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97TH CONGRESS
2d Session

SENATE

REPORT

OF THE

SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

TO THE

SENATE COMMITTEE ON THE BUDGET

SUBMITTED PURSUANT TO SECTION 301 OF THE CONGRESSIONAL BUDGET AND IMPOUNDMENT CONTROL ACT OF 1974

ON THE

PROPOSED BUDGET FOR FISCAL YEAR 1983

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MARCH 8, 1982

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LETTER OF TRANSMITTAL

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
March 8, 1982.

Hon. PETE V. DOMENICI,
Chairman, Committee on the Budget,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I am submitting herewith the report of the Committee on Commerce, Science, and Transportation, pursuant to section 301(c) of the Congressional Budget Act, on its views and estimates of budgetary matters within its areas of interest.

This report was considered and approved by the Committee and represents the Committee's best judgment at this time. It must be emphasized that recent budget revision proposals have made the Committee's undertaking particularly difficult. Therefore, it is important to understand that each item in this report is subject to further review and modification by the Committee during its consideration of specific authorization requests. Please be assured that the Committee will continue to be committed to doing its share to bring Federal spending under control in order to achieve a balanced Federal budget. This report should not be construed to represent the views of any individual member.

Sincerely,

BOB PACKWOOD, *Chairman.*

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INTRODUCTION

The Committee on Commerce, Science, and Transportation is submitting this report on its views and estimates of budgetary matters within its areas of interest pursuant to section 301(c) of the Congressional Budget and Impoundment Control Act of 1974. This report, prepared with the assistance of the General Accounting Office and the Congressional Budget Office, is based on the best information available to the Committee at this time. The vast majority of our Committee's programmatic responsibilities are contained in the following two budget functions:

1. Transportation;
2. General Sciences, Space, and Technology.

This report has been broken down by subject within the Committee's jurisdiction. The Committee, however, has not attempted to list the programs under its jurisdiction in order of priority. Each program was or will be initiated to carry out a particular mission or remedy a particular problem and it is therefore impossible to assign it a relative value.

At this time, it is estimated that all programs within the Committee's jurisdiction combined will require budget authority of $17.6 billion for fiscal year 1983.

AVIATION

Budget figures provided for the Federal Aviation Administration (FAA) reflect normal inflationary increases in administrative costs, plus a significant increase in facilities and equipment and research and development expenditures necessary to implement the Administration's new Airspace System Plan. This proposal, planned to take place over the next 20 years, is necessary to replace aging air traffic control computers and air navigation facilities in order to increase the capacity of the airspace system to meet spiraling demands for FAA services. The figures also presume a reauthorization of the airport grants-in-aid program at $450 million per year. This represents a reduction from previous program levels based on the Committee's proposal that larger self-sufficient airports would be ineligible for such grants.

The authorization for expenditures from the Airport and Airway Trust Fund expired in 1980. Last May, the Committee reported S. 508, legislation providing such authorizations. Since that time, however, the Committee has been awaiting action on companion bills pending before the House Ways and Means and Senate Finance Committees which would set the user taxes which provide the revenue for the Trust Fund.

The administration has proposed fees which would raise substantially more revenue than that needed to fund the expenditures in S. 508. As stated, the Committee agrees that increased research, development and capital outlays from the Trust Fund for the new system are necessary. However, the Committee continues to express reservations about the size of the administration's request for FAA operations funding from the Trust Fund. Therefore, the Committee has projected expenditures from the Trust Fund for operations at the levels contained in S. 508. However, the Committee stands ready to adjust the authorization for operations upward as part of a reasonable funding and revenue proposal designed to implement the administration's airport and airspace system plan. Since the authorization legislation expired in 1980, user fees have continued to be collected on both airline tickets and aviation fuel. However, because of the expiration of this legislation, the revenues from these fees are not flowing into the Trust Fund. At the same time, the Appropriations Committee has continued to appropriate Trust Fund money for operations. Consequently, users have been contributing to FAA's operations not only with those fees which they are currently paying, but also with funds which they have paid into the Airport and Airway Trust Fund in the past. As long as this situation exists, the Committee strongly believes that in calculating the amount that users contribute to operations, credit should be given for the amount of fees users are currently paying in existing fees into the general treasury along with Trust Fund contributions.

It should also be noted that as a part of its review of the administration's new airport and airway systems proposal, the Committee will be considering whether to authorize the expenditure of facilities and equipment funds directly from the Trust Fund rather than through the authorization and appropriations process currently being utilized. The use of such "contract authority" could provide a better guarantee that the funds contributed by users toward the implementation of the new air system plan are expended for that purpose.

The aviation insurance and aircraft guaranteed loan programs are projected to have zero effect on expenditures reflecting the history of the programs. No funds have ever been required for expenditure in the aircraft

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loan guarantee program, and the aviation insurance program currently shows a surplus. The aviation insurance program will have to be reauthorized by the Committee this year. The aircraft loan guarantee program expires on October 23, 1983.

Civil Aeronautics Board administrative expenses are projected with normal inflationary increases until the Board goes out of existence on January 1, 1985. The figures for payments to air carriers assume a reduction consistent with proposals to phase out the "section 406 subsidy" to air carriers.

The National Transportation Safety Board (NTSB) expenditure level for fiscal year 1983 is that authorized by this Committee in legislation enacted last year. The Committee assumed a reduction for fiscal year 1984, consistent with the general administration policy of reducing Government expenditures. However, the Committee has recommended higher figures than the administration for the out years as concerns have been expressed regarding the ability of the NTSB to carry out its mission at funding levels below those indicated.

BUSINESS, TRADE, AND TOURISM

U.S. Travel and Tourism Administration

In 1981 the Senate unanimously approved the conference report on S. 304. This bill was signed by the President and became Public Law 97–63, the National Tourism Policy Act.

In these amendments to the International Travel Act of 1961 the Congress charged the U.S. Travel and Tourism Administration with a variety of new duties. These duties were in addition to the existing mandate that the USTTA promote foreign travel to the United States (a $12 billion industry in 1981).

Among the new duties are: (1) Responsibility for organizing and operating a Cabinet-level Tourism Policy Council whose function is to review Federal decisions impacting the tourism industry; (2) creation and operation of an industry based Tourism Advisory Board to advise the Secretary of Commerce on tourism issues; (3) formulation of an international tourism marketing plan; and (4) responsibility for implementing this marketing plan.

Naturally, all these added duties, approved by both the Congress and the President, cannot be carried out properly without sufficient resources. The budget of the USTTA was cut from $13.5 million in 1979 to $7.6 million in 1982. The Committee is insistent that this trend be reversed and that adequate funding be provided to carry out the provisions of Public Law 97–63. The Committee, therefore, is proposing a funding level of $10.5 million for fiscal year 1983.

DEPARTMENT OF COMMERCE

GENERAL ADMINISTRATION

The budget estimates are those of the administration for a number of categories including: Salaries and expenses; special foreign currency program; working capital fund; and miscellaneous trust funds-special studies, services and projects.

ECONOMIC AND STATISTICAL ANALYSIS

The budget estimates are those of the administration for a variety of activities in the Office of Economic Affairs under the Assistant Secretary for Economic Affairs. All are related to analysis of business and industrial activity for use throughout the Government.

International Trade Administration

The International Trade Administration was originally created as the Industry and Trade Administration by the Secretary of Commerce on December 4, 1977. The name was changed during a further reorganization in 1979.

The mission of the ITA is to assist U.S. industry (both the goods and service sectors) in becoming more competitive in the area of international trade. In addition, ITA produces a great deal of statistical data on specific aspects of world trade.

As the trade deficit of the United States has grown, the role of the ITA has become more critical. The future health of the U.S. economy depends in large measure on our ability to compete effectively in international markets. The Federal Government can, and should, do all it can to provide assistance to the private sector and to act as a catalyst in seeking new trade opportunities.

The Commerce Committee supports the emphasis which the Secretary of Commerce and the administration have put on the role of the ITA. For this reason, and in anticipation of the enactment of S. 1233, the Service Industries Development Act, the Committee supports the administration's request of $170 million for fiscal year 1983.

Minority Business Development Agency

The Agency was originally established as the Office of Minority Business Enterprise (OMBE), within the Department of Commerce. This was done by Executive Order 11458 issued in 1969.

On October 13, 1971, OMBE was given formal operating authority by Executive Order 11625. OMBE's name was changed to Minority Business Development Agency (MBDA) in 1979.

The mission of the Agency is to coordinate a national program of minority business creation and expansion. This is done through the provision of both financial and technical assistance to minority businesses.

The Agency is also responsible, through its Inter-Agency Council (IAC), for coordinating all Federal procurement from minority businesses. One of the principal coordinating functions involves the various set-aside programs established under section 8(a) of Public Law 95–507.

The Agency also carries out a number of localized programs designed to assist minority businesses within specific geographic regions.

The Reagan administration has proposed increasing the funding of the Minority Business Development Agency to $60 million for fiscal year 1983. The Committee supports this increase.

National Oceanic and Atmospheric Administration

OVERVIEW

With limited land-based resources being subjected to ever-increasing demands, national and international attention will continue to be directed increasingly toward the oceans as an underutilized source of protein, energy, and minerals. This will create increased pressures on the coastal zone, territorial sea, the U.S. fisheries zone, and international waters; emphasizing the need for management to balance conflicting uses. During the 97th Congress, the Committee will continue to promote development of American industry while protecting fragile ocean and coastal resources. The National Ocean Policy Study, comprised of members of the Committee along with ex-officio members from all standing committees in the Senate with major ocean-related jurisdiction will be very active in considering and developing policy and legislative recommendations on various matters of national and international ocean policy.

