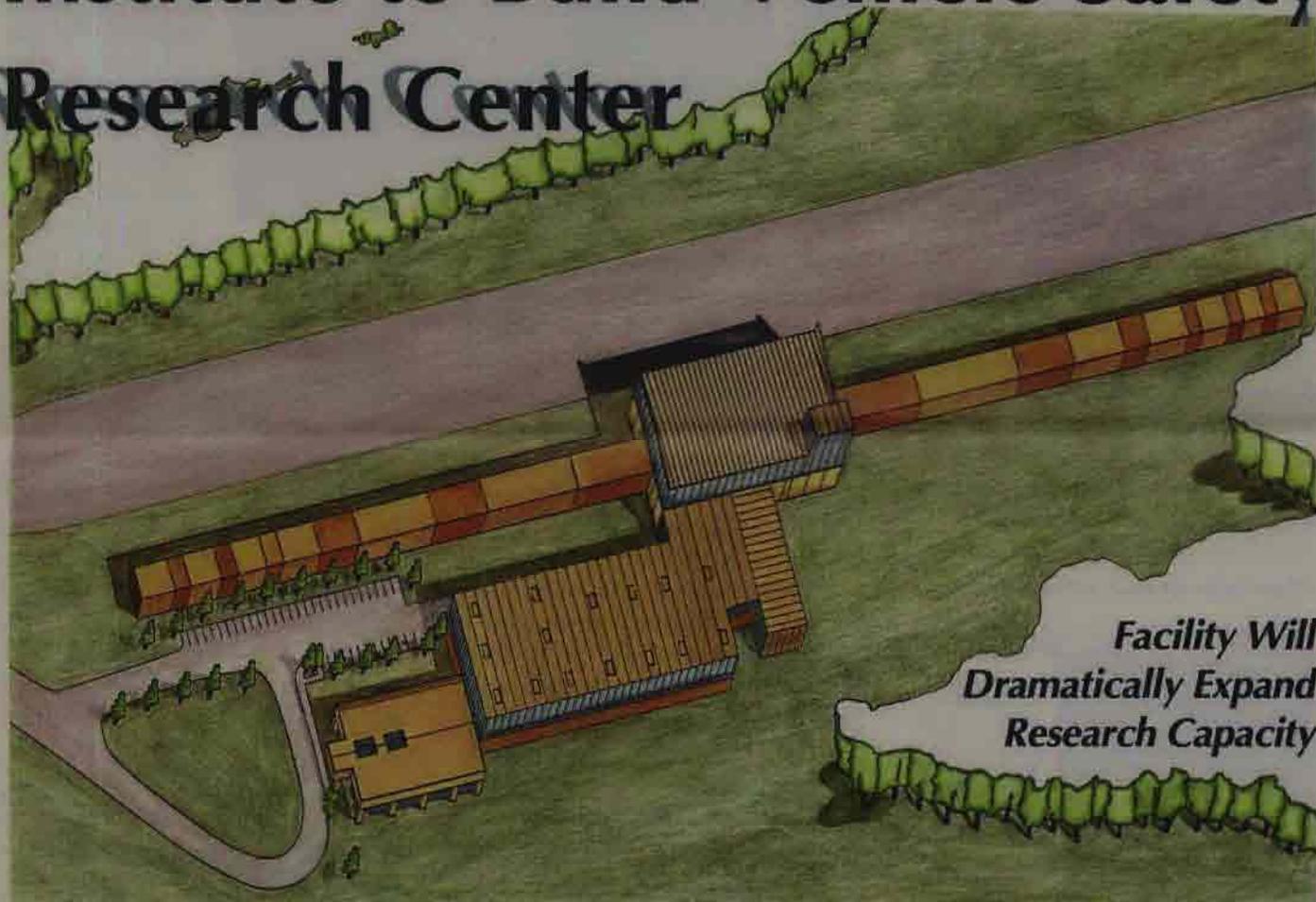


Institute to Build Vehicle Safety Research Center



Facility Will Dramatically Expand Research Capacity

As part of insurers' continuing commitment to reduce vehicle crash deaths and injuries, the board of directors of the Insurance Institute for Highway Safety has approved construction of an \$8.25 million vehicle safety research center to be located just north of Charlottesville, Virginia.

