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OCTOBER 1965

National SAFETY NEWS

A NATIONAL SAFETY COUNCIL PUBLICATION

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DEPARTMENT

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Wire from Washington

A report of federal activities that relate to safety

by HARRY N. ROSENFELD, NSC Washington Counsel

Much Safety-Related Legislation on Capitol Hill

Industrial

The House Special Subcommittee on Labor favorably reported HR 10238 to the full committee. The bill provides that service and maintenance work by employees of contractors and subcontractors furnishing services to or performing maintenance service for federal agencies shall not be performed under unsafe or unsanitary working conditions where such conditions are under the control of the contractor or subcontractor. The secretary of labor is authorized to prescribe regulations and to permit reasonable tolerances, variances, and exemptions.

In the appropriation approved for the U.S. Public Health Service under HR 7765, Congress doubled the additional amount requested by the President to provide for the expansion of clinical research directed toward the alleviation of coal miners' pneumoconiosis and associated respiratory diseases. The appropriation was \$265,000, an increase of \$133,000, and allows for a number of new positions for this activity.

The frequency of all injuries (fatal and nonfatal combined) in the nation's coal mines declined for the first quarter of calendar year 1965, as compared with the same period for 1964; the 1964 quarterly rate was 43.36 per million man-hours; the 1965 rate was 42.10.

The U.S. Bureau of Mines just released a report on the injury ex-

perience for the sand and gravel industry in 1962, reporting it "was not as favorable as in recent years. . . . The over-all frequency rate of 21.97 fatal and nonfatal disabling work injuries per million man-hours in 1962 was appreciably higher than that of 18.05 in 1961. Likewise the injury severity rate . . . was well above the corresponding figure of 1961."

The Atomic Energy Commission

issued proposed amendments to its standards for protection against radiation. The AEC has appointed a staff steering committee to coordinate its Reactor Safety Research Program and to assure that it is keyed to industry needs and the commission's regulatory requirements. The steering committee will, among other things, recommend priorities in reactor safety research and evaluate programs for the develop-

THE MONTH IN WASHINGTON

- Industrial: HR 10238 favorably reported. Bill provides that service and maintenance work for federal agencies shall not be performed under unsafe or unsanitary working conditions where such conditions are under control of the contractor or subcontractor. Congress doubled additional amount requested by President for PHS to provide for expansion of clinical research directed toward alleviation of coal miners' pneumoconiosis and associated respiratory diseases. Bureau of Mines released report on injury experience for sand and gravel industry in 1962 and reported it not as favorable as in recent years.
- Traffic: Bill provides that each state should have a highway safety program designed to reduce traffic accidents and deaths, injuries, and property damage resulting therefrom on highways on the federal-aid system. Sept. 3 was named Crusade for Safety Day and Post Office issued a 5c traffic safety commemorative stamp. Organized labor launched Union Safety Belt Campaign.
- Public: Senator Magnuson cited danger to bystanders from power mowers and said that "self-regulation in the power lawn mower industry appears to have lagged seriously behind the need for it."
- Aviation: Aviation industry called on to hasten the FAA-approved installation of cockpit recorders as a means of studying (and therefore averting) aircraft accidents.
- Marine: HR 7954 signed into law as PL 89-121 amending the Communications Act to conform to the Convention for the Safety of Life at Sea.

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ment of criteria, standards, and codes for nuclear reactor safety.

