

DOT Today

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U.S. Department of Transportation

Moving America Together



Polish President Lech Walesa and FRA Administrator Jolene Molitoris take time for a photograph while celebrating the 150th anniversary of railroads in Poland.

FRA ADMINISTRATOR LEADS TRADE DELEGATION TO POLAND

by David Bolger, FRA Director of Public Affairs

Dzien dowry! (Good day!) Last month, Federal Railroad Administrator Jolene M. Molitoris led a Trade Assessment Team of U.S. railroad labor, management, suppliers and consultants to Poland to participate in a Polish Ministry of Transport-sponsored conference on commercializing and privatizing the Polish Railroad (PKP). Members of the Federal Railroad Administration's (FRA) team accompanying the administrator included FRA Associate Administrator for Safety, Bruce Fine; Ted Krohn of the FRA International Policy staff; and FRA Director of Public Affairs, David Bolger. The Clinton Administration has identified Poland as a high-priority country for U.S. investment. Executives on the Trade Assessment Team shared ideas and experiences they have faced in the United States in the passenger and freight railroad industries. This initiative is part of the Clinton Administration's program to increase involvement in Poland's re-creation of a free market economy and, in turn, foster U.S. investment overseas.

In her speech to conference participants, delivered in Polish, Administrator Molitoris highlighted the U.S. government's role in the safety of the rail industry, the opportunities for labor management program success and the tremendous growth in the U.S. rail industry over the past 15 years. In 1994 alone, the U.S. rail industry posted the following results:

- Rail traffic in 1994 increased nearly nine percent and intermodal traffic increased 14 percent.
- For the first time in decades, the U.S. rail industry is hiring employees – 3000 new train and engine employees were hired in 1994.
- Capital investment by U.S. railroads rose from \$4.2 billion in 1993 to \$4.9 billion in 1994, and,
- U.S. railroads contributed \$21 billion to the U.S. economy in 1994.

FRA Administrator Molitoris was encouraged by the interest and participation in the conference by officials from the Polish Ministry of Transport and the members of the PKP. "Our Team from the U.S. served and will continue to serve as a resource to the Transport Ministry and the PKP," stated Molitoris. "The U.S. rail industry has experienced similar challenges over the past decades in our freight sector as well as the continuing development of Amtrak as it moves into more business-like operations."

Administrator Molitoris participated in the celebration of the 150th anniversary of railroads in Poland and shared the parade viewing stand with President of Poland Lech Walesa. Molitoris added, "Our participation in the 150th celebration and the entire trade assessment trip was an opportunity for U.S. rail industries to work with the PKP and the Ministry to improve its railroad management and infrastructure with American goods and services. Together there is much we can learn from each other."

High Speed Stop Over

En route to Poland, Molitoris and the FRA team stopped in Germany to inspect the German railway system and to participate in a magnetic levitation (maglev) rail test in the city of Emsland. After three "high speed" runs at speeds of 426 kilometers per hour (265 mph), the FRA team viewed the test track and maglev system from an outside vantage point to see the sleek, cone-nosed vehicle pass by, thus experiencing a glimpse of transportation for the 21st century.

DOT Awards States Additional \$3 Million For Scenic Byways Projects

The Federal Highway Administration (FHWA) recently announced that 10 states will receive grants totaling nearly \$3.3 million for scenic byways projects.

The grants will be awarded to Colorado, Idaho, Massachusetts, Maryland, Nevada, New York, Pennsylvania, South Dakota, Vermont and West Virginia.

Secretary Peña said "Transportation is about more than concrete, asphalt and steel – and scenic byways are a perfect illustration of that point."

FHWA Administrator Rodney E. Slater said, "Not only do these byways enhance one's journey from point A to B, but they often attract national and international tourism and can provide an important economic boost to communities nationwide."

I am pleased to provide this additional funding for these important projects."

The funds are in addition to \$15.6 million announced earlier this year and will support a variety of activities including the design, construction and installation of special displays, scenic overlooks, bikeways and interpretive trails, as well as the development of tourist information and corridor management plans.

The funding was made available through a provision of the Intermodal Surface Transportation Efficiency Act (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.

For the second year in a row the DOT was awarded the Federal Agency Team Champion Silver Cup trophy for being the leading Federal participant in the Race for the Cure. This year DOT had 1,864 participants who contributed more than \$33,200 in the fight against breast cancer. Here Secretary Peña, holding his daughter Nelia, accepts the Silver Cup Trophy on behalf of the DOT.



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USCG Barque Eagle Summer Schedule



July 18 - 21
Halifax, Nova Scotia
July 27 - 29
Louisbourg, Nova Scotia
August 4 - 7
USCG Academy, New London, Connecticut
August 11-14
Fall River, Maine

Air Traffic's Best: Six Facilities Win National Honors

Six Federal Aviation Administration air traffic facilities won national honors recently for the efficiency and dedication of facility personnel in executing their daily responsibility of expeditious air traffic movement, preservation of life and property, and public service. The award, established in 1967, provides a means of expressing appreciation for superior group performance. Director of Air Traffic, Bill Jeffers, and Deputy Director of Air Traffic, James Washington, will be presenting the awards to the following facilities over the next several months.

Lansing Automated Flight Service Station
Lansing, MI
Great Lakes Region

Ketchikan Flight Service Station
Ketchikan, AK
Alaskan Region

Memphis Air Traffic Control Center
Memphis, TN
Southern Region

Denver Air Traffic Control Tower, Level IV-V
Denver, CO
Northwest Mountain Region

Fort Pierce Air Traffic Control Tower, Level I-III
Fort Pierce, FL
Southern Region

Prescott Air Traffic Control Center
Prescott, AZ
Western-Pacific Region

Special National Award
Oakland Air Route Traffic Control Center
Oakland, CA

The DOT Connection: Another DOT NPR Highlight

Can you name an employee suggestion that has turned into a government-wide success story? Well, if you cannot, it's time you take a look at the DOT Connection Customer Service Center. Prompted by an employee suggestion in November of 1994, DOT headquarters began collocating related Human Resource Management (HRM) services. Employment, worklife and career development services were brought together in a single location to achieve efficiencies and to improve customer service. Today, the DOT Connection, located on the plaza level of the DOT headquarters building, is a working example of the National Performance Review's (NPR) concepts of employee empowerment, teamwork, use of technology, efficiency and quality.

