

'70 HIGHWAY ACT STRENGTHENS SAFETY PROGRAM

The federal highway safety program has emerged from the Federal-Aid Highway Act of 1970 with expanded state-aid resources, a somewhat higher rank and a new name.

From now on, according to the act, the former National Highway Safety Bureau will be known as the "National Highway Traffic Safety Administration" of the U.S. Department of Transportation.

Heading the safety administration will be a presidentially named administrator and a deputy administrator appointed by the DOT secretary. As an interim measure the President has empowered the immediately former National Highway Safety Bureau director, Douglas Toms, to "act as administrator" until a permanent head is named.

Other provisions of the 1970 act affecting the safety program:

FUNDS

A total authorization of \$440 million — two-thirds of it in Highway Trust Fund dollars — is provided for all Highway Safety Act programs in the two fiscal years ending June 30, 1973. Although the Trust Fund amounts are subject to review in the annual

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appropriations processes of the White House and Congress, they will stand a better chance of full approval than prior safety program authorizations from the general treasury. This is because Trust Fund dollars are in effect collected in advance from road use taxes and set aside for specified purposes — of which support for the safety program now becomes one.

The safety-fund authorizations are distributed as follows:

NHTSA: \$75 million in fiscal year 1972 and \$100 million in fiscal 1973 for state-local assistance programs under section 402 of the Highway Safety Act; \$70 million in fiscal 1972 and \$115 million in fiscal 1973 for research and demonstration projects under section 403 of the Highway Safety Act.

FHWA: \$30 million each in fiscal 1972 and 1973 to carry out state-local assistance work under section 402 relating to highway safety design, construction and maintenance; traffic control devices; identification and surveillance of accident locations and highway-related aspects of pedestrian safety (portions of DOT's 16 current highway safety program areas delegated to FHWA by the new act); \$10 million each in fiscal 1972 and 1973 for similarly related research and demonstration projects under section 403 and a companion section of earlier road construction.

Missing from the final authorizations was a House-passed item providing \$281.8 million from the Trust Fund — about \$187 million of it in fiscal 1972-73 — for special state demonstration projects involving alcohol, crash investigation and law enforcement. However, those projects will qualify for financing from the finally-approved section 403 authorization of \$185 million for NHTSA in the two years, an amount that exceeds the House's recommended section 403 authorization for NHTSA by \$110 million. Had the House version passed, a net additional \$77 million would have been available for these activities.

In establishing the new authorizations, the 1970 act wipes out old ones — some \$175 million — for which appropriations were never granted.

NEW STANDARDS

After Dec. 31, 1970, DOT may issue no new highway safety program standards (16 are currently in effect) "unless at least 90 days prior to the effective date of such standard (it) shall have submitted such standard to Congress." The provision is a considerably toned-down version of a House recommendation that DOT be forbidden from issuing new standards after that date unless it received future statutory approval.

APPORTIONMENTS

Federal-aid highway safety authorizations will be apportioned to states on the following DOT-suggested formula: 75 per cent based on a ratio of each state's population to the total U. S. population, and 25 per cent based on a ratio of each state's public road mileage to the total U. S. mileage, except that no state will receive less than one-third of one per cent of the total available resources in any given year.

STATE CREDITS

In applying for matching federal funds under the Highway Safety Act of 1966, a state will be credited for "the aggregate of all expenditures made" for highway safety activities during the year by it and its subdivisions — regardless whether the expenditures were "actually made in connection" with particular projects for which federal aid is being sought. This seems to resolve an issue raised by the General Accounting Office in 1969. GAO held that for a state to qualify for federal highway safety money for a given project, the state had to show it was putting up an equal amount of its own money in the same project. DOT had been requiring each state to show only that it was generally spending for highway safety an amount of its own money equal to the total amount of matching federal funds sought in a given year. Under this new law, DOT presumably will be able to adhere to that policy.

STATE AGENCIES

Governors, made responsible under the Highway Safety Act of 1966 for direction of qualifying programs in their states, now may delegate such direction to "a state agency suitably organized and possessed of adequate powers to carry out such programs to the satisfaction" of DOT. The House had proposed the delegation, but had limited it to "state highway safety agencies."

Observers believe that the approved language may make it possible for a governor to turn over the reins of his state's highway safety spending activities entirely to road-building, police, health or other "suitably organized" offices, depending on how DOT interprets the new language.