WEATHER PROGRAMS

Basic environmental services

This program includes surface, marine, upper air, radar, and satellite observations of the atmosphere and oceans in sufficient density, frequency and quality to serve as a foundation for forecast, severe weather and hurricane warning, and environmental quality assessment services of NOAA, domestic and foreign government agencies and other domestic users.

The administration has proposed closing 25 full time and 20 part time weather service offices in fiscal year 1983, in addition to 18 stations which were previously scheduled for closing in fiscal year 1982. The Committee does not feel that sufficient justification has been provided to curtail these services and has authorized additional necessary funding to maintain all stations in fiscal year 1983.

Specialized environmental services

These programs provide worldwide environmental data and information on the atmospheric, marine, solid earth, ionospheric and solar-terrestrial disciplines as a basis for decisions concerning the development and preservation of natural resources; public health, safety and welfare; and the understanding and efficient use of the environment. It also provides agricultural weather service for selected conditions and warnings for weather conditions likely to encourage fires.

Earth satellite services

This program provides monitoring and prediction of atmospheric, oceanic and space environments; maintains an operational polar-orbiting environmental satellite system; obtains near-continuous observation of the Earth's Western Hemisphere and its environment; and uses existing satellite technology for improved environmental monitoring, prediction, and warning, as well as to develop new and improve satellite sensing systems and techniques for obtaining environmental data. NOAA has a system of geostationing and polar-orbiting satellites.

Public forecast and warning services

This program provides weather forecasts, marine prediction services, hurricane and tornado warning services, river and flood forecasts and warn-

ing services and planning information. The administration has proposed a reduction in the service by eliminating some of the weather service offices. The Committee believes this decision needs further review.

National Climate Program Act

The National Climate Program Act is intended to provide the Nation with increasing capability to respond and adapt to changes in climate. This requires a continuing Federal commitment to this program, since its scope is national.

In the entire Nation, agriculture, housing and water, energy and transportation systems are vulnerable to sustained periods of adverse weather. In these circumstances, the capacity to predict climate fluctuations will produce significant nationwide economic and social benefits. Continued support for the National Climate Program Act will increase the scientific understanding of natural and man-induced climatic change; achieve more effective use of existing data; and respond more effectively to climate-induced problems for humans and the environment.

Weather Modification Management Act

Weather modification is the intentional alteration of atmospheric conditions for human purposes. Past efforts in weather modification have been fragmented and undirected. In the 96th Congress legislation was passed to coordinate weather modification efforts into a national policy.

The National Weather Modification Policy Act directed the Secretary of Commerce to develop a national policy and to recommend a national weather modification research and development program. A Weather Modification Advisory Board was appointed in 1977 to assist the Secretary with this task.

FISHERIES AND LIVING MARINE RESOURCES

The Committee notes that the National Marine Fisheries Service is operating with fewer personnel and only slightly more funding (in uninflated dollars) than in 1972—despite major new responsibilities in marine mammals, fisheries management (200-mile limit), fisheries development and many other areas. The fiscal year 1983 base budget only marginally provides for servicing the NMFS mandate. The Committee, therefore cannot accept the administration's proposals to significantly reduce the Agency. With few exceptions, the Committee recommends level funding of each line item. The only proposed increases are for the fisheries development program—to reduce the $3 billion fisheries trade deficit and for the State grants program to help States manage nearshore fisheries.

Marine resources monitoring, assessment and prediction (MARMAP)

The primary source of data and analysis supporting fisheries management and conservation of U.S. fisheries resources is the MARMAP program. This program conducts surveys, analyzes catch data, prepares resource assessments and predictions on a continuing basis of the important fish stocks, provides descriptions and analyses of marine production systems, defines the biological, physical, and chemical environmental conditions of living marine resources, and develops improved survey and analytical methods to provide more efficient surveys and analyses. The MARMAP program's collection and analysis of the above information is essential to the Nation's ability to solve many of its fishery problems. The Committee recommends that each line item of this program continue at the fiscal year 1983 base personnel and funding level.

Conserving marine resources

Man's activities have injured many species of marine mammals and fishery resources through destruction of habitat needed for procreation and through overexploitation. Several Federal programs are designed to minimize the adverse impacts of man's activities on living marine resources and

their ecosystem. These programs conduct research on the effects of pollution and habitat alterations, provide advice on the impact of alterations to decisionmakers, monitor the status of and conduct research on marine mammals and endangered species, provide services to residents of the Pribilof Islands, and deal with the northern fur seal issue on the islands.

The Committee believes that irreparable harm could be done to vital coastal fishery nursery areas if habitat research and protection activities were to be significantly reduced and recommends that this work be maintained at the fiscal year 1983 base level (except for the Oxford Laboratory closing, which is accepted). Further, the Pribilof Islands and marine mammal programs should be maintained at the fiscal year 1983 base level. The endangered species program reduction is accepted as proposed.

Restoring and increasing fishery resources

Many of man's activities which have adversely impacted U.S. fisheries can be ameliorated through programs designed to restore or increase fishery resources. These programs include assistance to State activities as well as direct action in artificial propagation and making streams passable by fish, research on aquaculture of marine species and a program directed at compensating Columbia River fishermen for the damage to fishing caused by the construction of Federal dams.

The Committee recommends that these programs be maintained at the fiscal year 1983 base level.

Managing and using fishery resources

The fishery resources under control of the United States represent as much as 20 percent of the world's total. When developed to their full potential and if managed for optimum yield they will greatly enhance employment, GNP and the balance of trade (presently we have nearly a $3 billion deficit in fishery trade). The Federal program to develop and manage fishery resources consists of several activities which (1) foster State and industry research and development through cost-sharing, (2) provide fisheries law enforcement, (3) provide technological, economic and statistical research and findings for commercial, recreational and consumer interests, (4) develop foreign and domestic seafood markets, (5) represent U.S. interests at the international level, and (6) provide technical and financial assistance to the eight fisheries management councils.

The Committee concurs with the administration's proposal for level funding of international fisheries management and fisheries enforcement, but requests a more modest reduction in funding of the fishery management councils. The Committee does not agree with any other proposed line item reductions and recommends that these be funded at the fiscal year 1983 base level. The Committee further requests that the account "promote and develop" transfer to O.R. & E. not exceed the amount that would leave a balance of $20 million to fund the three fisheries development line items; and that the fisheries development project line item receive at least 50 percent ($10 million) of these moneys, as required by the American Fisheries Promotion Act of 1980. Fisheries development funding is derived from 30 percent of import duties assessed on fish and fish product imports. This is the same program that has worked so well in developing U.S. agriculture. The Committee requests that the "promote and develop" funds be maintained distinct from regularly appropriated funds.

Fisheries financial support services

Several Federal financial programs are operated to give small business fishermen (90 percent of the total) access to private sources of equity and long-term debt capital to finance vessel construction and reconditioning. The administration's request partially funds the administrative costs for running the programs with the balance of the expenses funded through fees

collected under the programs. The Committee concurs in the request for level funding of these programs.

Fishing vessel and gear damage compensation fund

This fund provides compensation to fishing vessel owners whose vessels or gear is damaged as a result of foreign fishing operations in the U.S. Fishery Conservation Zone. The fund is primarily derived from a surcharge placed on foreign fishing permit fees. The Committee recommends a funding level of $3 million.

Fishermen's contingency fund

This fund is designed to compensate fishermen for damage or loss of fishing gear, and any resulting economic loss, due to oil and gas exploration, development, and production. The fund is financed by assessments on the oil and gas industry. The Committee recommends a level of $900,000.

Foreign fishing observer fund

This fund is used to finance the salaries, administrative costs and data management costs associated with the placement of observers aboard vessels fishing in waters subject to U.S. jurisdiction. The fund is completely financed from fees paid by foreign fishing vessels. Since tax moneys are not used to finance the program, the Committee believes that appropriations to operate this program should not be necessary and will make the legislative changes needed to accomplish this. The Committee supports 100-percent coverage of foreign vessels fishing in U.S. waters.

Federal ship financing fund, fishing vessels

This program provides Federal loan guarantees to help finance the construction of fishing vessels and shoreside fisheries support facilities. The program is self-supporting using fees charged to participants in the program. The administration proposes to impose a $25 million limit on loan guarantees for fiscal year 1983. In light of the importance of this program and the expected demand for guarantees from the processing industry, the Committee opposes the imposition of a limit by the administration. The limit imposed by Congress provides adequate control of guarantee commitments.

OCEANIC AND OTHER PROGRAMS

National Advisory Committee on Oceans and Atmosphere

The National Advisory Committee on Oceans and Atmosphere (NACOA) was established by Public Law 92–125 in 1971 as a result of recommendations made by the Stratton Commission in its seminal work on ocean policy, "Our Nation and the Sea," published in 1969. The purpose of the advisory committee has been broadened somewhat over the years by the Congress, and now includes the review of national ocean policy, coastal zone management, and the status of Federal marine and atmospheric science and service programs throughout the Federal Government. NACOA reports to the President and the Congress on these matters, while advising the Secretary of Commerce on the activities of the National Oceanic and Atmospheric Administration.