"This is a significant decision we are making," commented D. Richard McPerson, president and chief operating officer of Nationwide Insurance Companies, as

the board prepared to vote. "Increasingly, consumers are searching for more safety information before they go shopping for cars. We expect the Institute's vehicle research program ultimately will help them make more informed choices." McPerson, chairman of the Institute's board, says the industry's motivation is to reduce deaths and injuries and make auto insurance more affordable. The construction of the

center will be the Institute's most significant undertaking since it was reorganized in 1969.

"This will dramatically expand the Institute's vehicle-related research capacity," says Brian O'Neill, Institute president. "The center will be the focus of all our vehicle safety research." The research center will contain three enclosed test tracks to permit barrier and vehicle-into-vehicle crash

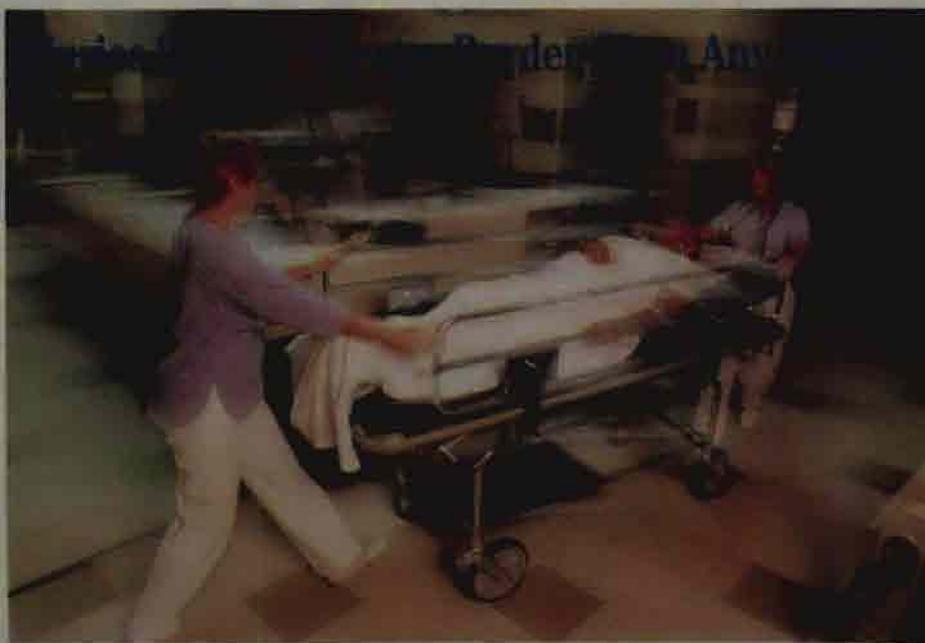
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On an average day the number of injury deaths in the United States is several times the toll of a major airliner crash. The third leading cause of death in the country, injuries claim 150,000 lives each year and cause the majority of deaths among Americans aged one through 44.

Yet relatively little attention is given to the reduction of injuries. The first

edition of *The Injury Fact Book*, published in 1984, focused attention on this major health problem. The second edition, just published, expands the scope of injuries covered, updates trends and, using mortality data from 1980 through '86, provides new analyses of the injury problem that the book points out "imposes a greater burden on modern societies than any disease."

The authors note that "the occurrence of injuries is largely determined by characteristics of the environment and the many products we use in work, recreation, and travel." Furthermore they advise that, by modifying these factors, injuries can often be reduced regardless of human behavior. For example, the development of crashworthy fuel systems has significantly reduced the postcrash fire deaths common to Army helicopters "whether a crash occurs on training maneuvers or as a result of combat."



Effective countermeasures can often be overlooked when the focus is kept solely on human behavior, which the authors say is often erroneously considered the key to injury prevention.

For every cause of injury, such as fire, drowning, or poisoning, the authors use figures to illustrate dramatic differences by age, race, sex, geographic area, urban or rural residence, and per capita income, pinpointing the groups of people at greatest risk. They explore more than 60 causes of injury, with six chapters devoted to motor vehicle-related injuries, which constitute almost one-third of all injury deaths. A chapter on large trucks has been added, and the chapter on machinery has been expanded to include all occupational injuries. There are also new chapters on aviation and on sports and recreation injuries.