On June 15, the DOT Connection received the Office of Personnel Management Director's Award for Outstanding Work and Family Programs. This award is presented annually to recognize government organizations that best exemplify innovative and elective work and family programs. Along with honoring the DOT Connection, the award also recognized DOT as a leader in the government-wide telecommuting effort. The award was presented to Melissa Spillenkothen, Assistant Secretary for Administration.

Before the DOT Connection existed, each human resource service in the work and family arena had its own space and staff. Technologies and other

resources could not be shared, and as a result services were not as integrated and "user friendly" as they are now. The DOT Connection offers multimedia computer work stations, a reference library, a seminar room with satellite uplink and downlink capabilities, and all its services are delivered by cross trained staff who can provide DOT customers a "one-stop-shopping" opportunity.

The DOT Connection serves as a centerpiece for change in HRM. It began as an employee suggestion. That suggestion was taken from concept to reality by employee teams. And today, the Center is managed by a self-directed work team of customer focused employees. "The DOT Connection was the creation of DOT employees who won management support," says Glenda Tate, DOT's Director of Personnel, who attributes the Center's success to the NPR's philosophy of grassroots reinvention.

We can take great pride in the DOT Connection's achievements. It is not, however, a beginning or an end of the reinvention of HRM. It is a significant milestone along a road of great change that is taking place throughout DOT and the federal government. It is a mark of progress that reminds us where the department has been, and that, more importantly, is a signpost for where the department is headed.

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Please Recycle

FTA UNVEILS MASCOT "KEMRY"

In conjunction with the Child Transportation Safety Conference that took place May 31-June 2, 1995, the Federal Transit Administration (FTA) hosted a "Child Transit Safety" awareness event in which FTA introduced its mascot KEMRY, a fictional train character. Secretary Peña and FTA Administrator Gordon J. Linton were on hand to speak to the children and parents on safety measures concerning child transportation safety. Coloring books, pamphlets and flyers on transit safety tips were given out as well. The purpose of this event was to provide a lasting impression for the children and parents so that they would retain an awareness of the importance of child transportation safety.

FTA Administrator Gordon J. Linton introduces FTA's mascot "Kemry" during a recent child transit safety event.



Correction

In the June issue of DOT Today, Johnny A. Wade was misidentified as "Johnny A. Wade, Operation Engineer." It should have read "Johnny A. Wade, Field Operation Engineer." John A. Youngblood was misidentified as "James A. Youngblood, Motor Carrier Safety Specialist." It should have read "John A. Youngblood, Motor Carrier Safety Specialist." DOT Today offers its sincerest apologies to the families of Mr. Wade and Mr. Youngblood.

Moving Kids Safely

by Faithia Robertson

Secretary Peña and Ricardo Martinez, M.D., Administrator of the National Highway Traffic Safety Administration recently launched "Moving Kids Safely," a yearlong initiative to heighten awareness and concern for child safety in virtually every area of transportation.

Secretary Peña kicked off the "Moving Kids Safely" conference at Adams Elementary School in Washington D.C., where he gave students and parents safety tips for a safer summer. Statistics show that 30 percent of transportation-related accidents involving children occur during the summer months when kids are out of school.

Immediately following the assembly, the school parking lot was turned into "Safetyville" where students and officials demonstrated simple safety tips for the summer.

Participants in the conference included specialists from a variety of disciplines such as federal, state and local government officials, transportation safety groups, educators and the media. They attended workshops on several different child transportation issues such as "The Challenges of Hard To Reach Populations," "Law and Order: Issues of Enforcement," and "Paving the Way to Successful Partnerships."

At the closing session of "Moving Kids Safely," Secretary Peña and Secretary Donna Shalala of the Health and Human Services Administration signed a Memorandum of

Understanding (MOU). The MOU states that the two agencies will work together to reduce transportation-related injuries and fatalities involving children.

Following the signing of the MOU, Secretary Peña and Secretary Shalala held a "mock bicycle crash" press event to visually demonstrate the consequences to a bicyclist failing to wear a helmet in a crash. The goal of the mock crash was to underscore the importance of their combined child injury prevention efforts.

"The number one way for children to protect themselves in a real bicycle crash is to wear a helmet," said Secretary Peña. "Statistics show that if 85 percent of all child cyclists wore helmets in one year, the lifetime medical cost savings would total \$109 million to \$142 million."



Secretary Peña and HHS Secretary Donna Shalala hold a "mock bicycle crash" press event to stress the importance of wearing bicycle helmets.



RUSSIAN GRADS AMONG KINGS POINT'S CLASS OF '95

by Martin P. Skrocki

With the strains of the Russian national anthem echoing across the U.S. Merchant Marine Academy's waterfront campus, four Russian midshipmen graduated with 215 classmates from the DOT-operated maritime school in Kings Point, N.Y., on June 19.

They were the first Russian students to attend and graduate from a U.S. service academy.

When they enrolled at Kings Point in 1991, they were citizens of the Soviet Union led by Mikhail Gorbachev. Two months later, the USSR disintegrated and its leader replaced by Boris Yeltsin. The four Russian "plebes" had to watch the turmoil in their homeland from afar while adjusting to the Academy's curriculum and struggling to adapt to American culture.



"It was quite a change," said Sergey Apanovich, 21. "It was hard to concentrate on school work."

Apanovich, along with Dmitri Bezroukov, Alexey Mironov and Konstantin Vassiliev were chosen from among 2,000 applicants after Novorossiysk Shipping Company, known as Novoship, a large, worldwide Russian shipping firm, received permission from the U.S. State Department to train a group of future employees at Kings Point. Novoship paid the tuition costs and the Russian midshipmen did not take the place of any American students.

Most Kings Point students are given nicknames by their classmates and the Russians were no exception, receiving monikers like "KGB" and "Red October." They all possessed rudimentary English language skills upon reporting to the Academy, but soon developed remarkable fluency through association with their classmates.

The Russian students handled Kings Point's demanding curriculum well, but were challenged by its regimental program. Apanovich noted that Russian maritime schools do not teach leadership like Kings Point. "It's not as strict in Russian academies," he said.