1970 ACT — LESSONS IN PROTOCOL

The 1970 Highway Act's treatment of two issues — the name of the DOT highway safety agency and the rank of its head — provides two interesting lessons in federal protocol.

First, the act renames the agency, formerly the National Highway Safety Bureau, as the "National Highway Traffic Safety Administration." Unwieldy, perhaps, but it must be remembered that the agency comes under the jurisdiction of two sets of congressional committees — the commerce committees that exercise power over its "traffic and motor vehicle safety" aspects, and the public works committees that oversee its "highway safety" aspects. Thus the key words "traffic" and "highway . . . safety" both had to be fitted into the name.

Second, the act specifies that the head of the Federal Highway Administration, basically a road-building program, is to be paid at a level higher than the head of the safety administration — even though the two are presumably of equal stature within DOT. The same distinction is applied to the salaries of the two officials' deputies. Thus the older, much larger road promoting agency continues to outrank the safety promoting agency in the hierarchy of the federal government.

SST VOTE FREES INTERIM NHTSA FUNDS

Unable to resolve the controversial SST issue which tied up final approval of the Department of Transportation budget for 1971, the Congress in a last minute vote in December adopted a continuing resolution allowing DOT and its agencies to operate until March 31 at a level earlier approved by a joint House-Senate conference.

This allows DOT to fund its highway safety programs pending resolution of the SST issue later this year.

The conference-approved level of spending for the National Highway Traffic Safety Administration — virtually assured of final congressional approval once the SST dispute is settled — is \$10 million below President Nixon's \$114 million budget request for the nation's highway and motor vehicle safety programs in the current fiscal year.

A companion appropriations request for 254 new staff positions was cut to approximately 130, which leaves the NHTSA substantially understaffed. Overall, the conference-approved levels exceed those for fiscal year 1970 but are well below the Administration's budget request.

	<u>FY 1970</u>	<u>FY 1971 Budget Request</u>	<u>FY 1971 Approved Level</u>
Research and Development (Sec. 403)	\$30.2	\$53.1	\$42.9
State and Community Liquidation (Formerly approved obligations under Sec. 402)	\$30	\$61	\$51
Limitation on Sec. 402 Obligations	\$70	\$80	\$75

(All figures in millions)

BATON ROUGE PROJECT RECEIVES AWARD — The National Association of County Officials has presented its County Achievement Award to Baton Rouge, La., for the city's pre-arrest breath test program which allows police to administer breath tests to determine — before a DWI arrest — the blood alcohol content of suspected drunk drivers who have been cited for a moving violation or have been involved in a crash.

The program uses an ordinance modeled after a British statute. It provides for on-the-spot breath tests to be administered in a specially equipped van provided by the Insurance Institute for Highway Safety. The ordinance is being used as a blueprint for legislation proposed for introduction in several states.

According to a NACO official, the achievement awards are presented to local governments that use "unique and innovative" programs in solving problems.

SMASH SUBMITS ITS OWN 'BUMPER STANDARD' PROPOSAL

Students Mobilizing on Auto Safety Hazards (SMASH), a group of George Washington University law students, has submitted to the National Highway Traffic Safety Administration its own proposal for a "bumper standard" — a version substantially stiffer than one being proposed by the NHTSA.

SMASH, which criticized the safety administration's proposed bumper rule as "much too weak," is urging that the NHTSA-designed bumper crash test be raised from the 5 miles per hour suggested by the federal agency to 7.5 miles per hour, and that test cars be impacted against a barrier instead of by a pendulum, as suggested by NHTSA.

The students also point out that under the NHTSA's proposal there are no requirements for post-test checks of brakes, steering, turning radius of tires, transmission and "other vital safety parts." They claim that such post-test checks as are called for in the NHTSA proposal "are not dependable," since the proposed tests are to be conducted with auto engines not running. Because fluids are not circulating when the engine is off, "there can be no valid fluid leakage test," they point out. The students' crash test proposal would have test car engines running.

SMASH has called on consumers to oppose the NHTSA's proposed standard because it "would provide an easy way out of the safety controversy for the auto industry."

