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APPROVED
OCT 5 - 1974

THE WHITE HOUSE
WASHINGTON
October 4, 1974

ACTION
Last Day - October 15

Postal
10/5
TO ARCHIVES
10/7

MEMORANDUM FOR THE PRESIDENT
FROM: KEN COLE
SUBJECT: ENROLLED BILL H.R. 16102

Attached for your consideration is House bill, H.R. 16102, Daylight saving time, which amends the Emergency Daylight Saving Time Energy Conservation Act of 1973 to return the country to standard time from October 27, 1974 to February 23, 1975.

Early action is recommended to allow the transportation industry, T.V., radio and other industries where scheduling problems are involved develop new schedules.

Roy Ash recommends approval and provides additional background information in his enrolled bill report (Tab A).

We have checked with the Counsel's office (Chapman) and Bill Timmons who concur.

RECOMMENDATION

That you sign House bill, H.R. 16102 (Tab B)



APPROVED
OCT 5 - 1974

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

OCT 3 1974

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 16102 - Daylight saving time
Sponsors - Rep. Staggers (D) West Virginia and
Rep. Devine (R) Ohio

Last Day for Action

Early action is recommended because transportation, radio, T.V., and other industry scheduling problems are involved in a change to standard time on October 27, 1974.

Purpose

Amends the Emergency Daylight Saving Time Energy Conservation Act of 1973 to return the country to standard time from October 27, 1974 to February 23, 1975.

Agency Recommendations

Office of Management and Budget	Approval
Department of Transportation	Approval
Federal Energy Administration	Approval
Federal Communications Commission	Approval
Department of Agriculture	Approval (Informally)
Department of State	No objection (Informally)

Discussion

H.R. 16102 is essentially identical to a DOT legislative proposal. It would amend the Emergency Daylight Saving Act to exempt from its provisions the period from the last Sunday in October 1974 to the last Sunday in February 1975. This would have the effect of returning the country to standard time during that period. (Under the permanent Uniform Time Act of 1966, standard time would have been in effect from the last Sunday in October until the last Sunday in April.)



The 1973 Act provided for year-round daylight saving time for an experimental period from January 1974 to October 1975 in an effort to conserve energy. DOT was required to report on the results both in terms of energy savings as well as other effects. DOT was required to submit an interim report by June 30, 1974 and a final report by June 30, 1975.

DOT's interim report indicated that the results of daylight saving time during the period January to April 1974 were not conclusive, although it appears that there was a small energy savings in some areas, particularly in the use of electricity. However, because of other variables affecting energy consumption last year, such as reduced availability of gasoline, lower speed limits, and voluntary reduction in the use of energy, it could not be determined with certainty how much of the saving was due to daylight saving time.

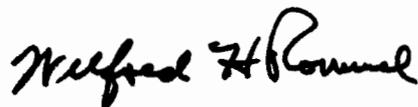
The House Commerce Committee report on the bill states that while these inconclusive results would argue for another year of daylight saving time in order to gather additional data, they:

" . . . must be balanced against a majority of the public's distaste for the observance of daylight saving time during the months of November, December, January, and February, and its apparent acceptance, as reflected by a national opinion poll conducted in February 1974, of observance of daylight saving time during the months of March through October."

In addition, the bill provides that DOT's final report would be due on July 31, 1975, rather than June 30, 1975. DOT had asked for a delay to September 30, 1975.

* * * * *

We recommend that the bill be signed as soon as possible because of the need to develop new schedules for airlines, T.V. and radio stations, schools, etc.



Assistant Director for
Legislative Reference

Enclosures



GENERAL COUNSEL

OFFICE OF THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

OCT 2 1974

Honorable Roy L. Ash
Director
Office of Management and Budget
Washington, D. C. 20503

Dear Mr. Ash:

This is in reply to your request for the views of this Department on H.R. 16102, an enrolled bill

"To amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to exempt from its provisions the period from the last Sunday in October 1974, through the last Sunday in February 1975."