Mironov, 21, after four years in the United States, admitted developing a fondness for Americans. "They are much more informal

than my countrymen," he said, but noted that the relaxed manner does not extend to business dealings. "In America," he said, "you send a fax and expect a response in a day or two. In Russia, you have to call personally. Otherwise, you'll never get an answer."

Bezroukov, 22, said that he enjoyed learning about the United States by traveling on Academy training cruises and vacations. His best memories of America: "Six Flags Great Adventure amusement park and the Mardi Gras in New Orleans."

The keynote speaker at the Academy's 59th commencement, Navy Admiral Joseph W. Prueher, Vice Chief of Naval Operations, cited the Russian graduates as symbols of the international nature of the maritime industry.

He also administered the oath to the more than 40 graduates accepted for active duty in the U.S. Navy. Other military officers at commencement swore in graduates for active duty in the Army, Marine Corps, Air Force and Coast Guard. The Class of 1995 contained the highest number of graduates, 27 percent, entering active military duty in recent decades. The rest of the class was commissioned into the U.S. Naval Reserve.

As for the Russians, they have returned to their homeland where they'll work for Novoship and put their Kings Point education and training to good use.

The first Russians attending a U.S. service academy, a few days before their graduation from Kings Point (left to right): Dmitri Bezroukov, Alexey Mironov, Konstantin Vassiliev and Sergey Apanovich.

Health Corner

Cholesterol

What about cholesterol?

Cholesterol and fat are not the same thing. Cholesterol is a fat-like substance present in all animal foods such as meat, poultry, fish, milk and milk products and egg yolks. Both the lean and fat of meat and the meat and skin of poultry contain cholesterol.

In milk products, cholesterol is mostly in the fat, so lower fat products contain less cholesterol. Egg yolks and organ meats, like liver, are high in cholesterol.

Dietary cholesterol, as well as saturated fat, raises blood cholesterol levels in many people increasing their risk for heart disease. Some health authorities recommend limiting dietary cholesterol to an average of 300mg or less per day.

It's not necessary to eliminate all foods that are high in cholesterol. You can have three to four egg yolks a week, counting those used as ingredients in custards and baked products. Use lower fat dairy products often and occasionally include dry beans and peas in place of meat. Plant foods do not contain cholesterol.

Getting Too Many Copies of DOT Today? Not Enough Copies?

The current distribution list for DOT Today is based on a survey done last year from the Headquarters office, asking offices to list how many copies were needed. As a result of that survey, we have been able to cut the number printed each month by thousands, reducing costs and saving time in distributing the newsletter.

If you need to change the number of copies you're currently receiving in your area, we need to hear from you before we can make the change. Call (202) 366-4600. With your help, we can keep costs down while still getting the information out there!

HONORING OUR FLAG:

THE SYMBOL OF OUR HERITAGE

How do you handle "Old Glory" on your own, at home, at your place of worship, at your school, or other meeting places? Respect for the national colors and some knowledge of how the flag should be handled, displayed and cared for is the responsibility of every citizen.

Here are some general rules on handling and displaying the flag:

- The national colors should not be raised or lowered by hand. Do not raise the flag while it is furled. Unfurl, then hoist quickly to the top of the staff. Lower it slowly with dignity.
- Every Coast Guard shore command and every ship not underway performs the ceremony of colors twice a day - at 0800 hours and sunset.
- The flag should not be displayed on days when the weather is inclement, except when an all weather flag is displayed.
- Take every precaution to prevent the flag from becoming soiled. It should not be allowed to touch the ground or floor, or to brush against objects.
- The flag should not be dipped to any person or thing, with one exception: U.S. naval vessels upon receiving a salute of this type from a vessel registered by a nation formally recognized by the U.S., must return the courtesy.
- When displayed from a staff in a house of worship or public auditorium,



the flag should hold the position of highest prominence, in front of the audience, and at the person's right as he/she faces the audience, with other flags at the person's left.

- The flag should never be displayed upside down except as a signal of distress.
- Do not use the flag as a portion of a costume or athletic uniform or place any object on or over the flag.
- Do not use the flag as a receptacle for receiving, carrying, holding or delivering anything.
- No other flag may be flown above the Stars and Stripes except the United Nations flag at the United Nations Headquarters and the church pennant, a dark blue cross on a white background, during church services conducted by chaplains at sea.
- When the flag becomes tattered, torn or too soiled to clean, it should be destroyed by burning, not dumped in the trash.

For a copy of the pamphlet *Etiquette of the Stars and Stripes*, send a self-addressed stamped envelope requesting it to:

VFW of the U.S.
National Department of Americanism
34th and Broadway
Kansas City, MO 64111

Secretary Peña and DOT Praise Design Award Recipients

DOT recently praised 13 transportation winners of the Federal Design Achievement Awards, the highest award in design given by the National Endowment for the Arts.

"The Clinton Administration is committed to making our country work better," said Secretary Peña. "The awards program is a step toward that end.

"Good design helps our transportation system work rapidly, efficiently and safely, and at the same time enriches our communities and adds beauty to our lives. These award winners have provided us with outstanding examples of the kind of difference good design can make."

The Federal Design Achievement Awards are given every four years as part of the Presidential Design Awards to recognize federal design excellence. This year, 77 projects were selected from 420 entries to receive awards. The award winners are now under review for a Presidential Award for Design Excellence.

In a letter to Secretary Peña announcing the transportation winners, Jane Alexander, Chairman of the National Endowment for the Arts, congratulated the Secretary and said that "the department is helping to set an impressive standard of design excellence in the federal government."

The 13 winners are

From FHWA

- Arizona Interstate Rest Area Program
- Augusta Canal Master Plan, Augusta, Ga.
- Dorset Campground, Sequoia/Kings Canyon National Park, Three Rivers, Calif.
- The Double Arch Bridge on the Natchez Trace Parkway, Franklin, Tenn.

- The Interstate 90 Completion Project, Seattle, Wash.
- Maryland Route 450 over the Severn River, Annapolis, Md.
- River Relocation Project, Providence, R.I.
- Sentinel Bridge, Yosemite National Park, Calif.
- Talmadge Memorial Bridge Replacement, Savannah, Ga.
- Walnut Street Bridge, Chattanooga, Tenn.