To highlight changes since the first edition was published, comparisons are drawn where appropriate for the periods 1977 through '79 and 1984 through '86. For most types of injury, the rates for 1984 through '86 are lower. There are exceptions, however, including a dramatic increase in the death rate of bicyclists over the age of 20, with the most pronounced jump, 89 percent, occurring among bicyclists aged 35-44. The authors discuss re-

search that shows that the use of helmets can significantly reduce head injuries and fatalities among bicyclists.

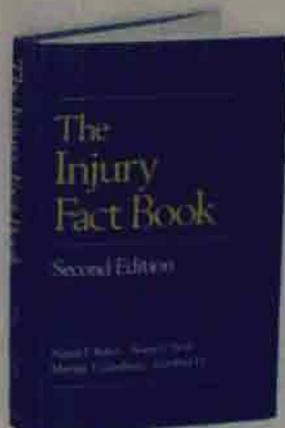
Motor vehicle crashes are the leading cause of death in the United States for people aged one to 34, and cause more deaths of people aged one to 75 than any other injury-producing agent. Males sustain fatal injuries much

more frequently than females, especially in their twenties. The ratio of male to female deaths is almost 4 to 1 for ages 20-29.

The information on crashes and crash injuries involving large trucks is of special interest, because crash involvement rates for large trucks exceed those for passenger vehicles when mileage and type of road are controlled for; more than 5,000 deaths occur each year in crashes involving large trucks, with 84 percent of these deaths involving persons who were sharing the road with a large truck; and truck drivers suffer the eighth highest occupational death rate among 347 occupations studied.

In fact traffic crashes are the leading cause of job-related deaths among all workers, followed by machinery, homicide, falls, and electric current. Among women workers, homicide is the leading occupational injury, with motor vehicle traffic injuries a distant second.

The Injury Fact Book, by Susan P. Baker, Brian O'Neill, Marvin J. Ginsburg, and Guohua Li; 365 pages; \$31.95. To order contact: Customer Service Department, Oxford University Press, 2001 Evans Road, Cary, North Carolina, 27513; phone: 1-800-451-7556; fax: 919-677-1303.



Car Buyers Find Air Bags Are More Available in '92 Models

Car buyers will find air bags more widely available in the 1992 model year, as air bag production continues to climb steeply, rising from about one-third of the 1991 new car production to nearly half in 1992. And, if producers continue to capture their current market shares in the 1992 model year, driver air bags will be standard equipment on 60 percent of the vans produced for sale in the coming year.

A new survey by *Status Report* reveals nearly 2.9 million air-bag equipped cars were produced for sale in the '91 model year, out of the approximately 8.4 million built. Based on market forecasts by industry analysts and automakers, an estimated 5.7 million air-bag equipped cars and vans will be constructed in the '92 model year.

Passenger-side air bags also will be in more 1992 car models. Cars equipped with passenger air bags as standard or optional equipment will include all Mercedes-Benz and Porsche models; most Acura Legends, and most Lincolns; some Pontiac Bonnevilles; and the Audi V-8 Quattro, Ford Crown Victoria, Mercury Grand Marquis, Honda Prelude, and Mazda 929.

For the first time, passenger air bags will be available in more moderately priced cars: as options in all Ford Taurus and Mercury Sable models. Passenger-side air bags would have been standard equipment this year, says Robert H. Munson, Ford's director of automotive safety, but for worries that propellant suppliers would have trouble providing the nearly 500,000 units needed to meet the planned Taurus and Sable 1992 production plans.

The rapid increase in driver air bag availability comes as automakers add the systems to their most popular, moderately priced cars and vans. Honda, for example, is making air bags standard in all its Accord, Civic, and Prelude models with a

combined projected total of 785,000. Ford will provide driver air bags in both its cargo and passenger Aerostar and light-duty Econoline models, with a combined production of nearly 300,000 in the 1991 model year. Air bags will be standard in all Chrysler, Dodge, and Plymouth passenger vans, with a projected volume of over 450,000 in 1992. The Toyota Previa van also comes with a standard driver air bag.

General Motors' Buick division also will add air bags to an estimated 150,000 LeSabres, and Oldsmobile will make them standard on about 80,000 Eighty-Eight Royales. Pontiac has made driver air bags standard on all Bonneville models, with an estimated production of 120,000 in the coming year. Toyota also made driver air bags available this year on their popular Camry models with an estimated sales volume of 300,000 to 350,000 models in '92.

