

DOT Today

March 1995
Volume IV, No. 6
U.S. Department of Transportation

Moving America Together

Denver International Ushers in a New Age for Jet Travel

After several delayed openings snow and fog were no problem as Denver International Airport (DIA) opened its doors to passengers for the first time on February 28. Flight 1062 pushed back from Gate 38 at 6:00 a.m. headed for Kansas City and the record books. Not since the Dallas Fort Worth International Airport opened in 1974 has a major new airport been opened in the United States. Secretary Peña, Federal Aviation Administrator David Hinson and Denver Mayor Wellington Webb were all on hand to celebrate the grand opening. "It's a day to celebrate and enjoy," said the Secretary. When three jetliners landed simultaneously in bad weather, the only place in the world where it is possible, Secretary Peña exclaimed, "This is a historic first in aviation!"

Welcoming gathered guests at the opening of DIA, Secretary Peña ushered in the nations future in jet travel. "Today we celebrate the opening of the most efficient, technologically advanced, environmentally friendly airport in the world."

Denver International is the purest example of modern airport design - a design in which the passengers' convenience and comfort are considered first. "Aviation is getting to the point where its mass transportation, but airports aren't built with

the passengers' convenience and comfort in mind," says architect Curt Fentress of C.W. Fentress, J.H. Bradburn and Associates, Denver, which built DIA. "We wanted to change that."

Denver International was built with the belief that airport design is an evolving science where a vast range of people must be accommodated; travelers with infants, travelers in wheelchairs, the elderly. It is an airport ready to face the challenges of the future.

It covers 53 square miles, twice the area of Manhattan, bigger than the city boundaries of Boston, Miami and San Francisco, on a site north-east of Denver. The airport's 327-foot control tower is the tallest in the world and engineered to sway just 1-1/2 inches in an 86 mph wind. Its five huge runways arranged in a pinwheel fashion around the terminal, will be able to land three aircraft at once. When the airport is finished growing, sometime in the next century, it will be able to accommodate 12 runways. "DIA is designed to expand to a maximum capacity of 110 million pas-



The main terminal building, named after Elrey Jeppesen, a Colorado aviation pioneer, is distinguished by a 34-peak tensile fabric roof.

sengers a year, triple today's volume," said the Secretary. Its massive size is made even more spectacular by its comfortable amenities.

Passenger's visits to DIA will be made much more convenient by moving sidewalks that are 1-1/2-times wider and 1-1/2-times faster than most other airports, the diaper-changing stations in restrooms, the wheelchair accessible ramps and a vast array of shops.

Speed, convenience, and comfort were the three key ingredients worked into every aspect of DIA's architecture. A traveler, at most, will only have to walk 750 feet from the terminal to any of its 13,000 parking spaces. And the longest walk from any ticket counter to boarding gate is only 450 yards - much less if a passenger uses moving walkways and escalators.

Atop Elrey Jeppesen Terminal, named for Denver's aviation pioneer, the airport's Teflon-

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DOT Budget Presented To Congress

Last month Secretary Peña built upon his announcement of innovative financing and departmental reorganization when he presented the Department of Transportation's fiscal year 1996 budget to Congress, which he called "a hefty downpayment on the total of \$6.4 billion in cuts committed for deficit reduction, tax relief, and government streamlining envisioned in President Clinton's Middle Class Bill of Rights."

In proposing a \$36.9 billion FY '96 budget, down from \$38.9 billion in FY 1995, Peña said, "The DOT is stepping up to the plate, taking our share of responsibility for cost-cutting. Through re-invention, I am preserving and in many areas increasing, DOT's ability to enhance safety, to stimulate public and private investment in transportation and to uphold our national security responsibilities."

The budget proposes to consolidate funding programs, provide greater decision-making authority for the states and localities and reduce total civilian employment by more than 6,000 than were included in the fiscal 1993 enacted budget. The creation of a separate air traffic control (ATC) corporation will remove about 40,000 employees from the payroll of the department's Federal Aviation Administration (FAA), Secretary Peña said. Under the department's reorganization plan, the ten modal administrations will be consolidated into three, reflecting Intermodal, Air and Coast Guard operations.

The proposed budget reflects the accelerated streamlining effort begun two years ago as well as the vision the Secretary espoused in his December 19 Departmental restructuring state-

ment of "building bridges, not bureaucracy; picking real priorities, not pork; moving people, not paper; and above all, ensuring traveler safety."

He said, "From a base of 109,600 military and civilian employees just two years ago, we have already cut more than 4,700 as of Oct. 1, 1994. By Oct. 1, 1996 we will reduce full-time positions by 3,000 more - taking us two-thirds of the way toward our 1999 target of 12 percent civilian personnel downsizing. Compared to 1993, this year's budget also reduces military employees by 1,700. With the transfer of 40,000 air traffic personnel to an independent corporation, we will have reduced DOT's civilian workforce by well over 50 percent."

"In fact, our ATC reform proposal is an excellent example of reinventing and downsizing government and we urge this Congress to act on it with dispatch." The proposal to corporatize the ATC is not included in FY 1996 budget because it would not go into effect until FY 1997.

In other areas, the DOT proposes to reduce operating assistance to Amtrak by \$122 million and to Transit by \$210 million. Slated for elimination are Local Rail Freight Assistance and Essential Air Service funding, the Secretary said.

Peña said research and technology funding totals \$956 million and includes \$356 million for Intelligent Transportation Systems funding, \$68 million for high speed rail technology and \$113 million in funding for developing Global Positioning Systems for transportation use.

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coated fiberglass roof (covering an area larger than eight football fields) is designed to resemble the Rocky Mountains. This design also serves a practical function by permitting natural light to illuminate the terminal. Because artificial lights are not needed during daylight hours, the use of air conditioning is decreased during the summer saving a considerable cost to the airport.

The roof also provides travelers with a magnificent view of the sky above them. "There's a psychological need for that," says Fentress, who toured the terminal with an airline ticket in his hand to ensure that the available light would make it readable from anywhere beneath the roof. "When you travel, you're confined...and you're not always getting natural light," he says. "Too many airports look like grocery stores with the same kind of ceiling - dark gray walls and little windows. We didn't want that."

Denver is the first airport to be built for maximum accessibility for people with disabilities. So that nothing was missed, the city took seeing and hearing impaired people and those who use wheelchairs and canes through the terminal and concourses to test the layout. The facility is completely accessible.

C.W. Fentress, when designing the terminal, also concentrated on protecting the environment. To save water, toilets are low flush. To keep the air clean, vehicles run on natural gas. To preserve landfill space, workers recycled about 180,000 tons of fly ash - fuel remnants from coal burning plants - to help construct runways.

The airport also commissioned art from the city of Denver ranging from sculpture, murals, cactus gardens and neon lights to 5,280 tiny whirling propellers in the underground subway system that connects the

concourse to the terminal.

The facility also boasts a record in U.S. airports - 95 shops and restaurants can be found within the terminal. All are barred by contract from charging customers more than 15% over street prices.

Denver International is in step with a new global economy - North American Free Trade Agreement, General Agreement on Tariffs and Trade, the new aviation agreement with Canada and the U.S., this movement towards free trade, and a more competitive world aviation comes to one main focal point and that is Denver International.

"The airport is halfway between Europe and Asia, mid-way between our Atlantic and Pacific coasts and at the very heart of the \$6.5 trillion NAFTA free trade zone linking us with Canada and Mexico," Secretary Peña said. In June, Denver will be host to a historic meeting of trade ministers from throughout the western hemisphere. They will fly into the future, DIA.