From FRA

- Amtrak AMD-103 Diesel Locomotive

From FTA

- Bi State Development Agency/Arts in Transit, St. Louis, Mo.
- Staples Street Station, Corpus Christi, Texas

To further encourage excellence in transportation design and help fulfill DOT's strategic goal of actively enhancing our environment, Secretary Peña established a Design for Transportation National Award program and issued a call for entries that ends July 20, 1995.

Projects submitted for this program must have made an outstanding contribution to the nation's transportation system by integrating transportation modes, enhancing the environment and putting people first.

"I'm proud of today's winners," said the Secretary. "I want the transportation industry to continue leading the way in demonstrating that the environment we build can be sensitive to its surroundings and to the needs of the traveling public."

FHWA Gives California Additional \$30 Million For March Floods

The Federal Highway Administration (FHWA) has provided California an additional \$30 million in Federal Emergency Relief Funds, bringing the total aid package to \$50 million. The funds will be used to help repair federal-aid highways and bridges damaged by flooding that occurred in March of this year.

"This type of recovery is usually a long term effort and we are committed to doing all we can to help fully restore the damaged roads and bridges," said FHWA Administrator Rodney E. Slater. "As President Clinton and Secretary Peña have said, we will be there for our state partners and for the citizens of California until the job is finished."

The Emergency Relief funds provided by FHWA for the January flooding total \$70 million: \$20 million immediately following the flooding and two supplemental funding packages, one for \$30 million and another for \$20 million.

The FHWA's Emergency Relief program provides federal funding to assist states in conducting emergency and permanent repairs on federal-aid routes damaged by natural disasters.

DOT Participates In White House Conference On Small Business

by Grace Waters

The DOT recently participated in the White House conference on Small Business in Washington, D.C. This was the third such conference held since 1980. Representing the department at the opening receptions were Federal Highway Administrator Rodney Slater and Luz Hopewell, Director of DOT's Office of Small and Disadvantaged Business Utilization (OSDBU). President Clinton and Vice President Gore both gave welcoming remarks to all those participating in the conference. "In the past year, more private capital was invested in the Small Business Administration's (SBA) venture capital program than in the previous 10 years combined," said the President. "The SBA loans grew from 32,000 in 1992 to an estimated 67,000 this year. Although we more than doubled the number of loans, the cost to the taxpayers was reduced. We've expanded loans to women and minority-owned business dramatically," said the President. Ms. Hopewell reflected on how proud she is of the recent growth of DOT's financial assistance programs. "OSDBU's Bonding Assistance Program has grown from \$400,000 in FY '92 to over \$11 million this year and the Short Term Lending Program has grown from \$1.3 million in FY '92 to over \$8 million this year." Ms. Hopewell added, "Because of our programs, more small businesses are able to participate in transportation-related contract opportunities who would have otherwise been shut out of the market."

The DOT was recently congratulated by SBA Administrator Phil Lader because the department exceeded SBA's FY '94 procurement goal by 35 percent. While the SBA had set a goal for small business contracting at 20 percent, DOT awarded small business 55 percent of direct procurements totaling \$1.24 billion.

In early May, the Secretary attended a luncheon at headquarters to congratulate the OSDBU staff, director Hopewell, and the Disadvantaged Business Utilization liaison staff for a job well done. "You have all done a great job and I thank you very much," said the Secretary. "Small businesses are the backbone of our nation's economy. As we strive daily to make our roadways and airways safe and to preserve our infrastructure, we need to ensure that small businesses can fairly compete in the marketplace for transportation-related business opportunities."



Safe Seats; FAA Offers Air Travel Tips To Families



FAA Deputy Administrator Linda Hall Daschle with two FAA-approved child restraint systems to be used during air travel.

The Federal Aviation Administration (FAA) recently offered safety recommendations for parents and adults who travel by air with children. It also announced a proposed regulation that would ban some types of child restraint systems on aircraft because tests have shown that they do not provide adequate protection for infants and toddlers.

FAA Deputy Administrator Linda Hall Daschle stated that recent debates over FAA regulations, airline policies and the effectiveness of various child restraint systems (CRS) have left some families confused about the best way to protect young children aboard aircraft. She said the agency's recommendations give parents clear guidelines for air travel with children.

"We want to get children off the laps and into the straps," Daschle said. "Aviation is absolutely the

safest way for families to travel, and the FAA's goal is to enhance air safety for children by educating families and promoting the use of effective child restraint systems that are approved for aircraft."

The FAA tested several types of child restraints at the Civil Aeromedical Institute (CAMI) in Oklahoma City, making the following safety recommendations:

- children under 20 pounds should be restrained in a rear-facing child safety seat that is approved for use on aircraft;
- children weighing 20-40 pounds should use an approved forward facing safety seat;
- children over 40 pounds should use the standard airline lap belt that is attached to all airline seats.

As a result of the CAMI research, the FAA also issued a Notice of Proposed

Rulemaking proposing to ban the use of booster seats, and harness vest restraints on aircraft. Daschle said the research showed that those devices do not provide adequate protection for young children aboard aircraft.

A companion notice was announced by the National Highway Traffic Safety Administration (NHTSA), which is responsible for developing design standards used by manufacturers of child restraint systems and for approving them for both automobile and aviation use. NHTSA's proposal would complement the FAA rule by requiring manufacturers to label booster seats and harness restraint systems as "not certified" for use in aircraft.

Daschle said that FAA strongly recommends that all children who fly, regardless of their age, be protected by an approved child restraint system that is appropriate to the child's size and weight. Current airline policies do not require parents to purchase a separate seat for a child under two years old. Children who are two years or older are required by the airlines to have their own seats and may use the standard lap belt like any other passenger.

Daschle said that new research by FAA, released as part of the agency's report to Congress on Child Restraint Systems, has led the agency to reconfirm its decision not to propose a federal regulation that would require parents to use child restraint systems on aircraft for children under two. She said updated economic studies still indicate that a mandated rule would kill more children than it would save, by increasing the cost of air travel and forcing families to choose less expensive but far less safe, travel alternatives.

Daschle pointed to several non-regulatory actions that FAA is taking to improve the safety of children who travel by air. For example, Secretary Peña has asked airlines to develop individual strategies and incentives that will encourage families with young children to use approved child restraints when they are traveling by air. The FAA is also developing a nationwide public education campaign to promote the use of child restraint systems and to advocate programs that help the agency achieve its goal of protecting children who fly.