In the small car market, sources say GM's Saturn division is determined to bring air bags into some '92 models midyear and will have driver air bags standard in all models by '93 and standard passenger systems by '94. That will leave Ford's Escort without air bags until the '95 model year, to face off against air bag-equipped rivals: Honda's Civic, GM's Saturn, and by '93, Toyota's redesigned Corolla.

But Ford Chairman Harold A. Poling says driver air bags will be available in all the company's three million light trucks before the end of 1995. Sources say Ford will make driver air bags available in its most popular pickup, the F-series, by the '94 model year. Only one van will briefly be equipped with automatic belts, a joint venture model manufactured with Nissan scheduled to debut in '93, but it, too, will quickly get air bags, says Munson. To meet the 1998 model year deadline for complying with Safety Standard 208, by 1995 Ford also will begin phasing in passenger air bags in all its light trucks under 8,500 pounds, including those built for commercial applications.

General Motors' truck plans are well behind Ford's, with only the Lumina APV,

Pontiac Trans Sport, and Olds Silhouette slated to receive air bags in '93. The company, which resisted air bags long after other automakers dropped their opposition, has made antilock brakes standard equipment in many of their cars. But out of its 38 nameplates, only 21—mostly higher priced cars—have driver air bags standard throughout the model line and only two Pontiac Bonneville models have passenger systems available.

When Chrysler introduces its new LH platform cars next year—the Chrysler Concorde, Dodge Intrepid, and Eagle Vision—they will come complete with driver and passenger air bags and an optional built-in child safety seat. And at Volkswagen's home office, officials are under pressure from frantic U.S. dealers to speed up their air bag plans. By model year '94, says a U.S. company official, driver and passenger air bags should be available in all Volkswagen models, including the Eurovan.

An Institute publication lists all 1992 models with air bags. For a free copy, write: Shopping For a Safer Car, 1005 N. Glebe Rd., Arlington, Va. 22201.

RANDOM DRUG TESTING

Interstate motor carriers with 50 or more employees must expand their antidrug programs by Nov. 14, 1991, to include random drug tests throughout the year. Drivers also must be tested if charged with a moving violation in a crash, the Federal Highway Administration (FHWA) says.

Thomas D. Larson, FHWA administrator, says all other carriers must expand their programs by Jan. 1, 1992. Since December of 1990, all interstate motor carrier companies have been required to test drivers when there is reasonable cause to suspect drug use, prior to employment, during biennial physical examinations, and in some postcrash situations.

Four Companies Warn About Problems With Child Restraint Seats

Four manufacturers have issued warnings concerning more than 773,000 child safety seats.

Century has issued a clarification of the usage instructions for its 3000STE and 5000STE convertible seats. The models have both rearward and forward latching positions. The rearmost latching position should be used for infants and toddlers under 30 pounds. Owners should switch to the forward latching position when their child weighs 30 pounds or more or sooner, if the child's size and comfort warrants it, the company says. Failure to do so may make it difficult to extricate children from the seats following a crash. The affected model numbers are 4353GD, 4365DT, 4365MC, 4366BH, 4368BH, 4450GD, 4460DT, 4460FE, 4470MC, 4475GA, and 4475GU. For more information, call 1-800-837-4044.

About 18,000 Renolux GT 5000 "Turn-A-Tot" child seats are defective, NHTSA says. Tests showed the seats fail to meet the agency's crash test standard when placed in the forward-facing, toddler position. The seat covers also burn faster than allowed.

Parents should obtain a substitute child seat while waiting for replacement kits from FBS, Inc., the company that markets the seats in the United States.

Owners can call FBS, Inc. at 800-476-5273 if their child's Renolux seat has a rotating base and was manufactured between Feb. 18, 1990, and April 29, 1991.

Another child seat manufacturer, Cosco, says its nearly 10,000 Auto Trac and Soft Shield models manufactured from Oct. 30, 1989, to June 30, 1990, fail to meet the requirements of the Federal Motor Vehicle Safety Standard 213. This means that children face an increased risk of injury in a sudden stop or crash. Cosco will pro-

vide a free repair kit consisting of a harness retainer along with installation and use instructions. Owners of Soft Shield models 02-090 and 02-190, and Auto Trac model numbers 02-0290, 02-790, and 02-890 should phone 1-800-544-1108 for the free kits.