The Committee intends to examine NACOA's contribution to the Congress and the Nation in authorization hearings this year. A previous concern of the Committee has been the responsiveness of NACOA to the Congress. These issues, including NACOA's direction and role will the considered before the Committee. The Committee supports the administration's request.

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National Ocean Pollution Planning Act/ocean dumping

The National Ocean Pollution Planning Act designates NOAA as the lead agency responsible for overseeing the Federal effort to address ocean pollution. Title II of the Marine Protection, Research and Sanctuaries Act of 1972 authorizes research investigations and experiments designed to determine methods of minimizing the effects of ocean dumping. These responsibilities include scientific assessment of the impact on the marine environment from spills of petroleum products. The Committee supports the administration request.

Coastal zone management

Gradual phase-down of Federal support to States under the Coastal Zone Management Act is economically appropriate. The Committee supports the administration request.

National sea grant program

The National Sea Grant College Program Act of 1976 was passed to establish an educational and research base for both basic and applied marine research. Patterned after the land grant college program, it provides for a three-pronged mission addressing marine education, research, and advisory programs, which relay practical information and assistance to marine resource users.

The Committee feels that the sea grant program has been eminently successful and cost effective and may play a more effective role in local coastal zone management programs and fisheries management responsibilities of the regional councils. The Committee feels that the sea grant program has justified its continued support and should not be subject to elimination. Continued funding is proposed.

Mapping and charting

This activity allows NOAA to establish and maintain a national network of horizontal and vertical geodetic control networks. These networks are vital for aeronautical charting and for measuring horizontal and vertical movements in the Earth's crust in earthquake-prone regions.

The Committee supports the administration's request.

The Committee will examine separately the administration's user fee legislation which is intended to recover additional funds from the sale of nautical and aeronautical charts.

Marine technology

A number of technological programs are combined in NOAA's marine technology: oceanographic instrumentation, development and calibration which provide oceanographic data in support of NOAA marine programs. Also ocean engineering is included. This activity seeks to advance the state of ocean technology by providing effective response to engineering requirements generated by the increasing level of ocean activity and obtaining surface, subsurface, and upper air observations of the atmosphere and ocean.

Ship support services

This program provides operational ships and associated personnel, instrumentation, and equipment to support and conduct NOAA's marine programs. NOAA's fleet of vessels support hydrographic surveys, oceanographic baseline data acquisition, marine charting and research in such areas as ocean dumping and living marine resources. The vessels are staffed with NOAA Corps commissioned officers, wage marine employees, and civilian technicians and can rely on a number of support facilities. The Committee supports the administration request.

Executive direction and administration

Substantial reductions are proposed by the administration in large measure as a result of centralizing NOAA administrative functions; for example, congressional relations, public affairs, and legal counsel at the Department level. The Committee is concerned that full implementation of these measures will compromise the responsiveness of NOAA to the Congress.

COMMUNICATIONS

Federal Communications Commission

The Federal Communications Commission (FCC) is responsible for the regulation of international and interstate communications by radio, television, wire, and cable. As such, the FCC is involved in the following areas: domestic common carrier, including rural telecommunications; international common carrier; broadcasting, including political broadcasting; cable television; and nonbroadcast radio services.

The Committee is in the process of amending the Communications Act in a manner consistent with the deregulation already undertaken by the Congress in the airline, trucking, and railroad industries. The Committee has closely monitored recent actions by the FCC to promote competition and to provide some deregulation in the telecommunications industry. In general, the Commission has proceeded in the right direction. However, the Commission's decisions are subject to judicial review and future revision by the agency itself. In addition, they were made in the context of the 1934 act, which was written before recent technological advances could have been predicted. Thus, the FCC and the courts have been establishing national telecommunications policy rather than the Congress. The Committee believes that the Congress must assert an appropriate policymaking role, and insure, through vigorous oversight, that the Commission carries out the congressional mandate.

The Committee's deregulatory efforts, coupled with effective systematic oversight, should ensure that there will be areas of Commission operations whose costs can be reduced substantially. Efficiencies created through deregulation and oversight will be reflected in the proposed authorization ceilings. Additionally, with respect to areas that may be unaffected by oversight and deregulation, the Committee recommends restraint in expenditures for regulatory activities involving communications.

National Telecommunications and Information Administration

The National Telecommunications and Information Administration (NTIA) is charged with the task of: formulating policies to support the development, growth, and regulation of telecommunications information and related industries; furthering efficient development and rise of telecommunications and information services; providing policy and management for the use of the electromagnetic spectrum; and providing telecommunications facilities grants to public service users. Congress has authorized the facilities program through fiscal year 1984 as follows: $20 million for fiscal year 1982; $15 million for fiscal year 1983; and $12 million for fiscal year 1984.

The Committee believes that while NTIA's role has, and continues to be, invaluable to the Congress and the industry, its budget must reflect restrictions in overall Federal spending.

Corporation for Public Broadcasting

The Corporation for Public Broadcasting (CPB) is a private corporation whose establishment was authorized by Federal law. It is responsible for the expenditure of Federal funds appropriated by Congress for the support of public telecommunications.

The Committee's budget recommendation for CPB reflects its intent to gradually reduce the Federal role in public broadcasting, while attempting

to induce greater efficiency into the expenditure of the constricted dollar. CPB has been authorized through fiscal year 1986 pursuant to Public Law 97-35 at $130 million for each of fiscal years 1983, 1984, 1985, and 1986. Funds have been appropriated to CPB through fiscal year 1983 pursuant to the Public Telecommunications Act of 1978.

CONSUMER

The last decade and a half has seen the enactment of many far-reaching proposals to provide consumers with increased protection in such areas as consumer product safety, poison prevention packaging, warranties, motor vehicle safety, and unfair or deceptive business practices.

In an effort to ensure that these programs are achieving the goals set out for them by the Congress, the Committee will continue its oversight of agencies having responsibility for administering these programs and make appropriate recommendations to ensure their effective operation.

Federal Trade Commission

The Federal Trade Commission (FTC) is empowered to prevent "unfair methods of competition" and "unfair or deceptive acts or practices." The FTC Improvements Act of 1980 required, among other things, that the FTC undertake significant changes in its procedures for conducting investigations and rulemakings. During the first session of this Congress, the Committee monitored the agency's compliance with the Improvements Act and the changes suggested for the agency in connection with proposed overall budget reductions. A 2-day oversight hearing was conducted on FTC enforcement activities concerning professionals, such as doctors, lawyers, and dentists.

In the second session, the Committee expects to undertake a broader review of FTC activities in connection with the agency's reauthorization. In addition to jurisdiction over professionals, issues of interest to the Committee are the agency's "unfairness" authority, premption of state law, regulation of commercial advertising, antitrust policy, and the provision added by the Improvements Act for Congressional review of new FTC rules.

Fire Prevention and Control

The importance of fire prevention and control has received national attention after recent large hotel fires caused the death of numerous people. The Federal Fire Prevention and Control Act of 1974 was designed to assist States and firefighters in promoting fire prevention and control. The National Fire Academy, which was established by the act, has been operating fire safety training programs for over a year. Although the act has already been reauthorized for fiscal year 1983, the Committee will continue to review the activities of the Academy and assumes continuation of the U.S. Fire Administration and the impact of their programs on fire injuries, deaths, and property loss. Other issues of interest to the Committee are State fire codes, smoke detection regulations, arson, firefighting equipment, and rural firefighting.

The amount recommended for fiscal year 1983 for fire prevention and control is approximately equal to fiscal year 1982 spending for the National Fire Academy and assumes continuation of the U.S. Fire Administration. Recommended funding for the Center for Fire Research, which also approximates fiscal year 1982 levels, is included with the Committee's funding recommendations for the National Bureau of Standards, rather than with the fire program here.

Consumer Product Safety Commission

In 1972, Congress created the Consumer Product Safety Commission in an attempt to reduce consumer product related injuries and deaths in the

United States. Since that time there has been substantial concern that the agency has not been effective in carrying out its statutory mandate. The Committee conducted extensive hearings at the time of the Commission's last reauthorization and made several changes in the agency's statutory scheme. The Committee intends to examine carefully implementation of these amendments to determine whether they have resulted in the more effective operation of the agency. In addition, the Committee will review all aspects of Commission enforcement, research, and standard-setting activities.

MERCHANT MARINE

U.S. Coast Guard

The Coast Guard is the principal maritime safety and law enforcement agency. Over the years the Coast Guard's role has expanded substantially. It not only absorbed the International Ice Patrol, the old "Lifesaving Service," the Lighthouse Service, and the Bureau of Marine Inspection, parts of the U.S. Customs Service and the Corps of Engineers, but also received a broad variety of new assignments by virtue of numerous laws passed by Congress in the 1970's. Since 1967, when it was moved from the Treasury Department, the Coast Guard has been part of the Department of Transportation (DOT).

REQUIRED AUTHORIZATIONS

There is growing concern over the state of the U.S. Coast Guard, directly related to the additional responsibilities which have been levied upon it without a commensurate increase in funding, personnel, and capital plant.

The Committee will pay particular attention to the four following problem areas during the authorization process:

Increased responsibilities

Although the Coast Guard's budget has increased at the rate of about $100 million a year, its workload has also increased significantly due primarily to three factors: (1) Increased marine activities; (2) additional legislative mandates; and (3) increased law enforcement by order of the President. Since 1977 there have been dramatic increases in search and rescue responses, foreign vessels inspected, oil pollution removal, fisheries and law enforcement boardings, drug enforcement, and immigration patrol efforts.