"On this issue, we need to educate, not regulate," said Daschle. "The economic studies show that a mandated rule would cost families nearly \$1 billion over the next 10 years, an average of more than \$200 per trip. Faced with that, many families will be forced to make choices for the sake of economy that will put their children at greater risk. We believe that by working cooperatively with families and the airline industry, we can help lower the cost of air travel for families and lower the risks to children."

FTA Grants Total \$4.5 Billion in FY '94

The Federal Transit Administration (FTA) approved a record \$4.5 billion in transit assistance grants during the fiscal year ending September 30, 1994 which is up \$85.7 million from the previous year.

"Fiscal Year 1994 was the busiest year in FTA history," said FTA Administrator Gordon J. Linton. "It stands as proof that the Clinton Administration supports mass transportation and believes that rebuilding America is an important

investment priority for the future of this country."

He added, "We awarded \$4.5 billion in grants to public mass transit agencies in every one of the 50 states and in the U.S. territories as well."

The \$4.5 billion includes \$609.7 million in federal funds that were originally made available for highway purposes but transferred to transit projects by state and local officials.

The largest portion of these grants, 79.2 percent of all dollars, or \$3.5 billion, was for capital assis-

tance, the purchase of new transit equipment and the construction or rehabilitation of mass transit facilities.

The second largest component of the overall program was \$831.3 million, or 18.6 percent of the total, which was used by local agencies for the direct subsidy of day-to-day transit operations. Finally, 2.2 percent, or \$97.2 million, was for assistance in transportation planning and research.

NHTSA Joins Electronic Information Highway

Important motor vehicle safety information published by the National Highway Traffic Safety Administration (NHTSA) may now be quickly obtained by consumers through the on-line services of the National Technical Information Service (NTIS) FedWorld Information System.

NHTSA inaugurated the new service to the public by making available more than 250 highway safety-related publications and documents.

"This is part of our continuing effort to improve customer service," said NHTSA Administrator Ricardo Martinez, M.D. "By going on-line, we are speeding up delivery of information about traffic safety, and we are providing citizens a medium for exchanging ideas."

NHTSA publications and reports in the data system include press releases, information on safety recalls, crash test results, accident and fatality statistics, tire quality ratings, safety campaigns and emergency medical services. NHTSA will be making more information available as consumers make their needs known to the safety agency.

FedWorld provides 24-hour free system access, help desk support between 7 a.m. and 6 p.m. Eastern time, and 24-hour hotline message answering capability. Comments and feedback from the public are encouraged with the special "forum" feature and "mail to NHTSA." Consumers can comment on highway safety-related issues with the "forum." "Mail to NHTSA" encourages comments on what is in the information system itself.

The FedWorld system can be accessed with personal computers and modems dialing 703-321-3339. Persons with Internet access should use "fedworld.gov." On the World Wide Web, access is via "www.fedworld.gov."

With a modem connection, new users should first register on the system. After registering, from the main FedWorld menu they should select "F" for Regulatory, Government Administration and State Systems. At the next menu, they should select "A" for Regulatory Information Mall. Menu selection "F" takes users immediately to the NHTSA menu which can be identified by a NHTSA graphic.

From the "Web," after accessing FedWorld, the NHTSA library of files can be accessed by clicking on the "FTP Services, FedWorld FTP Site." Then the "FedWorld FTP Libraries" will appear, and NHTSA is listed alphabetically. Click on NHTSA to bring up the library of files.

MARAD's Shipper Recognition Program

The Maritime Administration has taken its shipper recognition program to Asia once again.

During the past month, senior officials from American diplomatic missions presented certificates of appreciation to 139 Asian based exporters and importers who used U.S.-flag merchant ships during the previous 12 months. "Our U.S.-flag ocean carriers have been innovators in initiating just-in-time delivery services and are leaders in intermodal transportation," Maritime Administrator Albert J. Herberger said. "It is appropriate that we take the time to thank companies based elsewhere who recognize their quality services, just as we thank U.S. companies who Ship American."

Ceremonies were held in Singapore, Hong Kong, Taipei and Seoul. Similar events are being planned in Karachi, Bangkok, Bombay, Calutta, Manila, Dubai, Osaka and Tokyo.

Representative from Asia Matsushita Logistic Company receiving certificate from American Embassy staff at a ceremony held at the Tanglin Club in Singapore on May 31.



Sometimes Good Guys Wear Black

by PA3 Michael P. Brock

Many people, when they think of individuals who have come from Springfield, Ill., think of Abraham Lincoln. But, many other men from Springfield have been successful in life and their professions such as Al J. Barlick.

Barlick, a veteran of World War II, didn't see any famous battlefields, but he did see many battles on the baseball diamonds.

Barlick, born on April 2, 1915, started umpiring professional baseball games at 25. He only umpired for two seasons, 1940-1942, before being called to serve his country, according to Hall of Fame records.

In November 1943, Barlick left for basic training. "I went to basic training at Manhattan Beach, Brooklyn, N.Y. I remember that Jack Dempsey (World Heavyweight Boxing Champion 1919-1926) was the physical fitness director while I was there," he said.

After completing basic training, Barlick received orders to be stationed at the Coast Guard Academy, New London, Conn. He served as a seaman first class on board a training vessel, the USCG 83393. "The vessel had a full complement of 14 and a skeleton crew of 7. We would take cadets out for training in Morse code, navigation and such, for three days and two nights," Barlick said.

Barlick remained at the academy for the remainder of the war and was released from the service November 1945. He returned to baseball the following season. Barlick would see 25 more seasons as an umpire in the National League. He would also see several historic games and many historic players.

The first historic game Barlick umpired was in Brooklyn, N.Y., when Jackie Robinson played in his first major league game. It was on this day that

Robinson helped to integrate baseball, making his debut as the first black major league ballplayer.

Barlick was again behind home plate when another historic moment in baseball occurred. The moment took place during the '54 World Series. "I was umpiring the World Series game when Mays made his famous catch against Wertz," said Barlick. He was referring to the famous over-the-shoulder catch that Willie Mays made in center field at the old Yankee Stadium in the 1954 World Series.

Barlick was involved in yet another moment in baseball history which took place in St. Louis. "I was umpiring a doubleheader on May 2, 1954, in St. Louis," Barlick commented, "when Stan Musial hit five homeruns." It was the first time in baseball history that a player accomplished this feat, according to Hall of Fame records.