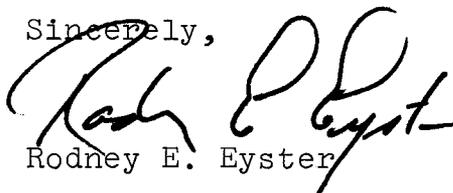
With one exception the bill embodies the recommendations of the Secretary of Transportation in his June 28, 1974 interim report to the Congress on the operation and effects of year-round daylight saving time. The report was required by section 4(a) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Public Law 93-182, 87 Stat. 707) ("the Act").

Section 1 of the bill would amend section 3 of the Act to return the nation to standard time from 2:00 a.m. on the last Sunday in October 1974 to 2:00 a.m. on the last Sunday in February 1975 (October 27, 1974 to February 23, 1975), as recommended by the Secretary. There were two main reasons for the Secretary's recommendation. First, in each year the sun rises later on approximately January 1 than on any other day. Observing standard time during the four-month period from approximately two months before to two months after January 1 should obviate concern for the safety of school children traveling to school on dark mornings. Secondly, a majority of the public, as measured in a March 1974 national opinion poll, prefers daylight saving time March through October.

Section 2 would amend section 4 of the Act to postpone from June 30, 1975 to July 31, 1975, the deadline for submission of the final report required by section 4(a) of the Act. In the interim report the Secretary recommended that the final report deadline be extended to September 30, 1975, to provide time for collection and analysis of data for March and April 1975, the only months normally on standard time which will be on daylight saving time in 1975. Recognizing that that date might not provide the Congress with enough time in 1975 to consider the report's findings and recommendations, this Department suggested August 30, 1975, to the Congress as a compromise deadline which would afford this Department a reasonable amount of time to prepare a reliable report while affording the Congress ample time to consider its recommendations. Given a deadline of July 31, 1975, we can still provide a reliable report based on the understanding - which we have communicated to the Congress - that data which cannot be collected and analyzed by then may be submitted at a later date.

In conclusion, despite the fact that the bill includes one provision which would present some problems for this Department, we feel that its conformity with the recommendation of the Secretary of Transportation in his June 28, 1974 report to the Congress warrants approval of the enrolled bill; we do, therefore, recommend that the President sign the enrolled bill.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rodney E. Eyster".

Rodney E. Eyster

FEDERAL COMMUNICATIONS COMMISSION

WASHINGTON, D.C. 20554

IN REPLY REFER TO:

3200

Honorable Wilfred H. Rommel
Assistant Director for
Legislative Reference
Office of Management and Budget
Washington, D. C. 20503

Dear Mr. Rommel:

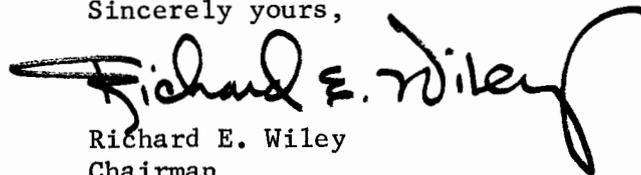
This refers to your October 1, 1974 request for the Commission's views and recommendations on enrolled bill H.R. 16102, an Act to amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to exempt from its provisions the period from the last Sunday in October, 1974, through the last Sunday in February, 1975.

The Commission's principal interest in the question of when daylight saving time is observed arises from its effects on daytime only AM radio broadcast stations. Pursuant to Section 6 of the Emergency Daylight Saving Time Energy Conservation Act of 1973, P.L. 93-182, the Commission adopted emergency orders providing for limited pre-sunrise operation of standard broadcast stations during the October-April portion of the year consistent with the public interest in receiving interference-free service, and undertook negotiations with Canada, Mexico and the Bahamas to this end.