Traffic

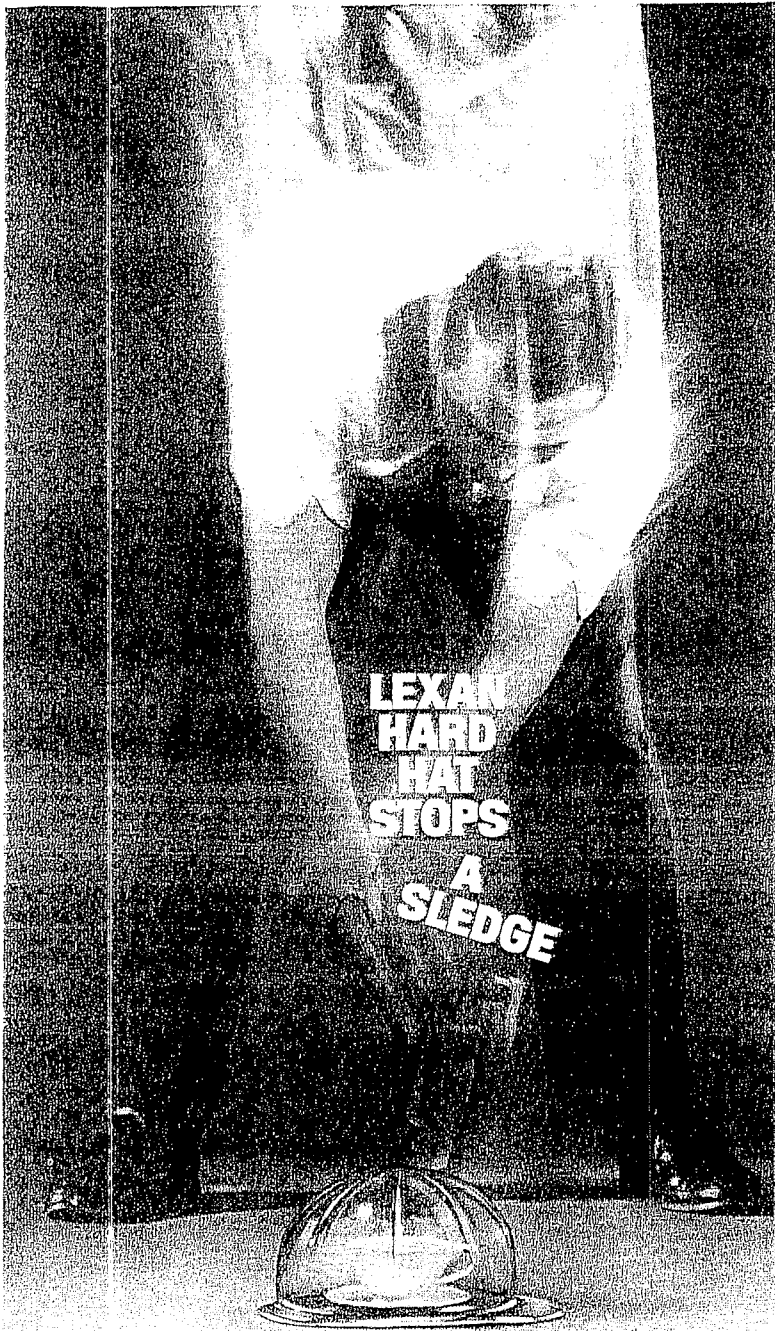
Congress passed SJ Res 81, and sent it to the President for signature. This bill provides that beginning Jan. 1, 1968, "each state should have a highway safety program, approved by the secretary [of commerce], designed to reduce traffic accidents and deaths, injuries and property damage resulting therefrom, on highways on the federal-aid system. Such a highway safety program should be in accordance with uniform standards approved by the secretary and should include, but not be limited to, provisions for an effective accident records system, and measures calculated to improve driver performance, vehicle safety, highway design and maintenance, traffic control, and surveillance of traffic for detection and correction of high or potentially high accident locations." The conference committee, composed of both senators and representatives, stated in its report: "It is the expectation of the conferees that the [Senate and House] Committees on Public Works will examine from time to time the extent of voluntary compliance by the states with this new section of Title 23 with a view of determining whether any further legislative action is necessary." This bill also provides that "it is the sense of Congress" that the secretary of commerce shall report to the Congress every other year "his estimates of the future highway needs of the nation."