The National Highway Traffic Safety Administration also is urging owners of 13,500 Playskool safety seats with model numbers 140-155 and 180-400, manufactured between Dec. 1, 1989, and Aug. 31, 1990, to call Kolcraft Enterprises, the manufacturer, at 1-800-453-7673 for free replacement seat covers. Compliance testing of the safety seats showed the padded covers provided on these seats fail to meet the agency's flammability standard.

Owners can determine whether their safety seats are included in any of the recalls by locating the label on reverse side, which shows the model number and date of manufacture.

Although the seats should be repaired, the safety agency stresses that children should continue to use the safety seats while parents are waiting for replacement parts. In the case of the Playskool seats, the agency points out that the seat covers do not affect the ability of the seats to protect children in crashes and that car crash fires are very rare.

Research Center Will Dramatically Expand Institute Capacity

(Cont'd from Page 1)

in a specially equipped laboratory, says O'Neill. There will also be an outdoor skid pad for handling and braking tests.

Noting the Institute's ongoing investigation of injuries incurred in towaway crashes in the eight counties surrounding Charlottesville, O'Neill says the center will be "somewhat different from most other test facilities in that there will be a strong linkage between real-world crashes and laboratory testing. The staff at the center will be regularly investigating real-world crashes and these investigations will set the direction for much of the laboratory testing."

The Institute's research should have an impact on the marketplace, O'Neill says. "Vehicle safety is increasingly market-driven, with competition among automakers. We intend to provide consumers extensive safety information on new cars they can use when they go shopping. We're rapidly moving out of the era when safety improvements were driven by the *Federal Register* alone." When automakers' products perform well in handling, component, and crash tests, O'Neill predicts manufac-



Site of new Insurance Institute for Highway Safety vehicle safety research center on 135 acres near Charlottesville, Va., offers proximity to University of Virginia researchers.

turers will advertise the results.

The center will be constructed on 135 acres in Greene County. Initially it will be staffed with 10 to 15 employees, a number of whom will transfer from the Institute's Arlington office. Other key technical staff will be recruited (see ad Page 7). The Institute expects to work closely with engineers and researchers studying biomechanics at the University of Virginia.

Over 40 insurers have pledged more than \$3.6 million toward the \$4 million fund-raising effort for construction of the center. The remainder of the funds for the center will come from Institute reserves and future operating budgets so that the facility will be free of debt, says O'Neill. Ground breaking is scheduled for March 1992, with test programs set to begin in the fall.

Onboard Recovery Systems Too Risky

Automotive onboard vapor recovery devices, designed to capture gas fumes during refueling and recycle them for burning, will increase the risk of vehicle fires, the National Highway Traffic Safety Administration (NHTSA) has advised the Environmental Protection Agency (EPA).

"There is no reason to impose additional hazards on motorists when a safe alternative exists," Adrian Lund, assistant vice president for research for the Insurance Institute for Highway Safety, told EPA officials during a hearing on the subject. "According to NHTSA, Stage II fuel vapor recovery devices on gasoline pumps have actually lowered the risk of fires at the pump." Moreover, he pointed out, a California study indicates the Stage II systems control refueling vapors more effectively than the onboard systems proposed by EPA.

Under the Clean Air Act, EPA is considering whether it should issue a regulation to require light trucks and cars to be equipped with large onboard refueling vapor recovery systems that will capture the fumes that escape during refueling.