Shortage of cutters

The cutter fleet has not expanded to meet the increased duties noted above. In addition, many of the existing cutters have reached the end of their useful life, many have severe maintenance problems, others need major renovation of their living quarters.

The Commandant of the Coast Guard has estimated that the service will need an additional 57 cutters by the mid-1980's to meet its mission standards. The Commandant believes that the hardware budget will need to be increased from approximately $400 million annually to $700 million to accomplish this goal. Year after year efforts of the Coast Guard to rebuild its capital plant, reflected in its budget submissions to the Secretary of Transportation, have been strongly rebuffed by budget personnel in the executive branch hierarchy.

Between 1991 and 2000, the Coast Guard has also estimated that 174 cutters then existing will require renovation and/or replacement. The cutter shortage and maintenance problems have been verified by a GAO study done at the request of the Commerce Committee, as well as by the Library of Congress' Congressional Research Service.

Personnel shortages

The Coast Guard has estimated that an additional 8,200 positions are needed now; about half are needed to support recent legislative mandates. The remaining positions are needed to reduce the average workweek of search and rescue personnel and for fisheries law enforcement. In Oregon

and Washington, for example, search and rescue personnel at 8 out of 11 coastal units average 80 and 90 hours a week in the winter (October to April) and 110 hours a week in the summer.

In an effort to quell the exodus of experienced military personnel leaving for higher paying jobs on the outside, the Congress has passed legislation in the past 2 years to boost military pay and entitlements, but inadequate program funding threatens to defeat these efforts by preventing Coast Guard personnel from doing the professional job they seek to do.

Sacrifices in mission performance in certain areas

Although working hours have been extended in many mission areas (that is, search and rescue), the increased workload without increased personnel has meant that other mission areas have suffered.

For example, in the port safety program, instead of boarding half of those vessels known to be handling dangerous cargoes, the Coast Guard boards less than a quarter. In the marine environmental protection program, the Coast Guard is conducting approximately half the desired number of harbor pollution patrols, and for remote harbor areas, patrols are averaging once every 3 months as compared to the mission performance standard of once a week.

In anticipation of this year's authorization process, the Committee has received from the Congressional Research Service a thorough review of the Coast Guard's funding levels for hardware and personnel. Particular attention will be given to the Coast Guard and its national security role. The Committee will also carefully examine the Coast Guard's maritime drug enforcement program, a program which experts concede stops only a small percentage of the illicit drug traffic entering the United States annually.

Recent budget cuts and future response

The fiscal year 1982 appropriations which passed Congress and were signed into law fell $46 million short of the amount needed for operating expenses. Thus the Coast Guard announced the decommissioning of cutters, closure of vessel inspection and documentation offices, closure of search and rescue stations, discontinuing of port marine traffic control systems, and the release of 3,700 military personnel. There was simply insufficient funding in the fiscal year 1982 budget for the Coast Guard to maintain its current level of services.

Emergency supplemental appropriation bills have been introduced in both the House and Senate to reinstate the necessary $46 million. A substantial additional amount of supplemental appropriations will be needed for military and civilian pay raises, entitlements increases, fuel cost hikes, and a number of other overhead cost increases.

The Commandant, CRS, and GAO agree that the Coast Guard has been, and continues to be, grossly underfunded in view of the critical missions it is required by law to perform.

For fiscal year 1982, the acquisition, construction, and improvement (A.C. & I.) funding totaled $684 million. The Committee applauds this long-awaited, much-needed demonstration of support, and proposes that this level of funding be maintained for fiscal year 1983 and beyond. To avoid further reductions in Coast Guard services, closures of search and rescue stations, release of military personnel, and general deterioration in the Coast Guard's ability to meet its congressionally mandated duties, the Committee urges an increase in the operating expenses account.

Maritime Administration

The primary objective of the Maritime Administration and its programs is to assure a strong U.S. merchant marine by promoting the U.S.-flag merchant marine and private shipbuilding industry in our country in times of peace and to insure the defense readiness of both in the event of war or other national emergency. Grave doubts regarding the effectiveness of our

promotional programs in recent years have prompted the Reagan administration thoroughly to reevaluate our maritime policies. The Committee expects to receive the recommendations of the Department of Transportation this spring. Consequently, the Committee plans to conduct oversight hearings with the prospect that subsidy programs may be revised or replaced and may consider alternative means of achieving a strong merchant marine by removing disincentives to investment in this vital industry. Funding levels in future years are thus speculative. For fiscal year 1983, the Committee's proposed budget follows the Administration's funding requests.

Ship construction (CDS)

In order to maintain a base of efficient shipbuilding and ship repair facilities, the law authorizes the Secretary of Commerce to equalize the cost disparity which exists between U.S. and foreign shipbuilding prices through the payment of a subsidy to U.S. shipyards. To be eligible for CDS, a vessel must be built in an American shipyard, owned by American citizens, manned by an American crew, and operated under the U.S.-flag in the Nation's essential foreign commerce. As in fiscal year 1982, no new CDS funds will be authorized. The Committee, however, expects naval construction to provide substantial new work to U.S. shipyards.

Operating-differential subsidies (ODS)

The Secretary of Commerce is authorized to pay ODS to U.S. shipping companies in order to achieve cost parity in seamen's wages, vessel insurance, and maintenance and repairs not covered by insurance. ODS is intended to assure that American shippers will have regular and competitive freight rates.

In order to receive ODS, companies must assume rigid, long-term contract obligations and operate under strict operating limitations as to trade routes and services. Financial obligations are also involved. Companies must place a part of their earnings in capital reserves for use in vessel replacement. Authorizations will be sufficient to meet the Maritime Administration's contractual obligations.

Research and development

This program develops methods, systems, and equipment for the U.S. shipbuilding and ship operating industries to be more productive and to be more competitive with foreign shipbuilders and ship operators. Programs are aimed at development of information and technology that will result in lower shipbuilding costs, operating costs, and Government subsidies for both ship construction and operation. Substantial participation of industry is obtained through cost sharing. Increased funding of about $5 million results from shifting a Coast Guard program to the Maritime Administration's account.

MarAd operating expenses

Included herein are the National Defense Reserve Fleet costs, expenses related to the development and use of waterborne transportation systems, and the costs of general administration. Funding will permit no growth in operating expenses.

Provision is made for maintaining U.S. Merchant ships in the National Defense Reserve Fleet for service as naval and military transport auxiliaries in time of war and national emergency and for emergency preparedness activities.

The remaining provisions are to support the MarAd programs, including those for ship construction, ship operations, and operating-differential subsidies, and research and development. The support program encompasses personnel costs, executive direction, and administrative support.

The primary objective of these support activities is to improve operations and increase the productivity of the U.S. merchant marine in both foreign and domestic trades.

Maritime education and training

This activity provides for operating the Merchant Marine Academy at Kings Point, N.Y., in accordance with the Merchant Marine Act, 1936. The objective of the Academy is to instruct and prepare selected personnel for service as officers in the merchant marine.

This activity also implements the Maritime Academy Act of 1958, by providing assistance to States in the operation and maintenance of maritime academies or colleges for the training of merchant marine officers. This assistance involved grants to the State schools, subsistence payments in support of cadets, and furnishing vessels to be used as training ships.

Finally, this activity includes the extension and correspondence courses authorized under section 216(c) of the Merchant Marine Act. MarAd provides classroom training for all eligible applicants at regional training centers. This training includes courses in the use of shipboard collision avoidance radar, gyrocompass operation and maintenance, use of loran C navigation system, the operation of diesel propulsion systems, and field exercise in shipboard firefighting.

Federal ship financing fund

The Federal ship financing fund is a revolving fund established under title XI of the Merchant Marine Act, 1936, as amended. This program was established to assist in the development of the U.S. merchant marine by guaranteeing construction loans and mortgages on U.S.-flag vessels built in the United States. It enables eligible vessel owners to obtain long-term financing at interest rates comparable to those available to financially strong, AAA-rated corporations. Title XI includes a statutory limitation on total guaranteed loans outstanding of $12 billion, about $9 billion of which is available for merchant vessels. This limitation applies to the guarantee programs of both the Maritime Administration and the National Oceanic and Atmospheric Administration.

At fiscal 1982 year end this program's total commitments and guarantees for merchant vessels will reach an estimated $8.302 billion. Additional commitments during fiscal year 1982 are estimated to be $600 million.

Federal Maritime Commission

Our shipping regulatory policy is embodied in the Shipping Act, 1916, and is administered by the Federal Maritime Committee (FMC). Our regulatory policy is intended to safeguard against agreements and practices in the U.S. liner trades which would be detrimental to the commercial interests of the United States. To that end, all carriers operating in the foreign commerce of the United States, whether U.S.-flag or foreign, whether subsidized or not, whether conference members or independents, must compete openly and fairly with one another. The Committee expects to report S. 1593, a revision of the Shipping Act, which will substantially reduce regulation of international liner shipping by the FMC.

The FMC also has regulatory jurisdiction over certain closely related domestic activities such as ocean freight forwarding and terminal operations at U.S. ports as well as over the domestic offshore commerce of the United States moving by ship between points on the U.S. mainland and any other possessions, States, or territories of the United States. The Committee also intends to determine whether the domestic offshore trades should be deregulated in any manner.