In closing, Secretary Peña thanked all those "who made the tough decisions and the bold investments that have laid the groundwork for a great future."

"Because we shared the vision of this airport, and because we made it happen, Colorado and the Rocky Mountain Region will see millions of visitors who might never have come, economic opportunities that might never have existed, thousands and thousands of jobs that might never have been created, and better access to the emerging global economy," said the Secretary.

Honored and humbled by the memories of the support, the votes, and the labor that made DIA a reality Secretary Peña closed his remarks by thanking the "great people" of Denver.

DOT Budget (continued from pg. 1)

Secretary Peña said funding for infrastructure will be reduced by \$2.3 billion, to be made up largely through program simplification and innovative financing techniques. The department's 30 separate capital grant programs will be consolidated into a new \$24.4 billion Unified Transportation Infrastructure Investment Program (UTIIP), which accounts for over two-thirds of the budget. UTIIP consists of two parts: \$21.65 billion for state and locally initiated activities, and 2.74 billion for federal activities.

UTIIP is designed to give greater flexibility and discretion to state and local decisionmakers, and will fund highway, transit, rail and airport grants, the Secretary said.

A total of \$8.4 billion is proposed for Interstate Highways, the National Highway System and roads on federal land.

The budget proposes to replace separate airport grants with funding allocations through UTIIP. A

funding level of \$6.88 billion is proposed for the remaining FAA programs, compared to \$6.93 billion for these programs enacted in fiscal 1995, said the Secretary.

The transportation safety program will cost \$2.1 billion including a 20 percent increase in safety grants to states, totaling \$347 million. Safety staffing is also up. The number of FAA standards and certification inspectors increases by 253 over the FY 1995 request, for a total workforce of 3,315 by the end of FY 1996, 19 percent above FY 1994 levels. All other inspection staff in other areas are sustained at current levels.

"In short," said the Secretary, "this budget reflects a continued, indeed enhanced, commitment to the key federal responsibility of saving lives and ensuring safety of the traveling public. We will make no compromises."

The budget also proposes a new maritime security program to support national security. In exchange

for payments over a 10-year period, participating vessels will be available to the Department of Defense (DOD) to help meet sealift requirements. The budget also proposes to increase funding for the maintenance and operation of the Ready Reserve Force (RRF) from \$150 million to \$289 million. An additional \$70 million is budgeted for RRF fleet acquisitions. Although the RRF funds will now be budgeted in DOD, DOT's Maritime Administration will continue to manage the program. Title XI loan guarantees for shipbuilding will help finance modern ships and shipyards and keep current our shipbuilding capacity, the Secretary said.

DOT proposes \$3.74 billion for the Coast Guard, 2.1 percent above fiscal 1995. Operating funds at \$2.62 billion, essentially freeze at FY 1995 levels, will provide for operation and maintenance of a wide range of multi-mission vessels, aircraft, shore units and aids to navigation that allow the Coast Guard to maintain safety on America's waterways.

DOT Today

Volume IV, No. 6 March 1995

DOT Today is an official publication of the U.S. Department of Transportation, under the direction of the Office of the Secretary, Office of Public Affairs. It is a monthly publication and is distributed to DOT employees nationwide.

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If you would like to submit letters, comments or articles, please address them to: Editor, DOT Today, OST, Office of Public Affairs, A-10, Room 9419, 400 Seventh Street, S.W., Washington, D.C. 20590. (202)366-5578; FAX (202)366-7270. Internet E-Mail address is: jimgower@ost.nov@postmaster2.dot.gov

The deadline for the April 1995 issue is March 27.

DOT Today is printed on post-consumer recycled paper and is recyclable.



Peña and "Partners in Progress" Set Challenge to Reduce Alcohol-Related Traffic Deaths

by: Kathleen Powers

On February 22, capping a national "Partners in Progress" meeting on strategies to prevent impaired driving, Secretary Peña set ambitious new goals for reducing alcohol-related traffic deaths by the year 2005.

Addressing the more than 100 representatives of organizations associated with traffic safety, Peña challenged the nation to "take bold action and by 2005 prevent an additional 6,000 alcohol-related fatalities each year."

Senator Frank R. Lautenberg, sponsor of the 1984 legislation that created the incentive for states to raise their drinking ages to 21, pledged to "do everything in my power to see that any attempt to repeal successful transportation laws are defeated."

Shortly after taking office in 1993, the Secretary set a two-year goal of reducing annual alcohol-related fatalities from 46 to 43 percent by year-end 1996. This target was reached two years ahead of schedule: last year, 42 percent of total traffic fatalities were related to alcohol. (A dozen years ago, 57 percent of fatal crashes involved the use of alcohol).

The National Highway Traffic Safety Administration (NHTSA) estimates that 2,300 lives were saved and \$4.2 billion in health care and other costs were avoided compared to 1992 because Secretary Peña's goal was met.

Despite this progress, Peña called the 16,900 alcohol-related deaths on our roads and highways in 1993 "unacceptable," adding that "what makes these deaths more exasperating is the fact that we've already reached the many millions of Americans who understand that drunk driving is wrong."

Future progress, according to the Secretary,

would be made by reaching those "who may be more resistant to that message." They include problem drinkers, teenagers, and young men.

To address the problem of impaired driving among youths, both Peña and conference participants recommended that states enact graduated licensing laws to mandate a provisional licensing period for new drivers followed by full licensure based on a clean driving record. Participants also recommended that "zero tolerance" (a maximum .02 blood alcohol concentration level) be established for all drivers under the age of 21.

To decrease the damage caused by repeat offenders, participants recommended that the record of DWI offenses should be standardized and maintained over the life of the offender and made available across state lines to courts and police.

Jane Engleky, President of the Connecticut chapter of Mothers Against Drunk Driving, who lost her own teenage son to an 18 year old drunk driver, and subsequent repeat offender, stressed the need for tougher sanctions against drunk drivers. Both Engleky and conference participants recommended that licenses reinstated following a DWI conviction should carry a lower blood alcohol limit.

"Partners in Progress" also recommended that all states lower the illegal blood alcohol limit to .08 BAC (blood alcohol concentration) for non-commercial drivers over the age of 21. The current limit is .10 BAC.

Secretary Peña is optimistic about attaining future goals for reducing alcohol-related fatalities. "With the help of millions of Americans who are increasingly concerned about the safety of their families, friends and neighbors we'll continue to save lives today, tomorrow, and every day"

U.S. And Canada Lower Air Traffic Barriers

Say good-bye to the days when traveling to a major Canadian business center meant changing planes or taking a small turboprop. An unprecedented open-skies aviation bilateral pact between the U.S. and Canada was signed on February 24, in Ottawa, Ontario, Canada, by Secretary Peña and Canadian Transportation Minister Doug Young as President Clinton and Prime Minister Chretien served as witnesses to the historic moment.

"The largest bilateral trading relationship in the world finally has a new cross-border aviation treaty to match it," said Secretary Peña. "This breakthrough accord is a free-trade agreement in aviation, giving U.S. and Canadian airlines virtually unlimited access to cities in either country in transborder service." "U.S. and Canadian consumers and shippers can expect more competitive fares and dramatically expanded service between hundreds of cities," said the Secretary.

President Clinton announced that the signing of the new "open market" aviation agreement with Canada will lower fares, expand service, stimulate employment and enhance growth between the two countries.