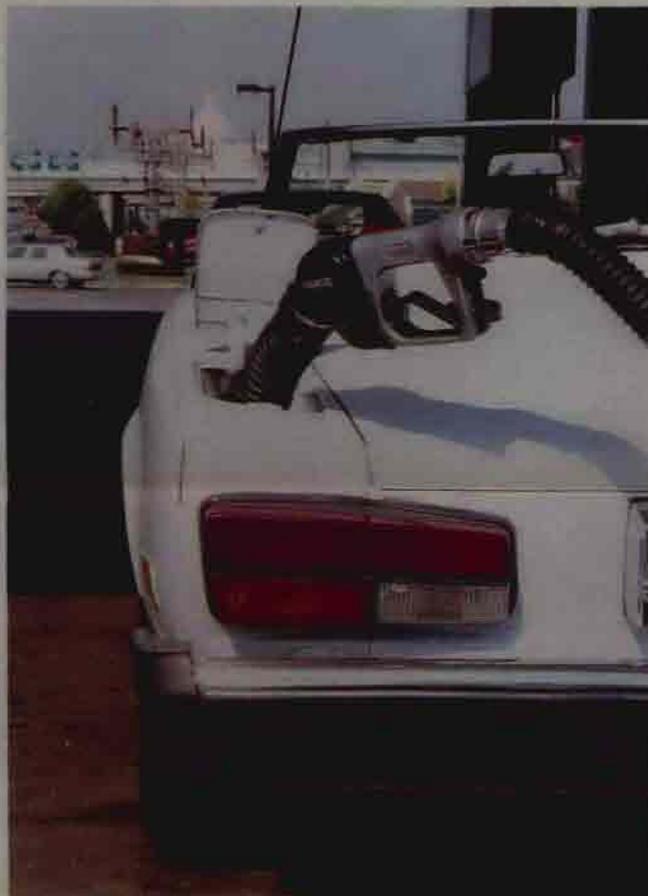
EPA first considered requiring onboard technology to capture fumes that escape during refueling in 1986, but the Institute warned EPA that onboard vapor recovery systems would pose an increased fire hazard. Reluctant to require thousands of gas station owners to install vapor recovery devices at the pump, EPA issued the vehicle proposal anyway. EPA then delayed the rule when NHTSA and the National Transportation Safety Board agreed with the Institute, warning the devices would cause problems with engine and exhaust system overheating and stalling and, because of their size and complexity, increase the risk of vehicle fires due to defects and crashes.

Congress, in the Clean Air Act Amendments of 1990, directed EPA to issue a regulation for onboard refueling technology, but EPA was told to consult with the Department of Transportation regarding the safety of the vehicle-based systems. The act stipulates no emission control device should be added if it poses an unreasonable safety risk.

A significant concern in requiring the onboard devices is the lack of workable designs. The NHTSA report states "over four years after EPA published the notice of proposed rulemaking dealing with refueling vapor recovery, NHTSA is still not aware of any onboard refueling vapor recovery system installed on a motor vehicle that has performed satisfactorily in tests which include operation in high ambient temperatures. In all cases that have been reported where vehicles were tested in high ambient tempera-

tures, the vehicles experienced fuel spit-back, premature nozzle shutoff, fuel expulsion, and liquid fuel entering the canister."

The prototype models that do show promise demonstrate that the designs required to meet the more stringent standards under the new law are far more complex than current evaporative systems on cars. "These systems, with complicated mechanical nozzle seals and va-



Air is cleaner and fewer fires occur when gas station owners put Stage II vapor recovery nozzles on their pumps.

por control valves near the top of the fuel filler pipe, have performed very poorly in the limited collision testing that has been conducted," the agency reports. In addition the charcoal canisters in which the vapors are captured will be much larger, and under high operating temperatures will carry much more vapor than current systems, "increasing the likelihood of fires if a release of captured vapor should occur in the presence of an ignition source."

Belt Use Rises, Drinking Declines In Checkpoint Program

Increasing the number of safety belt and sobriety checkpoints in Binghamton, N.Y., has produced an overall reduction of about 40 percent in the number of drivers stopped at checkpoints who have been drinking, the Insurance Institute for Highway Safety reports. Safety belt use has also increased, especially at night when most of the checkpoints have been conducted.

In addition there has been a 21 percent decrease in late-night crashes and a 16 percent drop in injury-producing crashes

stopped for another traffic offense to be ticketed. Each round of seat belt and sobriety checkpoints was publicized through press conferences and public service announcements.

"Binghamton's program indicates the importance of well-publicized and visible enforcement, such as checkpoints, in making traffic laws work," explains Brian O'Neill, Institute president. "Because the checkpoints are highly visible, they maximize the number of motorists who know about the community's enforcement effort. The effect of this is to increase compliance with traffic laws."

O'Neill adds that "constant publicity about the program was as essential as the

FHWA Should Disavow Report On Speed Limits by Its Officials

The Federal Highway Administration (FHWA) should disavow the conclusions of a report by FHWA officials that has been widely quoted by advocates of higher speed limits because it "erroneously concludes that raising speed limits by up to 15 mph has little or no effect on travel speeds, and that speed limits should be set in the 70 to 90th percentile range," say Insurance Institute for Highway Safety researchers.