SCIENCE, TECHNOLOGY, AND SPACE

National Aeronautics and Space Administration

Space activities

The National Aeronautics and Space Administration (NASA) was established to implement the policies and purposes of the National Aeronautics and Space Act of 1958 (Public Law 85–568). Objectives set forth in the act include:

The expansion of human knowledge of phenomena in the atmosphere and space;

The development and operation of vehicles capable of carrying instruments, equipment, supplies, and living organisms through space;

The preservation of the role of the United States as a leader in aeronautical and space science and technology and in the application thereof to the conduct of peaceful activities within and outside the atmosphere;

The most effective utilization of the scientific and engineering resources of the United States, with close cooperation among all interested agencies of the United States in order to avoid unnecessary duplication of effort, facilities, and equipment.

Subfunctions 253, 254, and 255 encompass interdependent activities in space science, space applications, space transportation systems, space technology and supporting functions which are designed to acheive these objectives.

The United States, in the 24 years since the adoption of the Space Act, has established a capability to develop and operate space systems; demonstrated the utility of space to weather forecasting, communications, remote sensing, and other national needs; advanced significantly our knowledge of the solar system; developed a new medium for international cooperation; made significant contributions to the national research and technology base; and increased our industrial base resulting in a substantial return on our investment.

Space applications initiatives in weather forecasting and communications have resulted in operational systems that are an accepted and essential part of our daily activities. Earth resources monitoring is being transferred to an operational status. It is also clear that climate research, energy generation, manufacturing in zero gravity, advanced communications technologies, and other areas of research and application may offer equally vital contributions to the future national welfare. NASA projects are technically complex and, in addition to their direct contribution to science and other national needs, continually force advancement of the state-of-the-art, thereby enhancing our national technology base in materials, electronics, computer technology, and other areas. The advancement of these technologies are clearly critical to our national defense needs and our economic security.

Unlike our preeminent position in space 10 years ago, countries in Europe and Japan are beginning to play a very active and aggressive role in the exploration and utilization of the space environment and the U.S.S.R. continues to advance its presence in the space environment. During the past 6 years, while the United States has followed a path or retrenchment of our space capabilities, the U.S.S.R. has aggressively exploited understanding man's ability to adopt to the space environment for extended lengths of time.

Recent testimony before this Committee has indicated that the Japanese space policy includes an aggressive program to promote the development and utilization of space communications systems with a strong focus on conducting the relevant research and development for advanced communications systems. In the area of remote sensing, the French are developing an operational satellite system (SPOT) for Earth observation applications. This system, planned for launching in 1984, will provide information for land use planning, vegetation assessment, and geologic assessments, with a technical capability that offers them the possibility of serving the expanding world market. Additionally, the French have developed the Ariane rocket for launching space payloads. This launch system has just recently been declared operational, and the French will aggressively compete for a signficant share of the commercial market.

Even with regard to space exploration, we now see missions planned by the Soviet Union, Japan, and the European Space Agency. They are planning missions to go to Halley's comet when it enters our solar system in 1986, an event that occurs only once every 76 years. The United States will be conspicuously absent from this endeavor. We have also begun to see a much greater funding support for space science from the rest of the world. Foreign nations' space activities are being aggressively pursued for their commercial and scientific value and present evidence of worldwide competition for markets and leadership in the civilian space arena. Unless the United States maintains and expands its current technical base, the significant economic returns from the utilization of space activities will accrue to other countries.

The Committee recognizes the needs for a broad U.S. economic recovery program that includes budgetary restraint with an appropriate investment in the future. The Committee feels strongly that NASA can and will contribute to our national economic recovery program and will help sustain that recovery. The Committee's recommendation for NASA in fiscal year 1983 would help maintain the U.S. technical base which is so essential in meeting national security, economic and other national needs.

The Committee's recommendation for fiscal year 1983 is based upon ensuring that our national security needs are met and maintaining essential technical capability to support our economic stability and national security needs and our leadership posture. The Committee is recommending $6.3 billion (with outlays of $6.2 billion) in new budget authority for fiscal year 1983. The Committee continues to believe that the Space Shuttle is of the highest priority and the budget recommendation reflects this commitment to full operations of the Space Transportation System.

However, the Committee is particularly concerned about maintaining a balanced space program as set out by the National Aeronautics and Space Act of 1958. This approach is vital to full utilization of the Space Shuttle capability as a unique system as well as to support of our leadership within the space community.

The projections for fiscal years 1983 through 1987 are designed to maintain at least an equivalent level of activity throughout this period. This includes a minimum funding level for operational use of the Space Shuttle and maintaining a basic capability for utilization of the space environment to further national objectives.

NASA activities are project oriented, with each project a multiyear activity moving from a study phase to development to operation and finally to data analysis and/or operational status. Projects are also characterized by a funding curve with peak funding requirements paralleling the peak of development activity. Accordingly, an annual NASA budget represents a series of funding curves in various stages, that is, initiation, buildup, peak, and tailoff.

The Committee's recommendation for the out years does include new programs. In past years these initiatives have been included in the out-year estimates by both the administration as well as the Committee and the

Committee believes that the administration's support for science and technology should be reflected in these projections. While specific new initiatives are not identified they will be similar to, will build upon, or be complementary to current activities in space science, applications and technology. Although many existing programs have been reduced or terminated as a result of fiscal constraints, the Committee assumes that new starts will occur in a phased manner and that the overall balance between space science, including planetary exploration, space application and space technology and the rest of the NASA budget will be in a proportion consistent with previous years in meeting the objectives of the Space Act. Additionally, the Committee continues to support fully the Space Shuttle program and its transition from a research and development program to an operational system. Consistant with this view is the continued belief that a fifth orbiter for the Shuttle fleet is essential and therefore the Committee recommendation includes a level of funding for procurement of long-lead items for the fifth orbiter and the out-year funding levels include production costs for the fifth orbiter. Consistent with meeting national requirements and maximizing the Shuttle capabilities, the funding levels include an increase for high energy upper stage development to meet our national needs through the end of the decade. This increase is included for fiscal year 1983, but a savings from the current NASA projections will be in the out-years for this effort. The Space Shuttle will be a vital element to our operations in the space environment and the Committee supports these efforts that will both meet our national security requirements and encourage industry to invest in utilizing space for its social and economic benefits.

Air transportation

The aeronautical research activities of the National Aeronautics and Space Administration are conducted under the National Aeronautics and Space Act of 1958, that act having assigned all responsibilities of the National Advisory Committee for Aeronautics to NASA. These activities basically encompass basic research, technology development and validation with applied research, design, prototype development and production normally carried forward by the military services or in the case of civil aircraft, by private industry. Accordingly, the NASA effort is characterized by many research tasks in the fields of aerodynamics, structures, materials, avionics, propulsion, aircraft operations and safety, and human factors conducted in laboratories at four NASA installations and through contracts with industry and universities. The Committee is recommending $554 million for NASA's aeronautics research and development program for fiscal year 1983, with outlays of $549 million.

Over the past 50 years a unique partnership has been established between NASA and its predecessor, the National Advisory Committee on Aeronautics and the industrial and academic communities. This remarkably successful partnership has led to the U.S. worldwide preeminence in both the military aircraft and the commercial transport markets. So successful has this Government/industry team been that a number of foreign governments and industries have formed the same relationship in order to challenge U.S. dominance during the next decade. The commercial aircraft and military aircraft resulting from these foreign government/industry teams have already made significant cuts in the U.S. market with negative economic impacts on our domestic economy.

Our latest statistics reflect a decline in U.S. dominance. Recent studies have shown that commercial aircraft manufacturers have lost 20 percent of their market over the past few years. The commuter aircraft market appears to be dominated by foreign competition. In rotocraft transport component production and high performance military aircraft the same trend can be seen. Several foreign nations have included aircraft development and production as part of their national industrial plans. Their target is to displace the United States from its leadership position in this decade. During

1981 U.S. aviation exports decreased to an estimated level of about $11.3 billion from its 1980 level of about $14.5 billion. Aviation imports in 1981 grew to an estimated level of $3.4 billion from its 1980 level of $1.2 billion. Net aviation contribution to trade balance shrunk from its 1980 level of $13.3 billion to an estimated 1981 level of $7.9 billion.

The Committee strongly supports the unique relationship between NASA and industry and at a time when we are being strongly challenged from abroad, feel that this relationship should not be altered until and unless the Committee is confident it can be altered for the better. Consequently, the Committee's recommendation does continue to include support activities which have led to our preeminence in international aviation. This includes continued funding for systems technology programs currently established and new initiatives in the out-year projections. While specific new initiatives are not identified, they will be similar to, will build upon or be complementary to current activities of NASA's aeronautics research and technology base activities and their systems technology activities.

The otherwise negative impact on the U.S. economy, the administration's support for science and technology, and the administration's desire to encourage Government/industry relationships combine to demand support for a strong aeronautics research and development program.

National Science Foundation

The National Science Foundation has the major responsibility for Federal support of basic research, engineering and scientific and technical education. This responsibility is unique among the Federal agencies, in that it encompasses the overall health of science across all disciplines, in contrast to other agencies that support research directed to specific missions. Further, the Foundation performs its mission primarily through grants and contracts to more than 2,000 colleges and universities and other research institutions in all parts of the United States. It is in these centers that the bulk of the Nation's basic research is accomplished and the scientific and engineering professional manpower is trained.

The Committee generally agrees with the administration's proposed budget for NSF, particularly the funding level proposed for the mathematics, physical and biological sciences.