Since H.R. 16102, in effect, reinstates the provisions of the Uniform Time Act of 1966 between October 27, 1974 and February 23, 1975, it provides significant relief to daytime broadcasters -- from the problems caused by P.L. 93-182 -- beyond that which the Commission may afford either under its emergency powers or through rulemaking. During the period February 23, 1975, to April 27, 1975, certain problems of early morning operation of daytime broadcasters will continue, and the Commission will do what it can to resolve these matters administratively utilizing the continuing authority of Section 6.

The Commission has no objection to the signing into law of H.R. 16102.

Sincerely yours,

A handwritten signature in black ink, reading "Richard E. Wiley". The signature is written in a cursive style with a large, sweeping flourish at the end.

Richard E. Wiley
Chairman



DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20250

October 3, 1974

Honorable Roy L. Ash
Director, Office of Management
and Budget
Washington, D. C. 20503

Dear Mr. Ash:

In reply to the request of your Office, the following report is submitted on the enrolled enactment of H. R. 16102, "To amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to exempt from its provisions the period from the last Sunday in October, 1974, through the last Sunday in February, 1975."

The Department recommends that the President approve the bill.

Traditionally the heavy farm work is accomplished during the morning hours. The extra daylight time will enable the farmer to accomplish more work in the morning under safer conditions.

Sincerely,

A handwritten signature in cursive script that reads "J. Phil Campbell".

J. Phil Campbell
Under Secretary



DEPARTMENT OF STATE

Washington, D.C. 20520

OCT 3 - 1974

Honorable Roy L. Ash
Director, Office of Management
and Budget
Washington, D.C. 20503

Dear Mr. Ash:

This refers to Mr. Rommel's communication of
October 1, 1974 concerning enrolled bill H.R. 16102.

The Department has no objection to this legislation
from the standpoint of foreign policy interests.

Cordially,

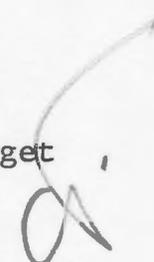
A handwritten signature in black ink, appearing to read "Linwood Holton".

Linwood Holton
Assistant Secretary
for Congressional Relations

FEDERAL ENERGY ADMINISTRATION

WASHINGTON, D.C. 20461

MEMORANDUM FOR: Wilfred H. Rommel
Assistant Director for
Legislative Reference
Office of Management and Budget

FROM: Robert E. Montgomery, Jr. *by* 
General Counsel

SUBJECT: Enrolled Bill Report on H.R. 16102 -
Amendments to the Emergency Daylight
Saving Time Energy Conservation Act
of 1973

This is in response to your request for the views of the Federal Energy Administration on the subject enrolled bill.

H.R. 16102 would amend section 260a of title 15, United States Code, to provide for the use of standard time as opposed to daylight savings time during the period commencing on the last Sunday of October 1974 and ending on the last Sunday of February 1975.

The FEA recommends that the President sign the bill into law.

RECEIVED
OCT 3 11 01 AM '74
OFFICE OF
LEGISLATIVE REFERENCE
FEDERAL ENERGY ADMINISTRATION

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

To -
Harold H. ...
10-3-74
5:45 p.m.

OCT 3 1974

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 16102 - Daylight saving time
Sponsors - Rep. Staggers (D) West Virginia and
Rep. Devine (R) Ohio

Last Day for Action

Early action is recommended because transportation, radio, T.V., and other industry scheduling problems are involved in a change to standard time on October 27, 1974.

Purpose

Amends the Emergency Daylight Saving Time Energy Conservation Act of 1973 to return the country to standard time from October 27, 1974 to February 23, 1975.

Agency Recommendations

Office of Management and Budget	Approval
Department of Transportation	Approval
Federal Energy Administration	Approval
Federal Communications Commission	Approval
Department of Agriculture	Approval (Informally)
Department of State	No objection (Informally)

Discussion

H.R. 16102 is essentially identical to a DOT legislative proposal. It would amend the Emergency Daylight Saving Act to exempt from its provisions the period from the last Sunday in October 1974 to the last Sunday in February 1975. This would have the effect of returning the country to standard time during that period. (Under the permanent Uniform Time Act of 1966, standard time would have been in effect from the last Sunday in October until the last Sunday in April.)