In addition to all the moments in baseball history that Barlick was a part of, he also saw many famous players come and go. "Two of the players I remember are DiMaggio and Mantle," he said. "Those two players had a way of taking over a baseball game."

During his career, Barlick umpired the 1946, 1950, 1951, 1954, 1958, 1962 and 1967 World Series. He also umpired the 1942, 1949, 1952, 1955, 1959, 1966 and 1970 All-Star games.

Barlick reached the pinnacle of his profession while becoming the only Coast Guardsman of the World War II era to be elected into the Hall of Fame at the 1989 induction ceremony.

On being inducted into the Baseball Hall of Fame, Barlick is as humble as ever. "The Hall of Fame committee voted me in because they thought I did a pretty good job," Barlick said. He

was among prestigious company at his induction ceremony. Also inducted were Johnny Bench, Carl Yastrzemski and Red Schoendienst.

Only seven umpires have been inducted into the Hall of Fame. Barlick was the sixth to receive this highest honor.

"Al Barlick earned the respect of peers and players alike with his growling, booming bass calls, his clear and decisive hand signals, his knowledge of the rules, his proficiency on balls and strikes, his knack of anticipating and then handling rough situations and his unceasing hustle," reads his description in the 1995 National Baseball Hall of Fame yearbook.

Barlick has also had a successful family life. "My wife, Jennie and I have been married for 55 years, said Barlick.

"We were married on Feb. 18, 1940. We also have two daughters and two grandsons."

Al J. Barlick receives his Hall of Fame plaque from Bart Giamatti, former Commissioner of Baseball.



“Zero Tolerance”

“Zero Tolerance will save lives. It's already saving lives in 24 states, including my home state. Alcohol related crashes are down 10 to 20 percent in those states overall. In some states like Maine and New Mexico, all fatal crashes at night involving young people actually dropped by one-third after the “Zero Tolerance” law was adopted. Unfortunately, there are still 26 states that are without “Zero Tolerance.” It's time to have zero tolerance for under-age drunk driving all across America”

— President Clinton

Echoing President Clinton's "Zero Tolerance" driving laws for young people, Secretary Peña said that such laws are critical elements in the fight to prevent highway deaths and injuries.

"Zero Tolerance works," said the Secretary. "Twenty-four states and the District of Columbia have told young people that if they are under 21 and are driving after having had as little as one drink, they lose their licenses for several months. As a result, alcohol related crashes involving young drivers are down overall 10 to 20 percent in states that have passed these laws."

Peña went on to say, "We have saved 14,000 lives since 1984 by raising the drinking age to 21. It is time to take another important step to save the lives of our young people and I hope Congress will work with the President to assure that all states adopt "Zero Tolerance."

Alcohol related driving deaths in the under 21 age group have dropped 50 percent since 1984. Each year for the past decade, between 2,400 and 5,400 young people ages 15-20 have been killed in alcohol related deaths.

Secretary Peña Named Father of the Year

Secretary Peña was recently named Father of the Year by the National Father's Day Committee. In addition to Secretary Peña, there were five other winners. They were New York City Police Commissioner William Bratton; Dr. Joseph McCarthy, a surgeon whose specialty is children with severe facial deformities; Karl Nelson, an NFL player who twice came back from Hodgkins disease and is now a sportscaster; Governor George Pataki of New York; and Tim Russert of NBC's Meet the Press.

Honorees must have a record of involvement with their own children and children in the community, said Ted Kaufman, a member of the selection committee.

Secretary Peña and his wife, Ellen, have two children, Nelia, almost 5, and Cristina 3.

FTA Administrator Gordon J. Linton Travels To South Africa

On March 23, 1995, the Federal Transit Administration (FTA) and the Federal Highway Administration executed an historic "Memorandum of Understanding" (MOU) with the country of South Africa which provided opportunities for transportation professionals from each country to visit the other and acquaint their colleagues with successful approaches to transportation policies and problems.

FTA Administrator Gordon J. Linton recently left the United States to attend the Annual Transportation Convention in Pretoria, South Africa. One of Administrator Linton's objectives while in South Africa is to develop a work program to exchange information and technology as provided for in the MOU.

As part of FTA's responsibilities under the MOU, FTA will exhibit information on transit in the United States and Rural Transportation Assistance Program (RTAP) video training modules. During ATC '95 topics will include safety, emergency procedures and risk management. Administrator Linton will also conduct a session on "public/jitney" transportation, or shared ride vans, within the United States with Felipe Luyanda, the Professor of Transportation Engineering at the University of Puerto Rico. Shared ride vans are privately owned community transportation vehicles that operate within a designated circuit. They are of particular interest to the South African Department of Transport due to the estimated 60,000 to 70,000 currently operating in South Africa.

In addition to his activities related to ATC '95, Administrator Linton will also be meeting with the 2004 Cape Town Olympic Committee to share his experiences in providing transportation for the 1996 Olympics in Atlanta.



Signing the historic MOU, from left to right are: FTA Administrator Gordon J. Linton; FHWA Administrator Rodney Slater; and Andre Killian, Deputy Chief of Mission of the Republic of South Africa.

People

FAA Names New Chief Counsel

Nicholas Garaufis, a New York attorney, has been named as the Federal Aviation Administration's (FAA) new Chief Counsel. He replaces Mark Gerchick, who left the agency in March to become Deputy Assistant Secretary of Transportation for Aviation and International Affairs.

In his new post as Chief Counsel, Garaufis will be the top legal advisor to FAA Administrator David Hinson. Prior to accepting his new position, Garaufis served as counsel for Claire Shulman, president of the borough of Queens in New York City, where his duties included serving as legal advisor, director of intergovernmental relations and aviation advisor. He has held that position since 1986. Garaufis has also been a member of the New York Area Noise Mitigation Committee since 1992.

Garaufis holds a BA from Columbia College and a JD from Columbia University's School of Law.

NHTSA Executives Move To New Jobs

The head of the National Highway Traffic Safety Administration (NHTSA) recently announced that two associate administrators moved to new positions within the safety agency.

William Boehly, who was the Associate Administrator for Safety Assurance, became the Associate Administrator for Research and Development. Michael Brownlee, formerly the

Associate Administrator for Traffic Safety Programs, replaced Boehly.