There are however certain concerns of the Committee which will be addressed in its authorization hearings for the Foundation. Research instrumentation in universities is widely recognized to be out of date, with important implications for the conduct of research and the education of scientists and engineers. Although budgets are increasing for the science and engineering directorates, the number of research projects is estimated to decrease, as are the number or scientists and graduate students who will be supported. Another issue of concern is the place of social and economic sciences in the program of the NSF. Science and mathematics education is much in need of reform starting at the earliest educational levels. There issues, in particular, will influence the authorization levels which the Committee will approve for the NSF.

National Bureau of Standards

The overall mission of the National Bureau of Standards is to help advance the Nation's science and technology base and to facilitate the effective application of science and technology for public benefit. To this end, the Bureau concentrates on providing a national system for physical measurement and services to improve the use of materials and application of technology to industry.

During the next 5 years, the Bureau will continue its current activities, with special emphasis on restoring and building scientific and technical competence in areas which may have received inadequate attention during

the past few years, or in areas likely to be placing new demands on the Bureau in the future.

The administration's budget includes substantial reductions for the Institute for Computer Sciences and Technology (ICST) in anticipation of a transfer of ICST from NBS to General Services Administration—such a transfer will require congressional approval.

National Technical Information Service

The National Technical Information Service (NTIS) provides technological, scientific, economic, and engineering information services to business, industry, Government and other interested individuals and organizations. NTIS serves as the primary source for public sale of Government-sponsored research and engineering reports and information on Government inventions.

The administration has proposed establishing a revolving fund to cover the costs of NTIS operations and to handle the user fees which are expected to support entirely NTIS operations. NTIS has endeavored to recover, through user charges, routine operating costs involved in providing NTIS services.

National Earthquake Hazards Reduction Act

The human, economic, and social impact from future damaging earthquakes in the United States can be very large. Measures to reduce the hazards of earthquakes can be developed including earthquake prediction, improved construction methods, and public education. A coordinated national program in earthquake hazards reduction would substantially reduce the risks to human life and property.

The National Earthquake Hazards Reduction Act of 1977 provides for the development of measures to reduce risks from future damaging earthquakes. The act provides authorization for activities in the U.S. Geological Survey, the National Science Foundation, the Federal Emergency Management Agency, and the National Bureau of Standards. The national earthquake program combining research and implementation is being reviewed by the Committee this year, with special attention to the ability to predict earthquakes and the role of the Federal Government in helping State and local governments prepare for earthquakes and mitigate, to the extent feasible, their impacts. The National Earthquake Hazards Reduction Act requires reauthorization in 1982.

The Committee supports the administration's request for earthquakes hazards mitigation for fiscal year 1983 of $30.8 million for USGS and $3.1 million for FEMA. (NSF and NBS figures for earthquake activities are contained in the total authorization of those agencies).

United States Metric Board

The 17-member Board was established under the Metric Conversion Act of 1975 (Public Law 94–168), to coordinate voluntary conversion to the metric system.

Under the current Continuing Resolution the Metric Board would be disbanded and the office abolished at the end of fiscal year 1982. The budget projections are those of the administration and reflect the direction in the Continuing Resolution.

Office of Science and Technology and Policy

The Office of Science and Technology Policy (OSTP) was created by the National Science and Technology Policy, Organization, and Priorities Act of 1976 (Public Law 94–282), and is headed by a Director. The Director also serves as Science and Technology Advisor to the President. In addition, the Director serves as: Chairman of the Federal Coordinating Council for Sci-

ence, Engineering and Technology, which is responsible for coordinating the science and technology activities of the Federal agencies; and Chairman of the Intergovernmental Science, Engineering, and Technology Advisory Panel, which assists in identifying problems and needs at the State and local level that science and technology can help address.

The budget authority and outlay totals for fiscal year 1983 are those proposed by the administration.

Office of Technology Assessment

The Office of Technology Assessment was founded in 1974 as a bipartisan agency to help Congress deal with critical technical issues which require detailed and objective technical analysis. Some 85 major assessments have been made in response to congressional requests in the fields of health, energy, telecommunications, transportation, materials, international trade and security, and agricultural and industrial processes.

The budget figures for fiscal year 1983 are those included in the President's January budget. Outyear figures are projections of OTA.

SURFACE TRANSPORTATION

Rail Service Assistance

This is an area that covers several distinctive programs, including the Local Rail Service Assistance program and Washington Union Station.

The Local Rail Service Assistance program provides formula grant assistance to States for rail planning, for the purchase and rehabilitation of low-volume branchlines, and for the provision of alternate mode service. This program was reauthorized for 3 years by the Omnibus Budget Reconciliation Act of 1981 in order to help buffer States from the effects of future railroad abandonments. The Committee is recommending that funding for the program be $30 million in fiscal 1983; $20 million in fiscal 1984; and $10 million in fiscal 1985.

The Union Station Completion Act of 1981 provided for the transfer of responsibility for the Washington Union Station from the Department of the Interior to the Department of Transportation. The act authorized appropriations to the Secretary in an amount necessary to meet lease and other obligations including maintenance requirements. The act also authorized the purchase of the building along with appropriations not to exceed $275,000 per year for 6 years. The Committee is recommending $3,825,000 for fiscal year 1983 which is consistent with the President's recommendation.

Northeast Corridor Improvement Program

Title VII of the Revitalization and Regulatory Reform Act of 1976 established the Northeast Corridor Improvement Project. The purpose of the project is to provide substantial improvements in rail service between Boston, New York, and Washington. The Committee is recommending funding for this program at the same level in fiscal 1983 as that proposed by the President's budget. This should permit work to begin or continue that is necessary to meet the project's completion date of 1985.

Office of the Administrator

This program provides for salaries and related expenses necessary to carry out the agency's responsibilities for solving rail related problems and for developing policies aimed at improving and promoting railroad transportation. The Committee is recommending funding at the same levels proposed by the President's budget. This should permit the agency to carry out its responsibilities in an effective manner.

Railroad Safety

The Federal Railroad Safety Act of 1979 provides that the Secretary of Transportation shall prescribe necessary rules, regulations, orders and standards for all areas of railroad safety. The goal of this program is to reduce railroad related accidents.

The Committee is planning hearings on the railroad safety program this year in order to determine whether the program has been effective and whether any changes are necessary in the law. Among other issues, the Committee will be examining the need to continue Federal funding of State safety inspectors; the President's budget recommends that such assistance be terminated at the end of fiscal 1983. The Committee is recommending funding at the same levels proposed by the President's budget.

Amtrak

Amtrak provides intercity passenger rail service throughout the United States. The Omnibus Budget Reconciliation Act of 1981 reauthorized payments to Amtrak for fiscal years 1983 and 1984. This legislation also included provisions permitting Amtrak to operate more like other businesses and to require it to cover 50 percent of its operating costs from its revenues.

The Committee intends to monitor closely Amtrak's progress in meeting the goals and directives of the 1981 legislation. The Committee believes that Amtrak can reduce future Federal subsidies through management intiatives and increased support by passengers, local government and labor. However, the Committee also recognizes that Amtrak will always require Federal financial assistance. The Committee is recommending funding for fiscal 1983 in the same amount as the authorization. The Committee believes this amount will permit Amtrak to operate a national rail passenger system, while requiring it to continue its program of reducing costs and increasing revenues.

Railroad Research and Development

The purpose of this program is to plan and conduct research that will ultimately improve the safety of train operations. This program supports the Federal Railroad Administration's safety regulatory functions. In the past, this program has also included funding to conduct research aimed at improving the industry's operations and productivity.

The Committee is recommending funding at the same levels proposed by the President's budget. These levels anticipate that the program's emphasis in the future will be on safety research. The Committee expects that research to improve the industry's operations and productivity will be taken over by the industry as the primary beneficiary. Also, operation of the Transportation Test Center is expected to be transferred to the private sector.

Conrail

The Northeast Rail Service Act of 1981 established new programs aimed at reducing Conrail's labor costs and rail commuter service costs. The new Conrail Labor Protection program provides financial assistance to employees who are deprived of employment as a result of actions involving the transfer or abandonment of Conrail lines. A second program, the Conrail Workforce Reduction program, provides assistance to employees whose jobs are eliminated because they are unnecessary. A third program provides transition funding to facilitate the transfer of rail commuter service from Conrail to other operators.

The Committee's recommendations for funding these programs is based on the President's budget proposal. For the Labor Protection program, the Committee is recommending $20 million for fiscal year 1983 and $180 million for fiscal year 1984. The funding in fiscal year 1984 is intended to protect any employees who lose their jobs as a result of the transfer of Conrail to the private sector in 1984. The Committee expects Conrail to be transferred as a single entity, and questions whether the full amount authorized for labor protection will be necessary. However, should a piecemeal transfer take place, the Committee believes that the necessary funding should be available. No new funding is necessary for the Workforce Reduction or Commuter Transfer programs.

Alaska Railroad Revolving Fund

The Alaska Railroad is a 525-mile railroad operated in Alaska by the Department of Transportation. The Railroad is financed in part by the Federal Government, and in part from revenues earned from freight and passenger services and other services incidental thereto.

The Committee held hearings last August on legislation to transfer the railroad from the Federal Government to the State of Alaska. The Committee believes such a transfer makes sense, because the railroad today exists primarily for the benefit of residents and shippers in Alaska. The Committee expects the transfer legislation to be enacted this year and thereby end the need for future Federal funding. The Committee's recommendation for no new funding is consistent with the President's proposed budget.