Long overdue, the previous bilateral agreement, negotiated in 1966 and substantially unchanged since 1974, has suppressed air travel and economic development between the two nations. Since 1978, airline passenger travel between the two countries has grown less than four percent annually. In contrast, U.S. service grew four times as fast with France and Japan, and nearly five times as fast with Germany over the same period.

Some U.S. cities have estimated that the new agreement will spur more than \$15 billion in new economic activity and create tens of thousands of jobs in the two countries.

The new agreement is the result of at least six series of negotiations over nearly 20 years. It will open the opportunity for non-stop air service between nearly two-thirds of America's 100 largest cities and major Canadian cities that currently do not have such service, such as Washington, D.C. and Ottawa.

Canadian Prime Minister Jean Chretien announced that Air Canada and

Canadian Airlines International will begin new and expanded scheduled services to major U.S. cities including Atlanta, Chicago, Dallas, Denver, Fort Lauderdale and Orlando, Fla., New York, Phoenix, San Francisco and Washington, D.C.. The U.S. government approved new routes for U.S. carriers on Feb. 27. These routes will provide expanded or new service to dozens of cities in all parts of the country.

Secretary Peña said, "Canada is the United States' largest bilateral trading partner, our partner in the North American Free Trade Agreement, and our ally in NATO, but until now our people have been denied economic opportunities and have paid far too much to travel between our nations. This agreement begins a new era, one of stronger trade, more jobs and easier, more convenient travel for millions of our citizens."

The agreement grants Canada and its airlines a head start at Toronto, Montreal, and Vancouver of up to three years to put the Canadian airline industry in a better position to meet the full force of U.S. Airline competition. However, major new opportunities are granted U.S. carriers in these markets during this phase-in period.

Since the framework agreement was announced, airlines have been lining up to drop off their applications to the DOT for dozens of new U.S.-Canada routes.

The framework agreement was reached in informal discussions initiated by Secretary Peña and Minister Young through their personal representatives, DOT General Counsel Stephen Kaplan and Canadian representative Geoffrey Elliot.

The U.S. - Canadian agreement is a major element in Secretary Peña's International Aviation Policy Statement, which he announced last November. The policy statement also called for negotiating open aviation accords with countries in Europe, a process moved forward recently when the United States initiated new open-market accords with Switzerland, Belgium and Iceland. The U.S. is currently in the process of negotiating open agreements with six other European countries.



FHWA Awards Millions For Scenic Byways Projects

Our national highway system continues to become more pleasing to the eye, thanks in part to the Federal Highway Administration (FHWA). Federal Highway Administrator Rodney E. Slater recently announced that the agency has awarded 21 states, the District of Columbia, and



Puerto Rico a total of \$15.6 million in discretionary funds for scenic byway program activities.

"Scenic byways reflect the intrinsic qualities of the areas through which they pass and are an essential part of our nation's transportation network," Slater said. "These roads are gateways to local

geology, archaeology, wildlife and historic sites. In many cases, the roads are not just thruways but are themselves destinations. As such, they offer the potential for increased tourism, job creation and economic development," said Slater.

The allocations will support projects involving activities such as the development and installation of special facilities and displays describing the qualities and features of the scenic byways; construction and improvement of scenic overlooks, bikeways and interpretive trails; and the development of tourist information, corridor management plans, and statewide scenic byway programs.

The funding was made available through a provision of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which established a Scenic Byways Program to recognize the important intrinsic qualities of our nation's roads and to provide technical and financial assistance to the states in support of their scenic byway programs.

New Tower Dedicated At JFK Airport

By: Briar Haggert

The second tallest air traffic control tower in the country now stands at 321-feet at New York's John F. Kennedy International Airport. The tallest is at the new Denver International Airport. Kennedy Tower - the centerpiece of New York's busiest airport - will be the third tallest in the world after Schiphol Tower in Amsterdam, Holland, and Denver.

The FAA and Port Authority of New York and New Jersey dedicated the new air traffic control tower on January 25. It replaces the existing tower that was built in the 50's.

During the dedication ceremony, FAA Administrator David Hinson said "Here we have a showpiece of what we've achieved - and a showpiece of our future system." He said the tower "represents the finest FAA can offer in terms of technology, housing state-of-the-art equipment, including the airport surveillance radar and communications equipment. It will enhance both efficiency and safety at the airport."

Construction of the tower began in the fall of 1988 by Koren - DiResta Construction Company, Inc., of New York City. Construction costs were \$32.5 million. The facility has been recognized by the building and design industries, and has won numerous awards for its unique design and use of materials.

The 48,353 square-foot tower and base building structures also house office facilities for FAA Air Traffic and Airway Facilities personnel. The controller work force has a total of 36 personnel who handle approximately 1,000 operations daily. The Port Authority's ramp control unit also operates in the new tower.



Evaluation and Counseling Available Through the EAP

Recently, the Department of Transportation Inspector General completed a review of certain now-discontinued employee training activities within the Department which were reported to have involved controversial practices. Recommended corrective actions are being undertaken in our training programs and procedures. However, employees who are experiencing stress or other problems as a result of their participation in these discontinued training activities may wish to consider using the services available to all employees and their families through the Employee Assistance Program (EAP). Assistance includes evaluation and short-term counseling at no cost to the employee. Services are generally provided at the worksite or nearby, or may be available at other locations such as near the employee's home. Referral to other appropriate resources will be provided when diagnosis indicates long-term counseling is required.

Confidential arrangements may be made to schedule a meeting with a certified EAP counselor by calling the following telephone numbers:

FAA employees: 1-800-872-1327

USCG employees: 1-800-872-4957

Other DOT employees in the Washington Metro Area: 301-570-3900 or 1-800-765-EAPS.

TTY 301-774-6264.

Other DOT employees outside the Washington Metro Area should contact their servicing personnel office for EAP telephone numbers and further information.

'95 Already A Big Year For Drug Seizures

If the months of December and January are any indication, the Seventh Coast Guard District, headquartered in Miami, is in for a busy year interdicting drug smugglers.

Since the beginning of December, Seventh District units seized more than 6,738 pounds of marijuana and 2,788 pounds of cocaine.

Fort Pierce, Fla. – Coast Guard Station Fort Pierce began the flurry of drug seizures in early December, after confiscating 65 pounds of cocaine found aboard a 23-foot boat disabled and adrift off the Florida Coast.

The two man crew, both from Miami, were rescued by a Station Fort Pierce boat crew after being adrift for two days. An Air Force plane first spotted the men and dropped them a radio. The boat had reportedly run out of gas as the men were heading toward Miami. The two men used the radio to call for help.

The boat was then towed to the Station where a Coast Guard boarding team found the cocaine. Both men were taken into custody and turned over to the U.S. Customs Service. The cocaine, boat and trailer were also seized and turned over to U.S. customs agents.

Miami – In less than a week in January, drug sniffing dogs helped boarding teams find more than 230 pounds of cocaine.

More than 160 pounds of cocaine were discovered in a hidden compartment on a Bahamian freighter Jan. 20, during a routine boarding by a Coast Guard law enforcement team and customs agents at Base Miami Beach.

A Coast Guard drug sniffing dog alerted the rest of the boarding team to the cocaine, which was hidden behind a bulkhead on the 70-foot *Lady Annette*. The bulkhead was pried open and the drugs were found. Customs' agents seized the cocaine and arrested the vessel's eight Haitian crew members.