"This change represents an important transfer of knowledge within the agency because each of these executives has had long experience in traffic safety and has made important contributions," said NHTSA Administrator Ricardo Martinez, M.D. "Both are committed to molding new leaders and mentoring experts to whom the people of the United States can entrust the future of motor vehicle safety."

John Carnes Named Director Of Marad's Central Region

Maritime Administrator Albert J. Herberger recently announced the appointment of John Carnes as director of the central region of the Maritime Administration (MARAD).

As the Central Region director, Carnes will be responsible for the day-to-day operations of the region, which includes managing the ready reserve force vessels based in that region. He will also be responsible for port security and readiness, promoting ports and intermodal development, and implementing MARAD's programs in the central region.

The central region covers an area extending from the Colorado to the western half of Florida.

Carnes joined Marad in 1972. During his tenure with the agency, he has served as the central region's chief of port and intermodal development as well as chief of the division of port and inter-

modal operations in Washington, D.C. Recently he served as acting director of the newly formed Office of Intermodal Development. Carnes is one of the founders of the National Port Readiness Network, an organization of port-related agencies, which was extensively used during operations Desert Shield and Desert Storm.

Tony Broderick Receives Prestigious International Award

Tony Broderick of the Federal Aviation Administration recently was chosen Aerospace Personality of The Year 1995, at the Paris Air Show as part of the Flight International Aerospace Industry Awards '95. The Flight International panel made its selection on the basis of who it believed made the most memorable personal contribution to the aviation industry. In presenting the award the judges said, "Few individuals in aviation can claim to have such a direct personal influence on the direction of the world industry. Over the past 17 years Broderick has stamped his mark on air safety."

Picking up on this theme, FAA Administrator David Hinson said, "One of the reasons we remain confident the aviation community will reach its shared goal of zero accidents is because of the skill, dedication and tireless efforts of people such as Tony Broderick."

NHTSA Administrator Ricardo Martinez, M.D. Presents Public Service Award To The NFL

The National Highway Traffic Safety Administration (NHTSA) recently honored the National Football League (NFL) for its generous support and work in promoting bicycle safety helmet use through its Ride Like A Pro campaign. (L-R) Ron Engle, NHTSA Dir. Safety Countermeasures; Jim Steeg, Executive Dir. Special Events - NFL; Paul Tagliabue, NFL Commissioner; Ricardo Martinez, M.D., NHTSA Administrator; and Damon Caldwell, NFL Community Relations.



Photo by Steve Friedman

Cadets Named All Americans

by Shaun May

Athletic success can be defined many ways: championship seasons, post-season honors or just a winning record. The U.S. Coast Guard Academy defined success this past winter by winning three national championships. Senior Janine Lavallee and juniors Robert Hueller and Drew Orsinger not only earned All American status, they won their events.

Lavallee's recent performance at the collegiate pistol championships capped a tremendous career. She made shooting history, becoming the first cadet to earn a personal invitation to all five events at the National Pistol Championships.

She qualified for the finals in the individual Women's Sport Pistol event and won the Individual Gold Medal by four points.

Lavallee also earned a Silver in the individual Women's Air Pistol event, a Bronze in the Standard Pistol event and finished eighth in the Open Air Pistol event. She was also named a First-Team, All-American in Standard

Pistol—one of only two shooters on the Standard Pistol First Team and only the fourth woman to be named an All-American in any pistol event.

Lavallee was selected to the Women's All-Star Team in both Sport Pistol and Women's Air Pistol, making her one of the top-five women shooters in the country in these two events. She has been a member of the Olympic Development Team for the past year.

In swimming, Bob Hueller was undefeated the three past regular seasons in the 200-yard backstroke. This past March he captured the national championship in the event with a time of 1:51.07. In addition, he earned All-America status as a member of the 400-yard medley relay team and Honorable Mention All-America status as a member of the 200-yard freestyle relay squad. Although earning the national championship and All-America status in three events were highlights of Hueller's '94-'95 season, he also was chosen All New England in seven events and qualified for the NCAA tournament in four events.

In track and field, Drew Orsinger set the Division III championship meet pole vault (indoor) record with a vault of 16 feet, 8 inches. Orsinger became the Coast Guard Academy's first indoor track and field champion.

During the winter of 1994-95, Orsinger won nine meets. At the New England Division III championships, he set the record with a vault of 16 feet, 6 inches. He also set the Eastern Coast Athletic Conference record with a vault of 16 feet, 7 inches. His best effort, an academy record, was a vault of 16 feet, 9 inches set during a home meet. Overall, he holds facility records at seven different schools. Orsinger has traveled to the nationals five times (indoor three times and outdoor twice). His top performance, other than this past year, was 1993-94 when he finished as the national runner-up in the indoor vault.

Pedestrian Characteristics Explored For Accommodating People Over 65

The proportion of people over 65 in the United States is increasing and will continue to increase dramatically. In reaction to this increase, the older road user has received a great deal of study. The majority of these studies focus on the older driver rather than the older pedestrian. Unfortunately, older pedestrians have the highest pedestrian fatality rate of any age group. Excluding children, little is known about pedestrian characteristics and behavior in general.

The Federal Highway Administration (FHWA) has recently published the results of its study on older pedestrians titled, *Older Pedestrian Characteristics For Use In Highway Design*. The objective of the study was to develop traffic planning and engineering guidelines for designing pedestrian facilities sensitive to the needs of older pedestrians. The report provides the results of an analysis and literature review conducted to identify the aspects of the pedestrian that are difficult for older people including motor, sensory, perceptual, cognitive and behavioral factors. A field study was conducted to determine walking speed, start-up time and stride length of older pedestrians. These and other activities were used to develop recommended changes to design standards and operational procedures to accommodate older pedestrians within the highway systems.

Limited copies of the report can be obtained from FHWA's Research and Technology Report Center by calling (703) 285-2144. Copies for the public can be obtained from the National Technical Information Service by calling (703) 487-4650.

For more information, please call Carol H. Tan at (703) 285-2071.

Photo: Keith A. Spangler



Coast Guard Academy cadets Bob Hueller (left), Janine Lavallee and Drew Orsinger earn All-American status.



Goat Out Of Here!

Looking for a new home? Got a healthy appetite? Twenty goats found exactly what they were looking for at the Jacksonville, Florida Air Route Traffic Control Center (ARTCC).