Closing date for comments on the safety administration's proposed bumper standard is Jan. 25, 1971. Comments should be addressed to: Dockets No. 1-9 and 1-10, Docket Section, National Highway Traffic Safety Administration, Room 4223, 400 Seventh Street, S.W., Washington, D.C. 20591. (For analysis of the NHTSA's bumper rule proposal, see Status Report, Vol. 5, No. 21, Dec. 1, 1970.)

CANADIAN SURVEY: MOST WOULD PAY FOR HARDER-TO-DAMAGE CARS

A Canadian survey has shown that 84 per cent of those questioned would favor laws requiring manufacturers to produce "harder to damage" cars and 74 per cent would be willing to pay more for such cars, according to the Insurance Bureau of Canada, which conducted the survey.

The results were based on 4,229 "detailed personal interviews" conducted throughout the nation during the summer of 1970. The survey showed these results:

- "Would you be in favor of laws requiring auto manufacturers to make cars that are harder to damage even if it cramped their styling and designs, or wouldn't you favor such laws?"

	<u>IN FAVOR</u>	<u>NOT IN FAVOR</u>	<u>NO OPINION</u>
Total Canadians	84%	11%	5%
Car drivers	84%	12%	4%
Non-drivers	83%	8%	9%

● "Would you be willing to pay more money for a car that was harder to damage and easier to repair, or not?"

	<u>WILLING</u>	<u>NOT WILLING</u>	<u>NO OPINION</u>
Total Canadians	74%	19%	7%
Car drivers	74%	22%	4%
Non-drivers	72%	13%	15%

The survey results were stressed by the insurance bureau last month when it released a Canadian version of the Insurance Institute for Highway Safety film, "1970 Low Speed Crash Costs." The Canadian film, titled "Impact," was produced in both English-language and French-language versions.

The 25 minute Canadian film shows the Institute's 5, 10 and 15 mile per hour crash tests of 1970 model automobiles and estimates postcrash repair costs in Canadian dollars. The film also includes footage from the Institute's production, ". . . In The Crash," a film about general research into crash loss reduction concepts and techniques.

"Impact" is being made available to insurance agents' associations in each of the 10 Canadian provinces and is being shown to youth groups through the Canadian Council of Young Drivers, which has members from each province. It was premiered in December at press conferences in Montreal, Toronto and Vancouver.

Further information about the availability of the film can be obtained by writing the Insurance Bureau of Canada, Public Relations Division, 170 University Avenue, Toronto 1, Ontario.

VOLPE LAUDS STAFF USE OF LEASED CARS FOR ROAD TESTS

Transportation Secretary John A. Volpe has told the chairman of the Senate Commerce Committee that "in-use" testing of specially leased production-line cars by employees of the National Highway Traffic Safety Administration "has been of great value" and that the program should be continued.

Under the program, Volpe said, NHTSA technical personnel and executives drive leased and purchased cars to evaluate safety features and test them for compliance with federal performance standards.

Volpe's remarks were contained in a three-page letter to Sen. Warren G. Magnuson in response to the senator's questions about the program. (See Status Report, Vol. 5, No. 22, Dec. 15, 1970, p. 7.) Volpe stated, "When a manufacturer feels he has some especially promising device which should come to our attention, or when the overall performance of a given vehicle appears to offer significant safety values, we have found there is no substitute — at any reasonable cost — for putting skilled people behind the wheel in the real-world test of highway use.

"One major benefit . . . (is) that of assuring manufacturers that NHTSA expertise is current, that its judgement of vehicle performance is not limited to laboratory or theory but is gained where critical judgment counts, in the everyday highway situation."

Volpe said the program is administered by a special assistant in the Motor Vehicle Program Division and that for each use of the vehicles a specific authorization and a detailed written report is required from the technician conducting the use-test. "A formal return of vehicle and its keys completes the control cycle," Volpe said.

He said the total cost of the lease program "has been less than \$1,000," and that cost per vehicle has ranged from \$125 to \$600, depending upon length of lease period, which itself has ranged from "a few days to two months." The secretary said that the longest lease, for "slightly" over 60 days, was of a production model Mercedes Benz "equipped with a wide assortment of advanced equipment."