On Jan 13, a Seventh District law enforcement team assisted U.S. Customs officials seize 76 pounds of cocaine hidden aboard a freighter on the Miami River. The 133-foot Honduran registered freighter, *Gonave Family*, was seized by customs agents and the crew was detained for questioning.

A drug sniffing dog from Base Miami Beach helped boarding team members locate the hidden drugs inside two fresh-water tanks in the vessels engine room. The boarding team found small access plates on the sides of the water tanks and 33 packages of cocaine were found inside.

In the Caribbean – Two Coast Guard cutters seized more than 8,000 pounds of drugs.

While on patrol during late December and early January, the Coast Guard Cutter *Vashon* seized more than 6,000 pounds of marijuana, 1,620 pounds of cocaine and arrested 11 suspected drug smugglers.

With the help of a Navy P-3 airplane from Naval Station Roosevelt Roads, Puerto Rico, and four U.S. Customs planes, *Vashon* intercepted the Colombian-flagged motor vessel *Linda* December 31.

After approaching close enough to smell marijuana, *Vashon's* boarding team found more than three tons of marijuana. All six of the crew on board the *Linda* were taken into custody.

Four days later, *Vashon* chased a vessel suspected of picking up drugs dropped by an airplane. The vessel landed on a Puerto Rican Beach where authorities arrested the two men.

With the assistance of a HH-60 helicopter launched from the Coast Guard Cutter *Mohawk*, *Vashon* located four 125-pound bales of cocaine floating in the water. The drugs were turned over to U.S. Customs Agents in Puerto Rico.

Less than two weeks later, the Coast Guard Cutter *Nunivak* intercepted the 51-foot sailing vessel *Calypto* early in the morning of Jan. 13, off the coast of Puerto Rico, after the vessel was spotted



(top) A VASHON crewman displays 10 bales of cocaine – more than 1,100 pounds. VASHON's crew was scheduled to receive a meritorious unit recommendation for their law enforcement work from 7th District Commander RADM William Leahy Jan. 19, but they were quickly sent out to sea to interdict smugglers.



(left) LTJG Jose Rodriguez inspects a crewman's cabin aboard a ship in Miami.

sailing without its navigation lights.

BMI Al Wheaton, the officer of the deck, directed the *Nunivak's* spotlight on the vessel and hailed it using a loudspeaker and siren. After repeated attempts to communicate, the boarding team went aboard and found two men and two women asleep.

Friday the 13th proved to be very unlucky for the sailboats crew as BMI Wheaton and BM2 Brian Mackey discovered six small packages of marijuana in the *Calypto's* bilge while conducting the initial safety inspection. GM2 John McDaniel, also a member of the boarding team, found several small packages of marijuana in the forward bow compartment.

The *Calypto* and the four crew members were escorted to the Roosevelt Roads naval station, where a joint boarding by Coast Guard and U.S. Customs officials revealed several more packages of marijuana hidden in the stern. Approximately 738 pounds of marijuana was seized and the four British citizens were arrested.

Stories for this article were contributed by LT Tim Custer, Coast Guard Cutter Nunivak; LT Pat O'Shaughnessy and Lt Joe Di Renzo III, Coast Guard Cutter Vashon; and the USCG Coastline Staff.



DOT Honors Transportation Students of the Year

by: Dolores Bailey

On January 26, 1995, DOT Deputy Secretary Mort Downey and Research and Special Programs Administrator (RSPA) Ana Sol Gutierrez presented awards to 12 of the nation's brightest and most talented students in the field of transportation. At the fourth annual ceremony in honor of DOT's University

Transportation Centers Program (UTC) Students of the Year, the Deputy Secretary heralded the UTC winners as outstanding students whose achievements promise a bright future for the transportation field. He recognized the UTC program as an important example of the Department's commitment to the future.

The twelve Award winners were John L. Wilson (Massachusetts Institute of Technology), Meena P. Kuriakose (Polytechnic University, Brooklyn), Dong Liu (University of Pennsylvania), Kenneth L. Clark (North Carolina State University), Thomas B. Reed (University of Michigan), Larry J. Allen (Texas Southern University), Michael Elling (Iowa State University), Rick Staigle (University of Wyoming), Joy Dahlgren (University of California-Berkeley), Paul Ryus, (Oregon State University), Waddell Leonard Daniels (Morgan State University), and Scott Bennett (University of Arkansas.)

The UTC Students of the year were selected on the basis of academic performance, excellence in research, professionalism and leadership in the field of transportation. Of the 12 students honored this year, three recently received their doctorate and nine have received, or are working towards, their master's degree. All have earned honors and distinction at their universities and many from professional associations as well. Several of the award winners have already published articles in technical journals, and at least three presented papers recently at the Transportation Research Board's annual meeting in Washington, DC. One winner's work has also been presented as evidence in expert testimony before the U.S. Government.

Established by Congress in 1987, the UTC program is managed by the Research and Special Programs Administration. The program provides grants to universities in each federal region to operate centers of transportation excellence. Thirteen centers now serve the nation's needs for safe, efficient, and environmentally sound transportation through a wide range of educational, research, and technology transfer activities. Funding for the program comes from the Highway Trust Fund and is provided jointly by the Federal Highway and Federal Transit Administration's.

UTC provides financial support and research opportunities to transportation students. Over 900 students receive scholarships that help pay the costs of their schooling. This availability of funding is considered vital to attracting talented students into the transportation field, particularly those pursuing advanced science and engineering degrees.

Opening of Seaway March 24 Will Match Record

by: Kevin O'Malley

The Saint Lawrence Seaway Development Corporation (SLSDC) announced that the 1995 navigation season on the St. Lawrence Seaway will begin on March 24 – matching the earliest opening date in Seaway history set in 1980.

SLSDC Administrator Stanford E. Parris noted that a mild winter along the St. Lawrence River and the anticipated high early-season shipping demand were key factors in setting the opening date for the Seaway's 37th consecutive navigation season.

"Last year, tonnage was up more than 20 percent, and we are projecting an even higher level of tonnage in 1995," said Parris. "Our ports and carriers have expressed a strong desire to open the Seaway as early as possible to meet shipping demands, and we believe the mild winter weather in the Great Lakes/Seaway region allows us to do so."

A Thousand Thank Yous

By: Mike McMorrow

The Secretary of Transportation is authorized and directed . . . to cooperate with vessel owners in devising means by which (1) the importers and exporters of the United States can be induced to give preference to vessels under United States registry, . . .

Merchant Marine Act, 1936, as amended, section 212(b)(1)

On behalf of the Secretary of Transportation, the Maritime Administrator carries out this direction in major part through the Shipper Award program.

Over the last three years, about two dozen presentations have been held in places ranging from Florida to Taiwan to recognize approximately 1,000 firms for their support of the U.S.-flag merchant fleet. While some certificates are presented in recipient company offices, most ceremonies occur at luncheons or dinners hosted by American steamship companies serving shippers in the particular area, and the Maritime Administration is proud to lend its name as co-sponsor. Each event is the result of industry-agency cooperation.



Seattle, November 21, 1994.
Maritime Administrator Herberger (on right) awards certificate to representatives of Everbright U. S. A. Inc., of Redmond, WA.

Publicity is one objective of the presentations. Therefore, the locations of ceremonies change in order to reach the widest audience.