Date: October 3, 1974

Time: 6:02 p.m.

FOR ACTION: Mike Duval
 Geoff Shepard
 Roger Semerad
 NSC
 Bill Timmons

cc (for information): Jerry Jones
 Warren Hendriks

✓ Phil Buchen

FROM THE STAFF SECRETARY

DUE: Date: Friday, October 4, 1974

Time: noon

SUBJECT: Enrolled Bill H.R. 16102 - Daylight Saving Time

ACTION REQUESTED:

 For Necessary Action For Your Recommendations Prepare Agenda and Brief Draft Reply For Your Comments Draft Remarks

REMARKS:

It is imperative to have comments returned by deadline in order to give outside groups the lead time they require in changing schedules, programs, etc. as described in the Enrolled Bill.

1) No objection to approval

2) We are seeing too many of these super-short deadlines, which mean that by now there is going to be a mistake because someone didn't have a chance to get to a paper within the few hours available.

D.C.

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

K. R. COLE, JR.
 For the President

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 3, 1974

Time: 6:02 p.m.

FOR ACTION: Mike Duval
 Geoff Shepard
 Roger Semerad
 NSC
 Bill Timmons

cc (for information): Jerry Jones
 Warren Hendriks

Phil Buchen

FROM THE STAFF SECRETARY

DUE: Date: Friday, October 4, 1974

Time: noon

SUBJECT: Enrolled Bill H.R. 16102 - Daylight Saving Time

ACTION REQUESTED:

- | | |
|---|--|
| <input type="checkbox"/> For Necessary Action | <input checked="" type="checkbox"/> For Your Recommendations |
| <input type="checkbox"/> Prepare Agenda and Brief | <input type="checkbox"/> Draft Reply |
| <input checked="" type="checkbox"/> For Your Comments | <input type="checkbox"/> Draft Remarks |

REMARKS:

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PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President

THE WHITE HOUSE

WASHINGTON

October 4, 1974

MEMORANDUM FOR: MR. WARREN HENDRIKS
FROM: WILLIAM E. TIMMONS 
SUBJECT: Action Memorandum - Log No.
Enrolled Bill H. R. 16102
Daylight Saving Time

The Office of Legislative Affairs concurs in the attached proposal and has no additional recommendations.

Attachment

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: October 3, 1974

Time: 6:02 p.m.

FOR ACTION: Mike Duval
Geoff Shepard
Roger Semerad
NSC
✓ Bill Timmons

cc (for information): Jerry Jones
Warren Hendriks

Phil Buchen

FROM THE STAFF SECRETARY

DUE: Date: Friday, October 4, 1974

Time: noon

SUBJECT: Enrolled Bill H.R. 16102 - Daylight Saving Time

ACTION REQUESTED:

 For Necessary Action For Your Recommendations Prepare Agenda and Brief Draft Reply For Your Comments Draft Remarks

REMARKS:

It is imperative to have comments returned by deadline in order to give outside groups the lead time they require in changing schedules, programs, etc. as described in the Enrolled Bill.

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President

AMENDING EMERGENCY DAYLIGHT SAVING TIME
ENERGY CONSERVATION ACT OF 1973—PUBLIC LAW
93-182

AUGUST 14, 1974.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. STAGGERS, from the Committee on Interstate and Foreign
Commerce, submitted the following

REPORT

[To accompany H.R. 16102]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H.R. 16102) to amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to exempt from its provisions the period from the last Sunday in October 1974, through the last Sunday in February 1975, having considered the same, report favorably thereon with an amendment and recommend that the bill as amended do pass.

The amendment is as follows:

On page 2, after line 8, insert the following:

SEC. 2. Section 4(a) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 is amended by striking out "June 30, 1975" and inserting in lieu thereof "July 31, 1975".