Magnuson had asked for a list of the cars, their safety features and the drivers and tests involved in the lease-testing program. In an attachment to his letter, Volpe listed three foreign-made cars (Mercedes Benz, Saab and a prototype Citroen) and four Buicks (one a 1968 model being "modified with experimental lighting systems") which the DOT has had under lease. Though not requested by the Commerce Committee chairman, the secretary also listed a Chevrolet Vega, a Ford Pinto, a Mercury station wagon and a 1970 model Mercury Montego purchased by DOT as compliance test vehicles and given road-use evaluations by NHTSA personnel.

Volpe listed 32 persons who road tested the cars. Of those, 12 were senior agency officials listed as having made a "general evaluation and comparison with the state-of-the art." The others were listed as evaluating the cars for more specific purposes, as well as for general "comparisons."

Volpe wrote Sen. Magnuson: "May I assure you that under no circumstances have these vehicles been casually acquired or used by department personnel, nor would such use ever be tolerated." He said the program has not been publicized "because it is neither as complete or as noteworthy as I should like . . . (and because of) the program's obvious opportunities for media misinterpretation."

SAFETY COUNTERMEASURES URGED FOR TRUCKS, BUSES

The former director of the National Highway Safety Bureau has urged attention to five countermeasures which, he said, have been neglected in efforts to reduce highway losses due to truck and bus crashes.

In a paper delivered this month in Detroit, Michigan, to the Automotive Engineering Congress of the Society of Automotive Engineers, Dr. William Haddon, Jr., president of the Insurance Institute for Highway Safety, said he had picked the five as "especially noteworthy" because "each (is) comprised of a situation contributing prominently to such losses and, correspondingly, of the analogous countermeasures . . . (and) because each is being either largely ignored or, at best, inadequately handled both in the private and public sectors."

1. Heavy trucks and buses are incapable of braking to a stop in the same distance as automobiles, he said, even though it is "a logical, necessary performance requirement for all vehicles" that they have the same braking ability. "Actual braking performance of heavy trucks is commonly two to three times worse than that of passenger cars," Haddon said. He cited a "multivehicular holocaust" Nov. 29, 1969, on the New Jersey Turnpike

in which "one after another huge truck was unable to stop in a short enough distance and plowed into the vehicles and people ahead." There is no adequate federal standard for truck braking rates, he noted.

2. ". . . For trucks, most roads in effect have no guardrails," he said. Since this is "a situation not likely to improve rapidly, I believe that we can expect increased numbers of . . . disasters in which so-called guardrails fail properly to retain impacting vehicles, especially trucks."

3. Another situation which, he said, "pleads for energetic correction" is the failure to design trucks so that "hazardous cargoes do not spill in crashes at the maximum operating speeds for which the vehicles involved are designed." Haddon said absence of such crash design contributes "greatly to highway losses, and this, too, I believe, will continue for some time to worsen."

4. Concerning buses, he said that "the failure to prevent most, if not virtually all injuries of any severity to crashing bus passengers must be attributed to inadequacies in . . . design," particularly since bus dimensions, their maximum speeds and the available technology and hardware could be applied to proper packaging of bus occupants.

5. A California study, he said, has indicated that "alcohol use by drivers of lighter trucks appears to be a very major problem Strong countermeasure development and implementation and evaluation directed at this light truck operation part of the overall alcohol and highway safety problem, each supported by thoroughly competent research, are long overdue, and nowhere substantially present."

MACKAY NAMED CHAIRMAN OF INSTITUTE BOARD

James R. MacKay, senior vice president of Fireman's Fund Insurance Company, has been named chairman of the board of governors of the Insurance Institute for Highway Safety. He succeeds Thomas C. Morrill, vice president of State Farm Mutual Automobile Insurance Company, who remains a board member.

Other members of the board:

Paul Benbrook, executive vice president, Maryland Casualty Company; S. Harvey Cameron, vice president, Travelers Insurance Companies; James W. Ferriman, senior vice president, Insurance Company of North America; Hal F. Holtz, vice president, Sentry Insurance; T. Lawrence Jones (ex-officio), president, American Insurance Association; Ralph J. Ladd, president, Michigan Mutual Liability Company; Vestal Lemmon (ex-officio), president, National Association of Independent Insurers; F. S. Mostero, vice president, The Home Insurance Company; Donald L. Schaffer, vice president, Allstate Insurance Company; W. V. Siegfried, vice president, Nationwide Mutual Insurance Company; Roger H. Wingate, vice president, Liberty Mutual Insurance Company; Paul S. Wise (ex-officio), president, National Association of Automotive Mutual Insurance Companies.

