through the Cooperative Hazardous Materials Enforcement Development program.

A pilot test of the training package confirmed that users from industry, enforcement, and the emergency response community significantly improved their knowledge of hazardous materials regulations.

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U.S. Department of
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News:

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FOR RELEASE THURSDAY
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DOT 146-90
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DOT ISSUES HAZARDOUS MATERIALS PERFORMANCE PACKAGING STANDARDS

A new rule which significantly simplifies and reduces the volume of current hazardous materials regulations was announced today by the Department of Transportation.

The new DOT rule calls for performance-oriented packaging standards for the transportation of hazardous materials, adopts a new classification system for categorizing hazardous materials, and harmonizes U.S. regulations with international rules based on United Nations' recommendations. Internationally, U.N. packaging standards become mandatory on Jan. 1, 1991.

Secretary of Transportation Samuel K. Skinner said, "This final rule replaces cumbersome and outmoded specifications that go back to the early part of this century. By modernizing and strengthening these standards we will improve transportation safety while keeping U.S. companies competitive in international chemical markets where they now enjoy a favorable balance of trade."

The new performance-oriented standards allow shippers flexibility in the design and selection of packages, while insuring that the strength of the package is appropriate for the degree of hazard posed by the material it contains. The packaging standards will be phased-in over a five-year period beginning Oct. 1, 1991, with voluntary compliance permitted as of Jan. 1, 1991.

The rule adds objective criteria for accurately identifying the hazards of certain materials, particularly materials which are extremely poisonous by inhalation. Also, it aligns hazard communications requirements, such as labels, placards, package marking and shipping paper descriptions, with international regulations. Many of the new requirements are based on recommendations developed with DOT and U.S. industries' participation on the U.N. Committee of Experts on the Transport of Dangerous Goods.

The final rule is published in today's Federal Register. It was prepared by the department's Research and Special Programs Administration in cooperation with the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration and the U.S. Coast Guard. More than 2,500 comments from the public were considered in developing the final rule.

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U.S. Department of
Transportation

News:

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FOR IMMEDIATE RELEASE
Friday, December 28, 1990

DOT 150-90
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DOT ISSUES COMMERCIAL LAUNCH LICENSE TO ORBITAL SCIENCES CORPORATION

The Department of Transportation has issued to Orbital Sciences Corp., Space Data Division, (OSC) its first commercial launch license. The license authorizes the company to conduct three suborbital launches from the Cape Canaveral Air Force Station in Florida.

OSC will conduct the missions using its launch vehicle, the Prospector. In each launch, the vehicle will carry an experiment designed to test the effects of short-term microgravity on industrial materials. The launches are expected to take place in March 1991, December 1991 and December 1992.

Stephanie Lee-Miller, director of the department's Office of Commercial Space Transportation, noted that OSC has a total of 12 flights listed on the department's latest commercial launch manifest.

"On behalf of Secretary Skinner, I am very pleased to welcome the entry of Orbital Sciences into the U.S. commercial space transportation market," said Lee-Miller.

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