The provision on highway safety



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programs originated, in a more drastic form, in the House as the Baldwin (R. Calif.) amendment and was passed in the House by a vote of 313-11, in a form which required such a program in order for the state to be eligible to receive Federal highway funds. But the penalty provision was dropped before the bill was enacted. The House Public Works Committee, which approved the mandatory form of the Baldwin amendment, stated in its report: "The Committee is gravely concerned about the nation's tragic highway accident toll. . . . But the committee believes that research in this field, although conceded to be incomplete, has already developed enough information and answers to support affirmative, coordinated state action programs of highway safety. The important consideration is the fact that coordinated state action programs have generally been missing, and should be established now . . ." The committee stated that its original mandatory "amendment does contemplate that highway safety programs within each state and among the several states will be coordinated and comprehensive . . . It is the intention of the committee to recognize the differing governmental and practical problems existing in the several states but to lead all of the states to take affirmative action with respect to all of the various aspects of the highway safety problem."

The National Governors' Conference passed a resolution opposing the original mandatory Baldwin amendment as "unworkable and therefore unnecessarily punitive." The same resolution also included the following provisions:

1. "That the Congress of the United States be urged to adopt as national policy the principles contained in the Action Program for highway safety."

2. "That the Governors' Conference invite the National League of Cities, the U.S. Conference of Mayors, and the National Association of Counties to sponsor a national conference of states and local governments "to define and clarify areas of traffic safety responsibility and to determine the most effective possible courses of action with respect to priority needs and financing."

The Senate Commerce Committee concluded its hearings on S

National Safety News, October 1965

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1643, the tire bill introduced by Senator Nelson (D., Wis.), after hearing from the automobile manufacturers. The Automobile Manufacturers Association was represented by Harry F. Barr (and a committee of auto company executives) who testified in opposition to S 1643 because:

1. It serves "no useful purpose" as to original equipment tires since the industry's requirements "result in original equipment tires which are safe and dependable for the vehicles we produce."

2. "It ignores the whole question of condition of tires which are in use on our highway."

The testimony denied that increases in air pressure to accommodate higher loads were "over-inflation. The pressures recommended do not carry the risk of failure, nor do they create the danger of blowouts." The AMA testified that the standards program of the Vehicle Equipment Safety Commission, taken in conjunction with the standards of the Tire and Rim Association, the Society of Automotive Engineers, and

the General Services Administration, "represent a sound approach to the objectives" of S 1643. In ignoring the condition of tires which are in use, that bill "leaves the major tire safety problem untouched and neglects the most important aspect of highway safety as it relates to tires." The AMA outlined its own seven-point tire safety program, which included, among other items: a "first priority" in the development of test procedures and levels of performance for skid resistance of tires, and a continuation of its efforts "to encourage state inspection programs to insure maximum tire safety in use."

The House passed H. Con. Res. 448 (Friedel, D., Md.) authorizing and requesting the President to issue a proclamation that Sept. 3, 1965 be Crusade for Safety Day. On that day the Post Office Department issued a 5¢ traffic safety commemorative stamp.

The postmaster general defended his proposal for using leased cars, rather than the cars owned by rural letter carriers, for delivering mail

by declaring that, among other things, leased cars would have new safety devices.

Federal Highway Administrator Rex M. Whitton announced that highway safety was the first priority in the coordinated program planned for highway research and development activities financed by federal aid. Studies in this area will be concerned with the role of the driver and with possible changes or additions to the highway transportation system to aid the driver.

In his second semiannual report under the Clean Air Act, the secretary of Health, Education and Welfare:

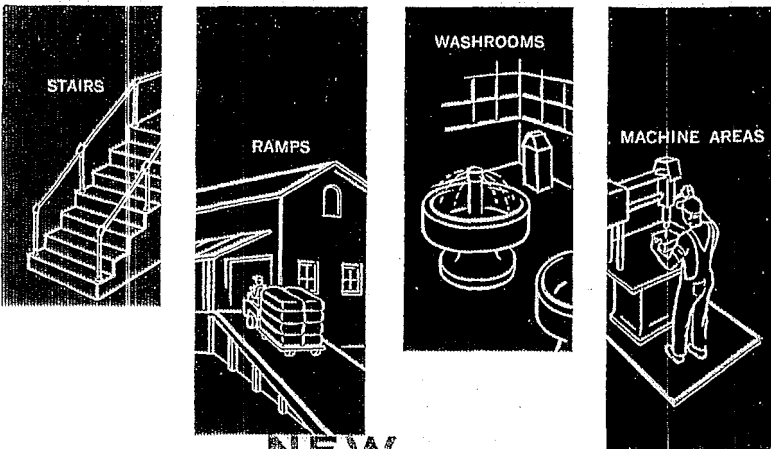
1. "Endorsed legislative proposals now before the Congress that would provide for the establishment of federal emission standards for the automotive vehicle";

2. Said that "It is also projected that the automotive vehicle population and fuel consumption in 1980 will be double that of 1960 and will double again by the year 2000."

Organized labor launched a national Union Safety Belt Campaign, aimed at installing 10 million seat belts by the end of 1965 covering every seat in every car of every American worker. Reduced belt prices are made available for the program. Sponsors of the program, whose offices are located at the Washington offices of the International Brotherhood of Electrical Workers, hope to save 12,000 lives a year and prevent more than 560,000 serious injuries annually.

Public

Senator Magnuson (D., Wash.) told the Senate "it is time we realized that such an apparently simple and safe operation as lawn mowing presents great danger to thousands of users of power mowers and innocent bystanders every year" and that rotary blade mowers are "the most hazardous type." He said that "self-regulation in the power lawn mower industry appears to have lagged seriously behind the need for it." Therefore, as chairman of the Senate Commerce Committee, he instructed the committee's staff "to monitor the progress of the industry in raising safety standards. Should the alarming volume of accidents continue unabated through this year then the Commerce Committee will



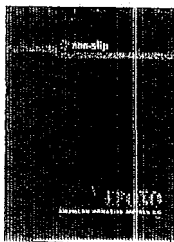
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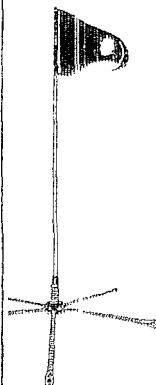


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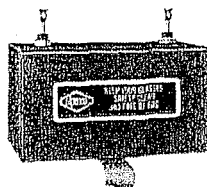
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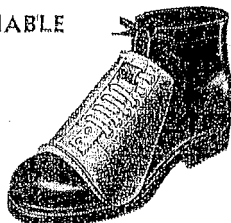
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Aviation

Congressman Pucinski (D., Ill.) called on the aviation industry to hasten the Federal Aviation Agency-approved installation of cockpit recorders, as a means of studying (and therefore averting) aircraft accidents.

Congressman Dorn (D., S. C.) called the attention of Congress to the national education program of the Flight Safety Foundation, carried out with the FAA's backing, to reduce general aviation accidents and promote greater air safety.

The Civil Aeronautics Board issued several notices amending the status of its prior requests to the FAA for the latter agency to conduct investigations of certain aircraft accidents.

Marine

The President signed HR 7954 into law as PL 89-121, amending the Communications Act to conform to the Convention for the Safety of Life at Sea, London (1960). The President also issued a proclamation concerning enforcement of the Convention.

The Atomic Energy Commission issued a license for the commercial operation of the nuclear ship *Savannah*. Issuance of the license followed a public hearing and an initial decision by the Atomic Safety and Licensing Board.

The Coast Guard issued extensive amendments to its regulations on backfire flame control for gasoline engines.

Public Health Service

The Congress approved and sent to the President HR 7765 appropriating to the U.S. Public Health the following funds for various programs:

Program	1965	1966
Injury control	\$ 3,886,000	\$ 4,350,000
Air pollution	20,995,000	26,037,000
Occupational health	5,194,000	5,857,000
Radiological health	19,720,000	21,044,000
Water supply and water pollution control	35,126,000	44,514,000
Waste treatment works, grants	90,000,000	91,000,000

National Safety News, October 1965