COMMITTEE AMENDMENT

The Committee amendment would add a section 2 to the bill which would give the Secretary of Transportation an additional month to submit his final report to the Congress on the operation and effects of Public Law 93-182—the Emergency Daylight Saving Time Energy Conservation Act of 1973. Under section 4(a) of Public Law 93-182 such report must be submitted to the Congress on or before June 30, 1975. The Secretary of Transportation has requested additional time to collect and analyze data for the months of March and April 1975 before submitting the final report under section 4(a). Section 2, the Committee amendment, would give the Secretary until July 31, 1975, to submit such report.



PURPOSE

H.R. 16102 would amend Public Law 93-182 so as to place the United States on Standard time from the last Sunday in October 1974 until the last Sunday in February 1975.

Your Committee believes that H.R. 16102 should be enacted as expeditiously as possible so that school systems, railroads, airlines, buslines, radio and television networks and broadcasting stations, and other enterprises in which advance scheduling is essential will have as much time as possible to make any schedule changes required by the legislation.

COMMITTEE ACTION

Your Committee, acting through its Subcommittee on Commerce and Finance, held a hearing on H.R. 16102 and numerous other bills pending before the Committee which would amend or repeal Public Law 93-182. At the hearing statements were received from several Members of Congress and from representatives of the Department of Transportation and the Federal Energy Administration. The Subcommittee reported H.R. 16102 to the full Committee by a unanimous voice vote.

Your Committee considered H.R. 16102, amended it as described above, and ordered it reported to the House by a nearly unanimous voice vote.

BACKGROUND AND NEED

The Energy Crisis

In the autumn of 1973 the United States was confronted with its first prolonged peacetime energy shortage. The extent and causes of the energy shortage could not at that time be readily ascertained. This was in large measure due to the complexity of the world's energy production and distribution systems. However, it was apparent that this energy shortage could severely and adversely affect almost every aspect of our day-to-day lives. It was believed that the primary impacts, the reduction of energy supplies for heating, lighting, and transportation, would lead almost inevitably to further impacts on the economic and social life of this Nation.

On November 8, 1973, the President sent to the Congress a message requesting enactment of an emergency legislative program as a response to the energy crisis facing the United States. Included in that legislative program was enactment of year-round daylight saving time legislation. Daylight saving time had been enacted during World War I and World War II and had been effective each time in conserving electric power. Furthermore it was expected that enactment of daylight saving time legislation would more actively involve the American people in the effort to conserve energy.

Public Law 93-182

On November 15, 1973, in response to the President's request, your Committee reported H.R. 11324 (introduced by Chairman Staggers, for himself, Mr. Moss and Mr. Hosmer), a year-round daylight saving time bill, to the House. That legislation was passed by the House on November 27, and by the Senate on December 4, 1973. A conference between the two Houses was held and the Conference Report was passed by both Houses on December 14, 1973, and signed into law the

next day as Public Law 93-182—the Emergency Daylight Saving Time Energy Conservation Act of 1973. The legislation took effect on January 6, 1974.

In summary, Public Law 93-182—the Emergency Daylight Saving Time Energy Conservation Act of 1973—provides that:

(1) Section 3(a) of the Uniform Time Act of 1966 is suspended, and the standard time of each time zone into which the United States is divided is advanced one hour from 2:00 a.m. on January 6, 1974, the effective date of the Act, until 2:00 a.m. on the last Sunday of April 1975 (April 27, 1975). (Section 3(a))

(2) Any State divided by a time zone line, or any State lying entirely in one time zone but not contiguous to any other State, may exempt all of the State lying within one time zone from the advancement of time provided for under the Act. (Section 3(a))

The States of Michigan and Idaho (both of which are divided by time zone limits) have enacted laws exempting all of that portion of those States lying in the more easterly time zone (the eastern time zone in the case of Michigan, and the mountain time zone in the case of Idaho) from the advanced time provided for under Public Law 93-182.