Railroad Rehabilitation and Improvement Financing

Title V of the Railroad Revitalization and Regulatory Reform Act of 1976 established two programs to provide $1.6 billion in financial assistance for the rehabilitation, improvement, and acquisition of railroad facilities and equipment. The first program provides for low-interest loans through the purchase by the Secretary of Transportation of redeemable preference shares from the railroads. The second program is a loan guarantee program.

The preference share program expires this year, and the Committee plans to use the opportunity to examine the success of both programs in meeting their goals of revitalizing the railroad industry. Further, the Committee intends to consider the need for some form of railroad financial assistance program in the future and what particular purposes such a program might serve. In doing so, it intends to examine the need for Federal assistance to accomplish such major restructuring projects as that involved in the St. Louis Rail Gateway Project.

The Committee is recommending that funding for the program be $40 million in fiscal 1983; $40 million in fiscal 1984; and $20 million in fiscal 1985.

Interstate Commerce Commission

The Interstate Commerce Commission is an independent regulatory agency responsible for administering statutes governing the economic regulation of railroads, pipelines, motor carriers, water carriers, and freight forwarders. The Commission also is authorized, if a railroad ceases operations, to direct other railroads to operate essential service over the lines of the railroad ceasing operations. The directed carriers are reimbursed for the losses they incur and are paid a 6 percent profit on the operations performed.

The Committee is recommending the same funding levels for ICC salaries and expenses, and for directed service payments as those contained in the President's proposed budget. The Committee believes those will permit the agency to effectively perform its responsibilities.

United States Railway Association

The United States Railway Association (USRA) was created by the Regional Rail Reorganization Act of 1973 to plan and direct the reorganization of certain bankrupt railroads that resulted in the formation of Conrail. Its responsibilities also include providing funding to Conrail and representing the Federal Government in litigation related to the value of rail properties transferred to Conrail.

The Northeast Rail Service Act of 1981 directed USRA to monitor Conrail's financial status, to report to Congress on the Secretary of Transportation's progress in transferring Conrail to the private sector, and to make findings on Conrail's profitability.

The Committee's recommended funding levels anticipate that USRA's litigation responsibilities will end in fiscal 1982, and that its other reduced responsibilities will end in fiscal 1984 with the transfer of Conrail to the private sector. The Committee is recommending no new operating subsidies for Conrail at this time, because it has no indication that such subsidies are necessary.

Automobile and Motor Carrier Legislation

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) has responsibility for traffic safety and is responsible for carrying out the National Traffic and Motor Vehicle Safety Act, which authorizes NHTSA to set standards for motor vehicle safety, and the Motor Vehicle Information and Cost Savings Act, which is designed to achieve cost savings and provide information to consumers purchasing an automobile, and the Highway Safety Act which authorizes research on highway safety and sets up grants for State highway programs. Last year Congress enacted Public Law 97–35 which authorizes funding for the Highway Safety Act. The Committee supports the funding levels authorized in that law including $101.5 million for the NHTSA highway safety grant program. This program includes funding to combat drunk driving, enforcement of traffic laws, including the 55 mph speed limit, and accident data collection.

HIGHWAY SAFETY

The Federal Highway Administration (FHWA), shares responsibility with NHTSA for highway safety. Highway deaths are an expensive health problem in the United States. This situation is further aggravated by the trend toward smaller more fuel efficient automobiles. State highway safety programs such as 55 miles per hour speed limit which achieve Federal highway safety goals must continue to be supported. Current funding for highway safety programs, research and development is from the Highway Trust Fund which is funded by the users of the highway.

MOTOR CARRIER RATEMAKING STUDY COMMISSION

The Motor Carrier Regulatory Reform Act of 1980 established Motor Carrier Ratemaking Study Commission to study the antitrust immunity presently granted the motor carrier rate bureaus which allows trucking companies and individuals to meet, discuss, and set rates. The Motor Carrier Regulatory Reform Act abolishes such antitrust immunity for single line ratemaking as of July 1, 1983. The study commission is required to meet and report back to Congress by January 1, 1983. Two million dollars has been appropriated to fund the Commission.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Besides functioning as an analytical and research resource of the entire DOT, the Research and Special Programs Administration (RSPA) has technical operational authority for the pipeline safety program including State grants-in-aid and the transportation of hazardous materials program (both included in the Materials Transportation Bureau).

Hazardous materials transportation reauthorization bills passed the Senate Commerce Committee and the House last year (no bill has passed the Senate). Both bills support increased spending for hazardous materials transportation programs, especially for increased State training and enforcement programs for hazardous materials transportation.

OFFICE OF AUTOMOBILE FUEL ECONOMY/DEPARTMENT OF TRANSPORTATION

The Office of Automobile Fuel Economy (OAFE) within the NHTSA was created by the DOT in 1976 to implement title III, part A of the Energy Policy and Conservation Act (Public Law 94–163). This part mandated average fuel economy standards for new passenger automobiles and light-duty trucks, and it authorized the Secretary of Transportation to establish standards for other motor vehicles as well.

The act requires the average fuel economy of an automobile manufacturer's fleet of automobiles to meet or exceed 27.5 miles per gallon

by 1985. The current fuel economy standards are being exceeded in the marketplace due to consumer demand.

DRUNK DRIVING

Over 25,000 highway deaths each year involve alcohol and driving. Beyond the enormous personal trauma, $5 to $6 billion a year are lost because of drunk driving. Comprehensive State and Federal programs aimed at stopping drunk driving need to be evaluated for their effectiveness. Funding to establish and encourage those action programs shown to be effective will be needed.

Committee hearings will examine the most effective alcohol safety programs now being initiated, as well as the cost of funding solutions to this serious nationwide problem.

NATIONAL DRIVER REGISTER

The National Driver Register is a clearinghouse for information on problem drivers. An updated, rapid-response electronic system is needed to extend use of the register nationwide in order to identify the small number of problem drivers who cause a disproportionately large number of highway deaths today. States which issue driver licenses immediately may now bypass checking with the national register in favor of issuing driver licenses over the counter, rather than waiting weeks for a response by mail. Expenditures to set up a computer system and run a pilot demonstration with several States will serve as the basis for establishing a highly effective register which is used nationwide.

The Committee hearings will focus on funding needed to achieve the objectives of such a program.

AUTOMOTIVE TECHNOLOGY

In recent years there has been increasing foreign competition and public demand for safety, pollution abatement, and fuel efficiency. These requirements severely tax the scientific and technological abilities of the domestic automotive industry to respond. There is no coordinated Government policy on automotive research which could help assure this most important of industries to meet domestic societal expectations and foreign competition.

The Committee held hearings during the 96th Congress on several proposals to provide a national automotive research program. Although none of those plans seem the best way to proceed, there was support for a cooperative Federal and industry program restricted to generic research underlying automotive technology.

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

This program provides for salaries and related expenses necessary to carry out the Secretary's responsibilites for developing national transportation policy and coordinating the functions of the various offices. It also includes support for the Minority Business Resource Center, which assists minority business firms and groups in securing transportation related business contracts. The Center has been moved to the Secretary's office from the Federal Railroad Administration in order to expand the scope to include all modes. In addition, the program finances research and studies necessary to support the Secretary's responsibilities in developing national transportation policy.

The Committee is recommending that this program be funded at the same level proposed by the President's budget.

OFFICE OF THE INSPECTOR GENERAL

Under the provisions of the Inspector General Act of 1978, the Office of the Inspector General conducts audits and inspections of the Department's various programs to insure their effectiveness and to prevent any fraud or abuse in such programs. The Committee is recommending that this Office be funded at the same level proposed by the President. This will permit it to carry out its responsibilities effectively both in Washington and the field.

REPORT ON BUDGET REQUIREMENTS: COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

[In millions of dollars]

	Fiscal year 1983		Fiscal year 1984		Fiscal year 1985		Fiscal year 1986		Fiscal year 1987	
	Budget authority	Outlays	Budget authority	Outlays	Budget authority	Outlays	Budget authority	Outlays	Budget authority	Outlays
AVIATION										
Programs: Federal Aviation Administration:										
Operations	1,323	1,323	1,302	1,302	1,282	1,282	1,262	1,262	1,243	1,243
Facilities, engineering and development	0	4.4	0	0	0	0	0	0	0	0
Operations amd maintenance; Washington airports	31.9	31.1	31.3	31.2	32	31.9	32.8	32.7	33.6	33.5
Construction, metropolitan Washington airports	13.1	31.1	31.1	27.5	33.5	30.7	36.1	33.1	38.7	35.6
Aviation Insurance: Revolving fund	0	(−2)	0	(−2)	0	(−2)	0	(−2)	0	(−2)
Airport and Airway Trust Fund:										
Operations	800	800	850	850	900	900	950	950	1,000	1,000
Facilities and engineering	725	725	1,423	1,423	1,453	1,453	1,316	1,316	1,349	1,349
Grants-in-aid for airports	450	450	450	450	450	450	450	450	450	450
Research and development	134	134	286	286	269	269	215	215	166	166
Civil Aeronautics Board:										
Salaries and expenses	25.9	25.9	26.4	26.4	0	0	0	0	0	0
Payments to air carriers	58	58	58	58	58	58	58	58	58	58
National Transportation Safety Board: Salaries and expenses	22.1	20.6	20.0	20.0	21.0	21.0	22.0	22.0	23.0	23.0
Total	3,583	3,601	4,477	4,472.3	4,498.5	4,493.8	4,341.9	4,336.9	4,361.3	4,356.2
BUSINESS, TRADE, AND TOURISM										
U.S. Travel and Tourism Administration	10.5	10.5	11.3	11.3	12.1	12.1	12.9	12.9	13.8	13.8
COMMUNICATIONS										
Federal Communications Commission	74.4	74.0	73.5	73.0	72.5	72.0	71.5	71.0	70.5	70.0
User fees	(−31)	(−31)	(−31)	(−31)	(−31)	(−31)	(−31)	(−31)	(−31)	(−31)
National Telecommunications and Information Administration:										
Salaries and expenses	12.4	12.3	11.0	10.9	10.0	9.9	9.0	8.9	8.0	7.9
Facilities	15.0	19.0	12.0	17.0	0	0	0	0	0	0
Total	70.8	74.3	65.5	65.5	51.5	50.9	49.5	48.9	47.5	46.9