Institute researchers reviewed the study, "Driver Speed Behavior on U.S. Streets and Highways," by Samuel Tignor and Davey Warren, together with unpublished FHWA research reports that formed the basis for the Tignor and Warren paper, and conclude "it is evident that Tignor and Warren have incorrectly described the research and that the conclusions presented in their paper are unsubstantiated, erroneous, and based on poorly designed and improperly executed research."

The studies used to support the claims have not been released by FHWA, preventing proper peer review, the Institute points out. And the results they present are "contrary to the findings of numerous other studies that show speeds increase when speed limits are raised."

Tignor is chief of FHWA's information and behavioral systems division and Warren is a traffic engineer who worked in Tignor's division. The Institute called the decision to present the paper without supporting data "irresponsible," particularly in light of their status as FHWA officials, because their claims may sway highway administrators who are pressured to raise speed limits and reduce enforcement. For a copy of "A Critique of Tignor and Warren's 'Driver Speed Behavior on U.S. Streets and Highways,'" by Mark Freedman and William J. Rauch, write: Publications, Insurance Institute for Highway Safety, 1005 North Glebe Rd., Arlington, Va. 22201.



High profile enforcement efforts in Binghamton, N.Y., lower the incidence of drinking and driving and boost belt use, Institute researchers report.

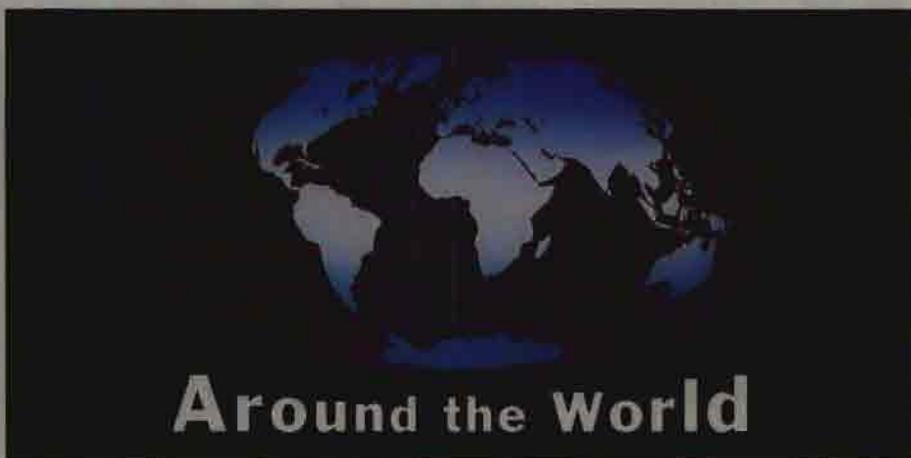
during the months that the checkpoints have been in place.

Begun in the fall of 1988 in cooperation with Institute researchers, Binghamton's program of checkpoints involved both testing for alcohol with high-tech passive sensing devices and enforcing New York's safety belt use law. Passive alcohol sensors are a tool for initial alcohol screening. They test exhaled breath within a few inches of the driver's face for alcohol content.

New York has a primary seat belt use law; that is, drivers can be fined up to \$50 for failure to buckle up and need not be

enforcement. This is in line with what we know from experience elsewhere, both here and abroad—that is, education alone doesn't work. What works is enforcement of traffic safety laws coupled with education and publicity. The checkpoints have to be both constant and visible for their benefits to be lasting."

For a copy of "Enforcing Alcohol-Impaired Driving and Seat Belt Use Laws, Binghamton, New York," by JoAnn K. Wells, David F. Preusser, and Allan F. Williams, write: Publications, Insurance Institute for Highway Safety, 1005 N. Glebe Rd., Arlington, Va. 22201.



A "low intensity, random-deployment enforcement" program used in **Tasmania**, Australia reportedly reduced serious crash injuries and fatalities by close to 60 percent over a two-year period. Researchers identified three rural roads with high rates of crashes, many of which were thought to be speed-related. Single, manned, marked police vehicles were parked for two-hour periods in conspicuous locations along 12-16 km (7.5-10 mile) sections of each road. The random enforcement occurred two to three times a week throughout 1985 and 1986, and was conducted between the hours of 3 p.m. to 11 p.m., the highest crash period of the day.