In remarks offered at one ceremony, Maritime Administrator Albert J. Herberger said of the awardees:

"Through their use of

America's merchant ships, these companies support the nation's economic security and vital seafair capability. America needs commercial cargo ships and civilian seafarers for military support and to avoid being totally dependent upon foreign ships and crews to support the growth of our foreign trade." The Administrator also noted that the freight payments stimulate the U.S. economy by supporting jobs for American workers and by generating needed tax revenues at all levels of government.

Praise for those sending the cargoes is punctuated with praise for the carriers. "U.S.-flag carriers provide cost-competitive and reliable service, and they are world leaders in developing advanced international distribution systems," the Administrator said.

The success of the Shipper Award program to date is enhanced by its cost-effectiveness through partnerships with the steamship company hosts.

In the most recent budget briefing, Secretary Peña charted this course for us all: Form new partnerships with the private sector; be aware of limited public resources; and divide responsibilities wisely between levels of government and with private industry.

The Maritime Administration's Shipper Award program does just that.

ZERO ACCIDENTS

A SHARED RESPONSIBILITY

On February 9, exactly 30 days after the Aviation Safety Summit held in January, Secretary Peña and Federal Aviation Administrator David R. Hinson fulfilled a pledge to outline a series of actions government and industry are taking to increase air safety and achieve the goal of "zero accidents."

The nation's two top aviation officials, supported by representatives from several industry organizations and labor unions, presented 173 safety action initiatives that government and industry have agreed to undertake along with an aggressive timeline for their completion. The comprehensive agenda addresses a wide range of safety issues, including: improved data collection and sharing; advanced training for flight crews and maintenance workers; and expanded use and faster implementation of satellite navigation systems. Of the 173 safety initiatives, 104 are scheduled for completion by September 30, 1995.

"Some of the initiatives are new; some are modifications or accelerations of programs that were already underway; but all were jointly developed and agreed to by labor, government, and industry," Hinson said.

Secretary Peña said that the initiatives he and Hinson presented marked "the beginning of an even stronger safety partnership among aviation employees, government and the aviation industry."

"This is not a government agenda — it was developed by and for the entire aviation community, and it will be carried out by all of us," the Secretary said.

Hinson highlighted several initiatives, including a landmark agreement that will permit all parties to freely share flight recorder data and other safety information. In the past, concerns that data voluntarily released by airlines could be used for regulatory enforcement often created barriers to full cooperation between industry and government.

Under the new agreement, made possible by the FAA policy change that Peña and Hinson have announced, airlines will allow the agency to analyze data they collect as part of their new Flight Operations Quality Assurance (FOQA) programs. The FAA, in turn, agrees not to use the data in enforcement actions against the airlines. The agreement will give the aviation community access to a wealth of technical data it needs to analyze trends and to anticipate many potentially dangerous problems before they happen.

Hinson stressed, however, that the new

policy will not interfere with the FAA's authority to oversee and regulate the aviation industry: "Public safety is our number one priority. We will never lower our standards or relax our vigilance."

Hinson said that improved data sharing will also help the FAA and the airlines develop or improve a wide range of training initiatives, which he called a vital part of air safety.

"Aviation safety is a shared responsibility — one that requires a hands-on, eyes-open commitment by every person who flies, regulates or services aircraft," Hinson said. "The only acceptable goal is 100 percent safety — zero accidents — and the only way to achieve that goal is for government, industry and labor to work together more effectively."

Other key initiatives being undertaken are:

In March 1995, the FAA will propose new regulations that require one level of safety

for all carriers operating aircraft with more than nine passenger seats;

FAA will make data from its National Aviation Safety Data Analysis Center (NASDAC) available to all users in FY 1995;

Improve approach and navigation capabilities through the expanded use and rapid implementation of satellite navigation systems;

Achieve an agreement with the user community on use of a two-way data link to reduce communication errors and improve distribution of weather information; and

By September 1995, the FAA will provide products that include a national database for human factors research including environmental aspects related to maintenance.

These and the remaining initiatives represent the work thus far completed in identifying the basic principles essential in achieving the goal of zero accidents. It is the first step in the aviation community's response to addressing the safety issues identified at the Aviation Safety Conference held in January. Now that the responsibility to improve aviation safety is a shared one, the goal of "Zero Accidents" seems all the more attainable.

"This is not a government agenda — it was developed by and for the entire aviation community, and it will be carried out by all of us,"

— Secretary Peña

Hero Emerges From USAir Flight 1016

Heroes still exist, and Richard DeMary is one of them.

Deputy Secretary of Transportation Mortimer Downey recently presented the DOT Heroism Award to Richard DeMary for his selfless, heroic actions after the crash of USAir Flight 1016 in Charlotte, NC.

"Mr. DeMary is most deserving of this award for his brave and extraordinary actions in the aftermath of the crash last July," Downey said. "He not only performed his duties as flight attendant in an exemplary manner during the post-crash evacuation, but went far beyond his responsibilities by returning to the burning aircraft several times to save the lives of passengers and fellow crewmembers."

Crashing into the woods, only miles from the airport in torrential rain, DeMary, who was sitting in the front cabin, first dragged another flight attendant to safety.

Once outside the burning wreckage, he ran to the rear of the plane where he found a crack in the

fuselage that allowed him access to a section of the cabin. There he rescued a 23-month-old child, one of two infants on board. Through the same opening he pulled two women.

Seeing that the rear section had rammed into a house, he kicked in the front door, ran through the house and struggled to open another door in an attempt to enter the fuselage, but encountered heavy smoke. He then ran out of the house looking for firefighters, who had just arrived. He and two other men then removed a severed telephone pole from the road so that fire trucks could reach the burning wreckage.

At the ceremony honoring his courageous actions, DeMary was lauded for disregarding his own injuries while evacuating one crewmember and three passengers from the burning aircraft, and assisting in the rescue of others on board. Deputy Secretary Downey noted that the actions were all the more remarkable considering he has only been a flight attendant for two years.



Richard DeMary, center, was recently honored by Deputy Secretary of Transportation Mortimer Downey and Federal Aviation Administrator David R. Hinson for his "selfless, heroic actions after the crash of US Air Flight 1016 last July 2nd in Charlotte, N.C."

DOT's heroism award is designed to recognize acts of heroism that result in the avoidance of a disaster and/or an attempt to save a life of persons not employed by the department.

LEGACY OF WOMEN SEAFARERS INSPIRES TODAY'S STUDENTS

by Martin P. Skrocki

In 1856, Mary Patten, just 20 years old and pregnant, piloted a clipper ship from New York to San Francisco when her husband, the vessel's captain, became seriously ill.

Battling storms and a mutinous crew, "Captain Mary" successfully guided her ship, with a cargo worth \$10 million, into San Francisco Bay. A local newspaper of the day hailed the episode as a "remarkable instance of female fortitude."



Mary Patten

Nearly a century-and-a-half later, Mary Patten's story still inspires awe and admiration.

"The obstacles that she overcame to ensure the safety of ship, crew and cargo are simply unbelievable," says Samantha Brenner,

a senior at the U.S. Merchant Marine Academy. For Brenner and her fellow students, the legacy of Mary Patten and dozens of other maritime heroes and heroines are kept alive in the National Maritime Hall of Fame, a gallery of the American Merchant Marine Museum on the

Academy's campus in Kings Point, Long Island, N.Y. The Academy is operated by DOT's Maritime Administration, and its museum exists as a not-for-profit corporation.