The animals belong to an Airway Facilities employee, and are currently in residence at the center on nine fenced-in acres of land at the rear of the facility property. The goats were brought in to keep down the foliage in the area because it is extremely difficult to mow the steep hills.

The goats' owner is paying for their feed, and has paid for the construction of a "goat house" because the animals do not like the rain. Their water and feed troughs are surplus lavatory materials from an aborted project at the facility, and the local health department has approved the goats on the ARTCC property.

This is not the first time goats have lived at the facility. Almost ten years ago, goats were brought in for three to four years to clean up the property.

The goats are saving Airway Facilities \$400 to \$600 per cleanup of the land. If they reproduce or cause problems, their lease will be terminated.

Airline Statistics Office Moves To BTS

The Office of Airline Statistics has recently been transferred to the Bureau of Transportation Statistics (BTS) from the department's Research and Special Programs Administration.

"This action reflects the Clinton Administration's and Secretary Peña's commitment to reinventing government by streamlining operations," said BTS Director T.R. Lakshmanan. "This is a natural location for airline statistical functions."

The office will be renamed the Office of Airline Information (OIA) to emphasize its role in providing accurate data, data analysis and information related to customer services. Dr. Lakshmanan said, "The transfer comes at a time of tremendous change, due to deregulation of the airline industry and the information revolution. This creates new challenges and opportunities for the office, which must provide data for new needs in a manner that matches the current state of technology."

OIA collects and analyzes airline passenger, cargo, traffic and financial data. This information provides our nation with consistent and comprehensive economic and market data on individual airline operations and is used in negotiating international bilateral aviation agreements. Aviation, travel and tourism communities also rely on this information to measure on-time performance, tracking denied boarding information and predicting market trends.

OCST Sees Growing Market For Low Earth Orbit Satellites

Wireless communication technologies, such as pagers, mobile telephones and Global Positioning Systems may require as many as five Low Earth Orbit (LEO) satellites systems in the 1995-2005 timeframe according to the department's Office of Commercial Space Transportation (OCST). The systems could include anywhere from a dozen up to one-hundred individual satellites. After reviewing the 1994 LEO market assessment, OCST has increased its estimate of the number of satellite systems that will be needed to handle the influx of growing technologies.

In the original payload projection, OCST estimated that the maximum number of LEO satellite systems needed over the next decade would be three. After further review, however, this number has increased to five. Three satellite systems would handle voice communications and the other two would handle paging and other services.

Frank Weaver, OCST Director said, "This updated assess-

ment certainly gives us reason to be optimistic about the future of the commercial space transportation industry and about the benefits it provides, both in services and in jobs and economic growth. The Clinton Administration and Secretary Peña both strongly support the commercial space program."

All of the numerous proposed LEO systems utilize varying numbers of evenly-spaced satellites circling the globe so that one is always within reach of earth-bound communications devices. They essentially allow anyone anywhere on earth to communicate with anyone else, anywhere, using a special hand-held telephone, or other, non-voice, communications device, like a pager or alphanumeric messaging receiver.

OCST estimates that as many as 10 medium to large commercial launches per year might be needed to put the satellite systems in orbit, while 8 to 14 smaller launch vehicles could take care of satellite maintenance requirements, remote sensing and scientific payloads.

Calendar

July

July 30-31 Annual Experimental Aircraft Association Convention, Oshkosh, Wisconsin

August

Aug. 8-10 "Hispanic leaders for Progress" Hyatt Regency Hotel in Long Beach, Ca. For more information call Maria Sanchez at (310) 297-1309

St. Lawrence Seaway Tonnage And Transits Significantly Ahead Of 1994 Levels

by Kevin O'Malley

The St. Lawrence Seaway's 37th navigation season, which began on March 24, has significantly outperformed 1994 levels for commercial tonnage and vessel transits according to statistics released by the Saint Lawrence Seaway Development Corporation.

Through June, total tonnage traveling through the Montreal to Lake Ontario section of the Seaway was 12.8 million metric tons, an increase of 26 percent versus the same period last year. This increase was sparked by increases in grain and iron ore shipments. Grain movements on the Seaway increased 81 percent, to 5.0 million metric tons while iron ore tonnage was 3.7 million metric tons, an increase of 13 percent.

In addition to tonnage, vessel transits through the Seaway locks also rose substantially. Total transits through June outpaced 1994 levels by 16 percent, to 922. Corporation Acting Administrator David G. Sanders noted that the tonnage and transit increases are a result of a waterway becoming more internationally competitive for new business. "With Seaway tolls frozen for two consecutive seasons and Great Lakes/Seaway maritime officials marketing their products and facilities worldwide, the Seaway System has seen a strong resurgence in business," Sanders said. "We are substantially ahead of pre-season projections and look forward to a busy and successful second half of the navigation season."

The Corporation also announced that U.S. trade via the Seaway is on pace for a fourth consecutive record season. As of June 2, total U.S./overseas tonnage via the Seaway was 2.5 million metric tons, an increase of 113 percent.

USCG Launches New Class Of Seagoing Buoy Tender

The wife of Secretary Peña, Ellen Hart Peña, recently christened the United States Coast Guard Cutter *Juniper*. The lead vessel of a new class of Seagoing Buoy Tenders, the *Juniper* will, in addition to performing its mission of Aids to Navigation, also perform Search and Rescue operations,

Enforcement of Laws and Treaties, Marine Science Activities, and Defense and Domestic Icebreaking. Built by the Marinette Marine Corporation, the *Juniper* will be outfitted with some of the most advanced technological and navigational capabilities currently available. *Juniper* will also be the first Coast Guard vessel equipped with an onboard Spilled Oil Recovery System for enhanced capabilities in Marine Environmental Response. At 225 feet, the *Juniper* will displace over 2,000 Long Tons when fully loaded while carrying a crew of 40.

The USCGC *Juniper* will truly be a multi-mission resource and will help reaffirm the U.S. Coast Guard as one of the world's premier maritime organizations.



Mrs. Peña preparing to christen the *Juniper*. To her right are CDR Tim Sullivan (*Juniper's* Commander) and Mr. Dan Gulling (CEO of Marinette Marine Corp.)



Above: *Juniper* on the Ways prior to her launch



Right: The *Juniper* in the midst of her spectacular side launch.