The aim of the scheduling procedure was to make motorists believe that a patrol

vehicle could be located somewhere along the particular road each day, while keeping them uncertain of its exact location.

Concluding that "it is inescapable that higher speed limits would mean higher casualties," Malcolm Rifkind, **Britain's** secretary of state for transport, decided against raising speed limits from 70 to 80 mph on British motorways. Insurance Institute for Highway Safety research that showed raising speed limits on U.S. interstates led to increased crash fatality rates "was a major factor in deciding not to raise speed limits in the U.K.," said a spokesman for the Department of Transport. Rifkind said that "[Institute] evidence is corroborated by the effects of speed limit changes in other countries and by the higher fatality rates

on European motorways where the speed limit is higher than ours." Rifkind also vetoed changes to existing British national limits on roads other than highways.

1991 Sports, Luxury Models Top Collision Insurance Claims

A preliminary report on collision coverage insurance claims for 1991 passenger cars indicates the highest average loss payments per insured vehicle year are for small and midsize sports models and midsize luxury models, the Highway Loss Data Institute (HLDI) reports.

As in previous years, station wagons and passenger vans in all size classes and large 4-door cars had the best record.

On average, there were 9.0 claims per 100 insured vehicle years of exposure and the average loss payment per collision claim was \$2,230.

The study provides detailed collision coverage loss results for 52 passenger car series during their initial exposure period, January 1990 through February 1991. The highest claim frequencies were for sports cars, particularly midsize models, and small 2-door models, the research organization says. Midsize station wagons registered the lowest collision claim frequencies.

The most costly claims, on average, were recorded for luxury models and small sports cars. Large 4-door models, station wagons, and passenger vans were the least expensive. The study also notes that there are large variations in results among vehicles of the same size and body style. Among small 2-door cars, for example, the relative results for claim frequency ranged from 99 to 185 (with 100 representing the all-car average of 9.0 claims per 100 insured vehicle years).

For a copy of HLDI Insurance Collision Report R91-1, "Initial Results for 1991 Automobiles," write: Publications, Highway Loss Data Institute, 1005 North Glebe Rd., Arlington, Va. 22201.

Senior Research/Engineering Staff Needed for Research Center

The Insurance Institute for Highway Safety is recruiting for two key positions for its new vehicle safety research center—a Director of Research and an Instrumentation Engineer (see Page 1).

Director of Research A Director of Research is needed to supervise the research program at the Institute's vehicle safety research center. Candidates for this position should have a background in biomechanics and automobile safety with an advanced degree plus an established research track record including publications in peer-reviewed literature. Excellent communication skills—both oral and written—are a must. This position reports to the Institute's President.

Instrumentation Engineer This position requires a background in vehicle crash testing with hands-on experience with instrumentation and data acquisition systems. A degree in engineering, preferably electrical, is necessary. The instrumentation engineer will be directly involved in specifying the instrumentation and data acquisition systems to be used at the center. This position reports to the Director of Technical Support.

Please send resumes to: President, Insurance Institute for Highway Safety, 1005 North Glebe Road, Suite 800, Arlington, Virginia 22201.

On The Inside

RESEARCH CENTER: Institute announces decision to build a major vehicle safety research facilityPage 1

INJURY FACT BOOK: New edition updates trends on injuries, which claim 150,000 lives each year in the U.S.Page 2

AIR BAGS: A *Status Report* survey finds air bags more widely available.....Page 3

DRUG TESTING: FHWA steps up requirements for motor carriers.....Page 3

CHILD RESTRAINTS: Four manufacturers warn of defects in child seats.....Page 4

ONBOARD VAPOR RECOVERY devices will increase the risk of car fires; NHTSA warnsPage 5

CHECKPOINT PROGRAM in Binghamton, N.Y. reduces drinking and driving...Page 6

FHWA OFFICIALS reach the wrong conclusions on speed, the Institute says...Page 6

AROUND THE WORLD: Random enforcement reduces serious crashes in Tasmania. And more.....Page 7

RESEARCH CENTER is recruiting for key positions.....Page 7

COLLISION CLAIMS are highest for sports and luxury models, says HLDI.....Page 7

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