COMMERCE, DEPARTMENT OF										
General administration	31.8	31.8	31.8	31.8	31.8	31.8	31.8	31.8	31.8	31.8
Economic and statistical analysis	32.9	32.9	33	33	33	33	33	33	33	33
International Trade Administration	170	165	175	173	180	178	185	183	190	188
Minority Business Development Agency	60	59	64	62	67	66	71	69	75	73
National Oceanic and Atmospheric Administration:										
Weather programs [1]	451	451	484	484	520	520	558	558	599	599
Fisheries programs	153	153	164	164	176	176	190	190	204	204
Oceanic and other programs	268	268	288	288	309	309	332	332	356	356
Total	1,166.7	1,160.7	1,239.8	1,235.8	1,316.8	1,313.8	1,400.8	1,396.8	1,488.8	1,484.8
CONSUMER										
Federal Trade Commission	68.8	68.1	70.5	69.8	72.3	71.5	74.1	73.3	75.9	75.1
Consumer Product Safety Commission	33.5	32.2	34.6	33.2	35.8	34.3	36.9	35.5	38.1	36.6
Federal Emergency Management Agency, Fire Prevention and Control (including National Fire Academy)	14.4	14.4	15.8	15.8	17.4	17.4	19.2	19.2	20.4	20.4
Total	116.7	114.7	120.9	118.8	125.5	123.2	130.2	128.0	134.4	132.1
MERCHANT MARINE										
Coast Guard:										
Operating expenses	1,700	1,700	1,700	1,700	1,850	1,850	1,930	1,930	2,100	2,100
Acquisition, construction and improvements	550	600	700	650	750	700	750	700	750	700
Research and development	29	29	30	30	31	31	31	31	32	32
Alteration of bridges	0	0	0	0	0	0	0	0	0	0
Maritime Administration:										
Construction differential subsidy	0	54.3	100	22	100	35	100	65	100	80
Operating differential subsidy	406.8	454.0	429	431	429	431	429	431	429	431
Research and development	16.8	15.4	17.3	16.9	17.3	17.3	17.3	17.3	17.3	17.3
Operations and training	71.0	73.0	70.7	71.6	70.7	70.7	70.7	70.7	70.7	70.7
Marine war risk insurance	0	−.7	0	−.7	0	−.7	0	−.7	0	−.7
Federal ship financing fund	0	−49.0	0	−49.0	0	−55.0	0	−62.0	0	−68.0
Special studies, services, and projects	.4	.4	.4	.4	.4	.4	.4	.4	.4	.4

REPORT ON BUDGET REQUIREMENTS: COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION—Continued

[In millions of dollars]

	Fiscal year 1983		Fiscal year 1984		Fiscal year 1985		Fiscal year 1986		Fiscal year 1987	
	Budget authority	Outlays	Budget authority	Outlays	Budget authority	Outlays	Budget authority	Outlays	Budget authority	Outlays
Federal Maritime Commission	10.4	10.3	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total	2,784.4	2,886.7	3,057.4	2,882.2	3,258.4	3,089.7	3,338.4	3,192.7	3,509.4	3,372
SCIENCE, TECHNOLOGY, AND SPACE										
National Aeronautics and Space Administration:										
Space activities	6,291	6,231	6,300	6,290	6,200	6,150	5,800	5,800	5,800	5,800
Air Transportation	554	549	635	621	640	655	660	679	660	664
National Science Foundation	1,078	982	1,078	1,130	1,078	1,048	1,078	1,076	1,078	1,076
National Bureau of Standards	104	102	103	104	104	104	104	104	104	104
National Technical Information Service	7	2	0	0	0	0	0	0	0	0
National Earthquakes Hazards Reduction:										
FEMA	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
USGS	30.8	30.8	33.1	33.1	35.6	35.6	38.3	38.3	41.1	41.1
U.S. Metric Board	0	0.2	0	0	0	0	0	0	0	0
Office of Science and Technology Policy	1.8	1.8	1.9	1.9	1.9	1.9	1.9	1.9	2.0	2.0
Office of Technology Assessment	13.9	14.1	15.0	14.9	16.2	16.1	17.5	17.4	18.9	18.8
Total	7,217.6	7,916	8,169.1	8,197.9	8,078.8	8,016.4	7,702.8	7,719.7	7,707.1	7,709
SURFACE TRANSPORTATION										
Programs: Federal Railroad Administration:										
Rail Service Assistance	41.7	41.7	32.5	32.5	23.4	23.4	13.4	13.4	0	0
Northeast Corridor Improvement	115	319.9	236	270	174	300	0	301.8	0	172.8
Office of the Administrator	15.6	13.8	16.7	14.8	17.9	15.8	17.9	15.8	17.9	15.8
Railroad Safety	29.3	29.0	31.4	31.4	33.5	33.5	36.9	36.9	38.5	38.5
Settlements of Railroad Litigation	0	0	0	0	0	0	0	0	0	0
Railroad Research and Development	20	19.5	21.4	21.4	22.9	22.9	24.5	24.5	26.2	26.2
Commuter Rail Transfer	0	35	0	0	0	0	0	0	0	0
Alaska Railroad Revolving Fund	0	11.8	0	0	0	0	0	0	0	0
Railroad Rehabilitation and Improvement Financing	40	101	40	40	20	20	0	0	0	0
Conrail Labor Assistance	20	75	180	90	0	80	0	10	0	0

Independent Agencies: Interstate Commerce Commission:										
Salaries and Expenses	69	68	68	67.1	67	66.1	66	65.1	65	64.1
Payments for Directed Rail Service	0	0	0	0	0	0	0	0	0	0
United States Railway Association:										
Administrative Expenses	2	3	2	2	0	0	0	0	0	0
Payments for Purchase of Conrail Securities	0	0	0	0	0	0	0	0	0	0
Subtotal	352.6	717.7	628	569.2	358.7	561.7	158.7	467.5	147.6	317.4
Federal Highway Administration:										
Bureau of Motor Carrier Safety	12.7	12.7	13.6	13.6	14.6	14.6	15.6	15.6	16.6	16.6
National Highway Traffic Safety Administration:										
National Traffic and Motor Vehicle Safety Act	51.4	51.4	55.0	55.0	58.9	58.9	63.0	63.0	67.4	67.4
Motor Vehicle Information and Cost Savings Act	6.9	8.0	7.4	8.5	7.9	9.0	8.4	9.6	9.0	10.3
Research and Special Programs Administration [2]	26.0	26.0	27.6	27.6	29.4	29.4	31.4	31.4	33.5	33.5
New legislation:										
Highway safety [3]	30	30	30	30	30	30	30	30	30	30
Nuclear Waste Transportation Act	.6	.6	.6	.6	.6	.6	.6	.6	.6	.6
Miscellaneous programs: Motor Carrier Ratemaking Commission	1.0	1.0	0	0	0	0	0	0	0	0
Subtotal	128.6	129.7	134.2	136	141.4	142.5	149	150.2	160.5	161.8
Total	481.2	847.4	762.2	705.2	500.1	704.2	307.7	617.7	308.1	479.2
TRANSPORTATION, DEPARTMENT OF										
Office of the Secretary:										
Salaries and expenses	41.7	40.9	44.6	43.8	47.7	46.9	47.7	46.9	47.7	46.9
Transportation planning, research and development	7.8	5.1	8.3	5.5	8.9	5.9	8.9	5.9	8.9	5.9
Limitation on working capital	0	(−1.0)	0	0	0	0	0	0	0	0
Office of the Inspector General: Salaries and expenses	24.9	24.2	26.6	25.9	28.5	27.7	28.5	27.7	28.5	27.7
Total	74.4	69.2	79.5	75.2	85.1	80.5	85.1	80.5	85.1	80.5

[1] Budget authority and outlays totals do not include funds from the DOT Airport and Airways Trust Fund for airline weather briefings by the National Weather Service—$27.6 million for budget authority and outlays in fiscal year 1983.

[2] The funding level included the following: to carry out the Natural Gas Pipeline Safety Act, $3.5 million for operations, research and development; $3.7 million for grants-in-aid and $1.3 million for hazardous liquid pipeline safety; and $8.3 million to carry out the Hazardous Materials Transportation Act.

[3] To allow potential funding for programs to combat drunk driving and to improve the National Driver Register.

RECOMMENDATIONS FOR FEDERAL LOAN AND LOAN GUARANTEE COMMITMENTS

[In millions of dollars]

	Fiscal year 1983
New loan guarantee commitments: Federal ship financing fund	600