Seven women are among the 53 seafarers who have been inducted into the Maritime Hall of Fame since it was created in 1982 by the Museum's curator, Frank O. Braynard. "The purpose of the Hall of Fame is to recognize the accomplishments of the people who made America a great maritime nation," says Braynard. "Women have played a significant, and mostly overlooked, role in maritime history. We're trying to set the record straight."

Braynard points to Capt. Mary Greene, inducted into the Hall of Fame in 1988. "She was only five-foot-two, but she probably was the best known personality on the Ohio and Mississippi Rivers in the first half of the 20th century," he says.

Capt. Greene helped run Greene Line, a prominent freight and passenger riverboat company in Cincinnati. She spent much of her time in the pilot houses of her fleet of packet boats.

Then there's Ida Lewis, says Braynard, the keeper of the Newport, R.I.

Lighthouse. She compiled a spectacular record of 18 lifesaving missions—rescuing male seafarers in her little rowboat, usually during fierce storms—in her remarkable career.

The other women on the Hall of Fame's roster are Mary Miller, Callie French, Nettie Johnson—all 19th century riverboat pilots—and Thea Foss, who helped found Foss Tug Company with her husband, Andrew. Meanwhile, Academy students gain an appreciation,



Samantha Brenner, a U.S. Merchant Marine Academy student, visits the National Maritime Hall of Fame to learn about woman seafarers of the past.

through the Hall of Fame, for the history of the profession they will eventually enter.

Academy senior Christine Gardiner of Albuquerque, NM, was surprised to learn about the rich heritage of

the same age as Mary Patten when the 19th century woman acted with such bravery and skill at sea. Says Brenner: "I hope that in today's changing maritime world, women do not lose the desire to pursue careers at sea."

Note: DOT employees living in or traveling through the New York metropolitan area are invited to visit the American Merchant Marine Museum at the U.S. Merchant Marine Academy. Call 516-773-5515 for public hours.



Capt. Mary Greene

women in the maritime field. "These women overcame great obstacles and ordeals and succeeded during a time when women were thought to be less than competent to contribute in a 'man's world,'" she says. Samantha Brenner, from Statesboro, GA, was struck by the fact that she is about



Ida Lewis

SLSDC and USCG Team Up To Perform Vessel Inspections

by Kevin O'Malley

In April 1992, the Saint Lawrence Seaway Development Corporation (SLSDC) entered into an agreement with the U.S. Coast Guard to conduct Port State Control Inspections and Ballast Exchange Screenings at the Port of Montreal, Quebec, and in the intermediate pool between Snell and Eisenhower Locks.

In the program's first year in 1991, the vessel inspections took place solely in Massena, N.Y., and were conducted jointly by the Corporation and the U.S. Coast Guard's Marine Safety Detachment.

Beginning in 1992, the majority of screenings moved to Montreal where vessels could be checked out before entering U.S. waters. Inspections in Montreal involved officials from the Canadian Saint Lawrence Seaway Authority.

The Corporation's inspection team is made up of employees in the Lock Operations/Marine Division—Roland Maynard, Ernie Parker, Greg McKinnon, Terry Jordan, Jack Jorgensen and Carol Fenton. The team is supervised by Corporation Chief of Lock Operations/Marine Division Leo Murphy.

A number of safety items are checked by the investigation team, including: vessel construction and standard safety equipment; radio telecommunications; ballast water content; certificates of financial responsibility; and navigation charts and logs.

"The screenings are extremely important because there is a need to ensure that all vessels that transit the Seaway meet all Coast Guard and Seaway regulations," said Terry Jordan. "The future of the waterway depends on its safety."

Inspection Teams face many types of difficulties when boarding a vessel such as the pos-



SLSDC's Vessel Inspection Team (L to R): Ernie Parker, Terry Jordan, Roland Maynard, Carol Fenton (seated), Gary Cross & Look Operation Chief Leo Murphy (Jack Jorgensen & Greg McKinnon not pictured)

sibility of a communication barrier.

"There is such a diversity of languages we run into when conducting the screenings," Jordan said. "A lot of times we have to translate through one of the crew members who does speak English."

"The vessel agents have been very receptive to our inspection program. They understand that we have to make sure that all their items meet Coast Guard and Seaway standards. We try to help them out in any way we can to help clear up any deficiencies," Jordan said.

After an inspection is completed, the information is inputted into the Coast Guard's national database for foreign flagged inspections. Once the vessel reaches its first U.S. port of call, the Coast Guard will look at the database to see which items have already been checked, so as not to duplicate the inspection process.

"I have been very impressed with the professionalism of the Corporation's inspection team," said USCG Lieutenant Commander John Koster of the Massena Marine Safety Detachment. "It has not only helped the Coast Guard in terms of man-hours saved, but has also allowed our inspections to take place before the vessel enters U.S. waters."

In Fiscal Year 1994, 109 foreign vessels were inspected by the Corporation's inspection team.

Valentines Day Celebrations



Federal Highway Administrator Rodney Slater recently celebrated the 100th anniversary of Frederick Douglass, on Valentine's Day—the day Douglass "chose" to be his birthday because as a slave child he never knew his real birthday. Here we see Administrator Slater standing in Frederick Douglass' study in Anacostia, Washington, D.C., next to the desk where a lifetime of great speeches were conceived and put to paper.



This Valentines Day was made very special for a group of seniors at the Washington Center for Aging Services in Northeast, Washington, D.C. The Coast Guard "Cutters," an all volunteer band, provided

music from the "Big Band" era for the Center's Valentines Day festivities. LCDR Steve Wolf, the band's manager, paid special tribute to a group of World War II veterans in attendance for service to their country. The "Cutters" includes musicians from the USCG (both active duty and civilians), as well as from EPA and DOT headquarters—individuals who willingly give their time and effort to provide music for Agency special events and community service functions. Residents of the Center for Aging Services will long remember this special Valentines Day. If you would like to learn more about the "Cutters," please call at 202-267-6989.



Frank Weaver

Frank Weaver Receives Honorary Doctoral Degree

Frank C. Weaver, DOT's director of the Office of

Commercial Space Transportation (OCST), recently received an honorary doctor of science (D.Sc.) degree from Saint Augustine's College in Raleigh, N.C.

Weaver was appointed by President Clinton Sept. 1, 1993, to head the commercial space transportation office, which is charged with licensing commercial space launch activity to protect public safety and with facilitating international competitiveness of the U.S. commercial space launch industry. Commercial space activity has increased during Weaver's tenure and 1995 is slated to be a record year.

DeMeter Appointed to Head NHTSA's Defect Investigations

The National Highway Traffic Safety Administration's (NHTSA) administrator, Ricardo Martínez, M.D., recently appointed Kathleen C. DeMeter as director of the Office of Defects Investigation.

Most recently, DeMeter served as the assistant chief counsel for general law in NHTSA. She has been an attorney with the agency since 1976. The Office of Defects Investigation reviews consumer complaints about motor vehicles and equipment, investigates alleged

defects, monitors recalls conducted by manufacturers when safety defects are found and operates the Auto Safety Hotline.

"With her background in law and years of experience in traffic safety issues, Ms. DeMeter is well qualified to supervise all safety defect investigations. This is one of the most important positions in the agency because of its role in removing defective vehicles from the nation's highways and its significance for public safety," Dr. Martínez said.