ABUSIVE DRINKER-DRIVER: A TARGET ON FOUR FRONTS

Federal efforts to remove the abusive drinker who drives from the road and rehabilitate him were underscored by several actions taken as the year began:

- The secretaries of Transportation and of Health, Education and Welfare signed an agreement to share their departments' resources and expertise in several areas involving alcohol and driving;
- DOT named 20 additional jurisdictions as potential recipients of alcohol countermeasure program grants;
- The President signed into law a comprehensive alcoholism and abusive drinking prevention and treatment act which potentially will provide \$300 million for such programs, and
- DOT hosted leaders of 500 women's organizations at a Washington forum to build public support for its alcohol countermeasures programs.

HEW-DOT COMPACT

Under terms of the HEW-DOT agreement, the two departments will cooperate in a public education program on both abusive drinking in general and the abuse of alcohol in relation to highway use in particular. In addition, the two departments will consult jointly in several areas of mutual interest, including HEW assistance in DOT's evaluation of "alcohol safety action program" (ASAP) proposals for project grants.

20 MORE PROJECTS

DOT is seeking specific proposals from 20 areas and communities for its second round of ASAP project funding. Selected from 57 applicants, the 20 candidate areas are eligible for preliminary funding for proposal development. As each final proposal is accepted, the recipient community would be funded at about \$2 million for a three-year demonstration project.

The 20 areas selected include the states of New Hampshire and South Dakota; the cities of Phoenix, Ariz; Columbus, Ga.; Indianapolis, Ind.; Wichita, Kansas; New Orleans, La.; Baltimore, Md.; Boston, Mass.; Kansas City, Mo.; Lincoln, Neb.; Cincinnati, Ohio; Oklahoma City, Okla.; San Antonio, Texas, and the counties of Richland, S. C.; Hennepin, Minn.; Cumberland and York, Maine; Fairfax, Va.; Pulaski, Ark., and Hillsborough, Fla. They join nine areas (of an eventual 86) selected in June 1970 to share \$18 million in ASAP funds over three years.

\$300 MILLION IN NEW ACT

Under terms of the recently-passed Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, the National Institute of Mental Health's division of alcohol abuse and alcoholism will be upgraded into a "National Institute on Alcohol Abuse and Alcoholism." The new institute will oversee the disbursement of up to \$300 million for research, education, treatment, rehabilitation and prevention programs.

Under terms of the act, \$180 million is authorized for grants to the states, with a minimum grant of \$200,000 for any one state. The following amounts (in millions of dollars) were authorized:

	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>Total</u>
For grants to states	\$40	\$60	\$80	\$180
For project grants & contracts	\$30	\$40	\$50	\$120

The amounts actually available will depend on how much Congress appropriates. For fiscal 1971, a supplemental appropriation is anticipated because HEW's appropriation already has been passed.

WOMEN'S FORUM

DOT hosted a three-day forum in Washington for some 500 leaders of 150 women's organizations to build grass-roots support for DOT's alcohol countermeasures programs. At the meeting, DOT Secretary John Volpe pointed to the abusive drinker who drives as a key target for reducing highway losses. "It is a fact that the seven per cent of drivers who cause 50 per cent of the deaths can be identified, can be apprehended, can be controlled. So there is no excuse for not sweeping them off the roads right now," he said.

He urged the women leaders to become "experts on individual state highway safety programs" and "activists" in urging law enforcement people, governors and state legislatures to get "the drunk off the highway."

Douglas W. Toms, acting administrator of the National Highway Traffic Safety Administration, told the group that the present court system is the weak link in programs aimed at the drunken driver. "I don't know whether it means we will go to some form of lay justices, or court diagnostician or referees, or what; but we've got to do better."

BENEFIT OF BOOBY TRAP REMOVAL 'IMPOSSIBLE' TO ESTIMATE

It is "impossible" to determine the number of lives being saved by breakaway sign posts and roadside shock attenuating devices, according to DOT's Federal Highway Administration, because "drivers who used to perish or suffer serious injury . . . now are walking away or driving away with little or no injury to themselves or their cars, "leaving no evidence of how many people were in the car.