RSPA Administrator Appoints Kelly Coyner and Bill Vincent to Senior Positions

Dr. D.K. Sharma, administrator of the Research and Special Programs Administration (RSPA) recently announced Kelly Coyner as director for the Office of Policy and Program Support, and Bill Vincent as Special Assistant to the Administrator.

Coyner most recently served as an associate at the law firm of Arent, Fox, Kyner, Plotkin, and Kahn in Washington, DC, where she represented clients on various matters including airline and aviation concerns.

Vincent most recently served as deputy director of the Office of Regulatory Affairs at the Department of the Interior. Prior to joining President Clinton's presidential campaign, Vincent worked as an associate for the law firm Verner, Lipfert, Bernhard, McPherson, and Hand, where he represented a variety of clients on telecommunications, international law, and various other issues.

Anthony R. Kane, Thomas J. Ptak Named To Senior Positions At FHWA

Federal Highway Administrator Rodney E. Slater recently announced the appointment of Anthony R. Kane as the agency's executive director and Thomas J. Ptak as associate administrator for program development.

As executive director, Kane will occupy the most senior civil service position in the Federal Highway Administration (FHWA.) Kane will oversee budget, personnel, policy and program activities. Ptak who reports to Kane, will oversee highway engineering, planning, environmental, right-of-way and other program areas.

"This new era in FHWA history demands leaders who know the strengths of our agency," said Slater. "In Tony and Tom I have found two members of the FHWA family with the best match of skills and experience, not only for these key positions but also to help map our journey into the next century."

Kane joined the FHWA in 1968 and served in several positions before being named director of office policy and development in 1984. He received the FHWA Award for Superior Achievement (bronze medal) in 1980, the Secretary's Meritorious Service Award (silver medal) in 1982 and was named FHWA Engineer of the Year in 1985.

Ptak was regional FHWA administrator in San Francisco from 1993-94. He joined the agency in 1969 as a research and planning engineer and held several positions in regional offices before becoming

chief of FHWA's Intelligent Vehicle/Highway Systems (IVHS) research division in McLean, Va.

Ptak received the FHWA Administrator's Award for Superior Achievement in 1978 and the FHWA Senior Executive Service Performance Award in 1991.

FAA Selects New Safety Chief

The Federal Aviation Administration recently named Christopher A. Hart, a pilot, lawyer and aeronautical engineer, to be its new safety chief.



Christopher A. Hart

Hart, a former member of the National Transportation Safety Board, was picked to be the assistant administrator for system safety, a new position.

FAA Administrator David R. Hinson said that while all employees are responsible for safety in their own areas, Hart will oversee safety programs across the agency. Hart will also collect safety data from other countries, setting up a system to exchange information, Hinson said.

Hart was a member of the NTSB from 1990 to 1993. He most recently served as deputy administrator of the National Highway Traffic Safety Administration.

Hart is a licensed commercial pilot and his great-uncle, J. Herman Banning, was the first black to earn a U.S. pilot's license.

RSPA Conducts Emergency Planning Conference

More than 60 persons participated in the Research and Special Program Administration's (RSPA) annual DOT Emergency Planning and Training Conference held February 16-17 at DOT Headquarters. Secretary Peña addressed the Conference, expressing his appreciation for the good work that was done by the regional response teams and headquarters staff during the past years' crises.

Participants of the Conference represented DOT emergency planning and response staff from headquarters and the field. Also represented were DOD, DOE, FEMA, ICC and DOT Executive Reservists from the private sector.

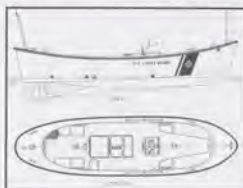
The theme of the Conference was "Emergency Transportation in the '90's: Risks and Partnerships." The speakers were organized to address the two subject areas within the theme, risks and partnerships.

Dr. Dave Sharma, RSPA Administrator, keynoted the Conference. Dr. Sharma was part of a high-level U.S. team that was sent to Japan by President

Clinton to help the Japanese nation in any way possible to recover from the earthquake disaster in Kobe. With a team of engineers Dr. Sharma, worked closely with Japanese officials helping them to rebuild from this tragic accident. One of Dr. Sharma's goals was to examine the ruins of Kobe so that further advances in structural engineering and design of the systems of tomorrow will be able to withstand similar natural disasters.

Drawing from his experience in Japan, in particular Kobe, Dr. Sharma shared some of his observations from the trip. He noted the disciplined mindset of the earthquake victims and the extreme level of hardship that was being endured. He elaborated on the vast damage that he observed to the transportation and distribution systems as well as to local utilities. Dr. Sharma then drew a comparison to what could happen in the United States in a similar earthquake. "Do not become complacent," he said, "but be prepared."

Coast Guard Awards Contract For New Motor Surfboats by Steve Ramp



The U.S. Coast Guard recently awarded a multi-million dollar contract to Ocean Technical Services Inc., in Harvey, LA, to build the replacement for its aging

its predecessors, some improvements have been incorporated into the new design. The boat will provide improved crew maneuverability by utilizing a center console layout. By moving the battery box into one of the seats and shifting the exhaust to below the deck, these two trip hazards have been eliminated. A more powerful 105 horsepower turbocharged diesel engine has been specified that will greatly reduce exhaust emissions. Finally, past waterlogging and weight gain problems have been solved by calling for "closed" vice "open" cell foam flotation materials.

In the actual construction of the fiberglass portions of the boat, a process known as SCRIMP (Seemann Composites Resin Infusion Molding Process) will be used that virtually eliminates the release of Volatile Organic Compounds (VOCs), such as polystyrene, during production. Besides being environmentally friendly, the process results in a laminate that is less porous which equals more

consistency, higher strength and lower weight than normal fiberglass production methods.

This contract is the first of many currently under development awarded by the Coast Guard that results in the production and operation of Coast Guard vessels while minimizing the impact on the environment. Delivery of the first Mark V Motor Surfboat is currently scheduled for 31 May 1995.



fleet of 26-foot Motor Surfboats. The new boats, named the Mark V, will replace the current Motor Surfboats carried aboard both high and medium endurance cutters as well as the Barque EAGLE, the service's class "A" tall ship. The Coast Guard values these Motor Surfboats due to their performance in heavy seas. The contract calls for an initial production run of 45 boats with an option to build 10 more.

While the Mark V is basically the same boat as



Amtrak engineer R.E. Ullis (center) gives Polish Transportation Minister (left) and FRA administrator Jolene Molitoris a tour of the High-Speed Metroliner's "Head-end."

Polish Transportation Minister Sees Amtrak's Northeast Corridor at 100mph

by David A. Bolger

On February 3, Federal Railroad Administrator Jolene M. Molitoris accompanied Poland's Minister of Transportation and Maritime Economy, Boguslaw Liberadski, and members of his international delegation, on a trip to New York City, via Amtrak's High-Speed Metroliner. During the two hour and forty minute excursion from Washington to New York, Minister Liberadski and Administrator Molitoris greeted Amtrak passengers, met with Amtrak on-board personnel, rode in the locomotive's "head end," and discussed the similarities and differences in each of their country's respective transportation systems.

The delegation from Poland traveled to the U.S. as part of an international mission to learn more about American transportation projects and to inform U.S. government and industry leaders about transportation initiatives in Poland. In the days prior to the Amtrak trip to New York, Minister Liberadski met with Secretary Peña to discuss the aviation industry and related safety issues. The Minister and his delegation then met with Administrator Molitoris and other Federal Railroad Administration (FRA) officials to discuss the strength of the U.S. freight railroad industry, the U.S. passenger railroad system, and global railroad privatization issues.