But, even though such devices are being used along some of the nation's federally funded highways, FHWA estimates that 6,500 persons were killed last year in motor vehicle crashes that involved roadside booby traps — steel or concrete poles, bridge piers and other types of unyielding roadside structures — or other fixed objects.

FHWA, in an official statement, cited examples of the effectiveness of breakaway and energy absorbing roadside devices:

"In Texas, of 117 accidents with breakaway signs reported as of February 1968, only one fatality, one major accident and 10 minor injury accidents occurred.

"Since Minnesota installed 5,000 breakaway sign posts, there have been 117 collisions reported, resulting in only one fatality and 33 injuries, most of which were of a

very minor nature. However, 216 poles have been repaired or replaced, indicating that at least another 99 vehicles struck them but drove off without a report being made of the collision.

"In Connecticut, energy absorbing barriers have been struck 19 times — without a single injury. In each case, tire marks on the pavement indicated that without the protective barriers, a head-on major crash, with probable fatalities, would undoubtedly have resulted."

NEW STANDARDS ISSUED, PROPOSED

The National Highway Traffic Safety Administration has recently issued a standard regulating the flammability of materials used in motor vehicle interiors. It also has extended its vehicle control location requirements to trucks, buses and multipurpose vehicles, and issued two standard proposals, one to require stronger vehicle roofs and the other to require tire manufacturers to indicate whether a tire is suitable for retreading.

The **flammability standard** (FMVSS 302), effective Sept. 1, 1972, limits the burn rate of materials used in vehicle interiors to four square inches per minute.

The Center for Auto Safety, the Textile Fibers and By-Products Association and the National Cotton Batting Institute had urged the safety administration to adopt a standard with a zero burn rate, or require materials that would self-extinguish.

Even though the four inch burn rate was adopted instead, the safety administration said, it plans "further study" of the "feasibility of, and justification for" a lower burn rate. The new standard applies to passenger cars, multipurpose vehicles, trucks and buses.

The **vehicle control location and identification** standard (FMVSS 101), which previously applied only the passenger cars, has been extended to multipurpose passenger vehicles, trucks and buses, effective Sept. 1, 1972. The standard requires that "controls be accessible to an operator seated at the controls and restrained" by both lap and shoulder harnesses. An earlier provision to require uniform symbols for controls was abandoned.

The **roof strength** proposals for all passenger cars including convertibles would require that a test block move not more than five inches when pressed against the forward portion of the roof, "in the vicinity of the 'A' pillar." The block, faced with two-inch padding, would be applied at a force equal to 1.5 times the weight of the car (or not more than 5,000 pounds).

The proposed standard would be aimed at protecting passengers in roll-over crashes. Proposed effective date is Jan. 1, 1973. Comments are due by April 5, 1971, and should be sent to: Docket 2-6, Docket Section, National Highway Traffic Safety Administration, Room 4223, 400 Seventh Street S.W., Washington, D.C. 20591.

The **tire labeling** proposal (FMVSS 109) would amend the present standard to require that tire manufacturers label tires indicating whether the tire may be retreaded and, if so, how many times.

The amendment would, in effect, limit the number of times a tire may be retreaded by requiring that tires be marked with one of three designations: "one retread allowed," "two retreads allowed," or "not to be retreaded." The proposed effective date is Jan. 1, 1972.

A public meeting to discuss the proposal has been set for Jan. 21, 1971, at NHTSA headquarters. Comments are due by March 1, 1971. Comments should be addressed to Docket 70-29, Docket Section, National Highway Traffic Safety Administration, Room 4223, 400 Seventh Street S. W., Washington, D. C. 20591.

BLICKSTEIN JOINS IIHS STAFF — B. D. Blickstein, a former vice president and technical director for Synergistic Cybernetics, Inc., of Virginia, has joined the Insurance Institute for Highway Safety as special assistant to the president.

Blickstein has had 14 years experience in designing, programming and directing large-scale computer systems. A graduate of Case Institute of Technology who did graduate work at the University of Maryland, he has worked on a wide range of computer applications for management, scientific computation, economics and other fields.

He has organized and developed computer systems and specialized programs for several major firms and was a founder, officer and director of Computer Concepts, Inc., later acquired by Computer Applications, Inc. His past positions also include managerial and professional responsibilities with International Programming Corp., Compress, C. E. I. R., and Melpar.

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