After learning that their schedules both called for them to be in New York City later in the week, Administrator Molitoris invited the Minister to continue their discussions on a high-speed Metroliner from Washington to New York. The Minister enthusiastically accepted this first-hand opportunity to learn about U.S. high-speed train travel.

After boarding with other passengers at Washington D.C.'s Union Station, the Minister and the Administrator shifted to the head-end of the twin locomotive Metroliner at Baltimore, Maryland for the trip to Wilmington, Delaware to witness the high-speed capabilities on this portion of the Northeast Corridor. "We were traveling at over 100 miles per hour along the Maryland and Delaware countryside," commented Molitoris. "The Minister complimented Amtrak's system, and we both appreciated the opportunity to talk with the locomotive engineer, the conductor and the entire Amtrak crew during our trip. The customer service they provided to us and to all the passengers was exceptional," said Molitoris.

Pulling into New York City's Pennsylvania Station - on time - Minister Liberadski had nothing but praise for Amtrak's High-Speed Metroliner. "What an excellent way to travel, it seemed that we just left Washington and now we are in New York City."

Navigating The Travel World With Tips From DOT

Sometimes the friendly skies turn out to be not-so-friendly. Travel plans have a way of working in unscheduled problems at the last minute. So that these problems can be avoided, or at least kept to an absolute minimum, the DOT has recently released a 58 page brochure entitled Fly-Rights filled with valuable tips on how to ensure a hassle free travel experience.

Among some of the information in Fly-Rights:

- Airlines are not required to compensate passengers whose flights are delayed or canceled. Compensation is required by law only when passengers are "bumped" from a flight that is oversold. Airlines almost always refuse to pay passengers for financial losses resulting from delayed flights;
- When booking your flight, remember that a departure early in the day is less

likely to be delayed than a later flight due to "ripple" effects throughout the day. Also, if an early flight gets delayed or canceled, you have more rerouting options;

- Before you volunteer to be bumped, get answers to these questions: "When is the next flight I can be confirmed on? (standby status could keep you grounded) and "Will the airline provide free meals, hotel rooms or ground transportation?";
- Air carriers' inventories of cheap seats constantly change, so if you decided against a trip because the discounted fare you wanted was not available, try again, especially just before the advancement purchase deadline;
- A "direct" flight may have one or more stops. If you don't want to make any stops along the way, be sure your flight is "nonstop;"

- If you are flying to a small city and your flight number has four digits, you are most likely on a commuter airline that has an agreement with a major carrier. Your aircraft could be propeller-driven instead of jet-propelled. Ask your agent about this when making your reservation;
- About 98 percent of all misplaced bags are returned to owners within hours. But if your bags never show up or are severely damaged, the airline can invoke a ceiling of \$1,250 per passenger - not per bag - on the amount they'll pay you. (The DOT is considering increasing this amount to \$1,850.)

For a copy of Fly-Rights (\$1.75), write to the Consumer Information Center, Department 133-B, Pueblo, Colorado 81009. Make your check or money order payable to the Superintendent of Documents.

NHTSA Announces Blue Ribbon Panel on Child Safety Seats

by Kathleen Powers

At a February 13 press conference, NHTSA announced a problem with the correct use of child safety seats and named a "blue ribbon panel" of experts to tackle the problem head-on.

NHTSA Administrator Ricardo Martinez, M.D., said that the compatibility of child safety seats with vehicles adds a new dimension to the agency's more familiar message: use child safety seats and use them correctly.

"This is great advice, but something very fundamental has been missing - making sure that child safety seats, the seat belts that buckle them in, and the vehicle seats upon which they are placed, are compatible. Unless these three components work in harmony - and in many cases they do not - the correct use of child safety seats will be an elusive goal", said Martinez.

Of the 615 child passengers who died in 1993, 362 were unrestrained. More than half (203) of these could have been saved if they had been in a correctly-used child safety seat.

One of the main incompatibility problems arises because some seat belts are now anchored farther forward, instead of in the seat crack, to more easily fit around adults. That makes it unlikely that the seat belt will adequately hold the child safety seat.

The Blue Ribbon panel, comprised of 10 major automobile manufacturers, a seat belt manufacturer, four child safety seat manufacturers and child safety seat practitioners will make their recommendations by June 1. Since the panel is not a federal advisory committee, its recommendations will be made directly to the industries affected and the general public. To foster a candid discussion, federal employees will not attend

the meetings.

"This is an issue the public wants fixed yesterday," Martinez said. "The Blue Ribbon Panel is a best practices approach that I hope will get answers fast, by first giving the industries that produce the products involved an opportunity to work together with users and recommend practical solutions," said Martinez.

Dr. Joseph Colella, a member of the panel and executive director of the Dana Foundation, has first-hand experience with the danger of child safety seat incompatibility. In September, he lost his three-year-old niece, Dana, in an automobile crash. Although Dana was secured in a safety seat she suffered severe head and neck injuries and died a few days later.

Dana's father was told by the local dealership that he had correctly installed the child seat. Unsatisfied, he looked in his car's owner's manual and learned that the seat belt system in his family's car was incompatible with the child safety seat, Colella said.

For parents and others who transport children, it is important to learn how to use child safety seats correctly by reading both the instructions that come with the safety seat and vehicle owner's manual.

"But even more fundamental is to make sure that the safety seat that you are buying fits well in your car or truck. If it's not convenient to use, you are more likely to use it incorrectly or not at all. Ask the retailer to permit you to test install the safety seat in your vehicle before buying it. Like clothing, safety seats should be 'tried on' first," Dr. Martinez said.

Calendar

13; Truck Safety Summit

15-17; Intelligent Transportation Society America's Fifth Annual Meeting, largest ever to focus on deployment, Washington, DC, Sheraton Washington Hotel. Contact Sandra Fitzgerald at ITS America at (202) 484-2902

16-17; General Aviation Forecast Conference, Phoenix Ariz., Hyatt Regency Phoenix Civic Plaza. Contact Leslie Fay at 301-949-7477.

16; National Conference of State Legislators

17; St. Patrick's Day

April 21; Earth Day

ATTENTION IMPREST FUND PATRONS

by Rick Aveleyra

The Department of Transportation (DOT) has over 500 imprest funds with over \$6 million in cash held outside Treasury. As a result, Treasury is incurring over \$350,000 in annual interest costs which could be avoided.

Maintaining imprest funds is not good business! So many cash management improvements and new disbursement mechanisms are now available that disbursing cash (the traditional function of an imprest fund) is no longer necessary.

The traditional bank teller has been replaced by the automated teller machine (ATM). Similarly, disbursing cash from DOT imprest funds will be replaced by more efficient mechanisms such as direct deposit, travelers checks, ATM withdrawals, third party checks, and the small purchase credit card.

Closure of DOT imprest funds are expected in the near future. Operating administrations should begin to implement or expand use of more efficient alternatives to avoid unnecessary inconvenience to their employees. DOT closed the United States Coast Guard (USCG) Headquarters' imprest fund on December 31, 1994. USCG personnel have not experienced any inconveniences as a result of the closure. The imprest fund located in the Nassif Headquarters building is scheduled to be closed March 31, 1995. The imprest fund located in the Federal Aviation Administration Headquarters building is scheduled to be closed June 30, 1995. Closure of field imprest funds is scheduled to be completed by December 31, 1995.