(3) The President or his designee, the Secretary of Transportation, was authorized to grant an exemption from the observance of advanced time provided for under the Act or to grant a realignment of time zone limits to a State if the Governor of the State issued a proclamation prior to January 6, 1974 (the effective date of the Act) to the effect that such an exemption or realignment of time zone lines was necessary to avoid undue hardship or to conserve fuel in the State. (Section 3(b))

Under the provisions of section 3(b), the State of Arizona was exempted from the observance of advanced time provided for under Public Law 93-182 by order of the Secretary of Transportation (39 *Federal Register* 1524, January 10, 1974). This same authority was exercised to realign the time zone limit between the eastern and central time zones in the State of Kentucky for the effective period of Public Law 93-182 (39 *Federal Register* 1524, January 10, 1974). For such period such limit has been moved from a position where it nearly bisected the State on a north/south axis to a position where it places all of the State in the central time zone except the twelve northeastern counties (Boone, Kenton, Campbell, Grant, Pendleton, Bracken, Mason, Lewis, Greenup, Carter, Boyd, and Lawrence) bordering on the States of Ohio and West Virginia. It should be noted, however, that the Secretary, in his regulations implementing Public Law 93-182, provided that any exemption or realignment granted under Public Law 93-182 may be revoked or modified only with his approval. Thus, a change in the exemption granted to Arizona or the realignment granted to Kentucky could be requested by the Governor of the State and approved by the Secretary.

(4) The law of any State which was in effect on October 27, 1973, and which (a) exempted all of the more easterly time zone portion of a State in more than one time zone from the advancement of time under the Uniform Time Act of 1966, or (b) exempted all of a non-contiguous State from such advancement of time, was deemed to be an exercise of a State's authority to exempt itself under section 3(a) of the Act (see paragraph (2) above). (Section 3(c))

The only contiguous State affected is Indiana which is divided by the time zone limit between the eastern and central time zones. Six counties in northwestern Indiana and six counties in southwestern Indiana lie in the central time zone. Indiana had a law in effect on October 27, 1973 exempting all of that portion of Indiana in the eastern time zone from observance of advanced time. Also exempted from the advancement of time under these provisions are the State of Hawaii, the Commonwealth of Puerto Rico, the Virgin Islands, and American Samoa (these latter three are deemed States for the purposes of both the 1966 and 1973 Acts).

(5) The Secretary of Transportation submit an interim report on or before June 30, 1974, and is required to file a final report on or before June 30, 1975, on the operation and effects of Public Law 93-182 giving particular attention to its effect on the use of energy in the United States and on the safety of children traveling to and from school. The reports are to include such recommendations for legislation or other action as the Secretary determines. (Section 4(a))

(6) The authority of the Secretary of Transportation, under the Act of March 19, 1918, to modify the limits of any time zone, is suspended during the effective period of Public Law 93-182. (Section 5)

(7) The Federal Communications Commission, consistent with treaties and other international agreements, is required to make such adjustments with respect to the hours of operation of standard (AM) broadcast stations as may be consistent with the public interest, including the public's interest in receiving interference free broadcast service. (Section 6)

(8) It would take effect at 2:00 a.m. on the fourth Sunday after the date of enactment (January 6, 1974) and will terminate at 2:00 a.m. on the last Sunday of April 1975 (April 27, 1975).

The DOT Interim Report

Pursuant to the provisions of section 4(a) of Public Law 93-182 the Secretary of Transportation has submitted an extensive interim report on the operation and effects of the legislation.

The Secretary has summarized the Interim Report as follows:

The findings of this interim report are, for the most part, inconclusive. After the January 6, 1974 daylight saving time (hereafter "DST") transition, the effects were so small that they could not in general be reliably separated from effects of other changes occurring at the time. These other changes included fuel availability constraints, speed limit reductions, Sunday gasoline station closings, and voluntary reductions in the use of lighting, heating, and unnecessary travel. Consequently, the past winter season provided a poor basis for analysis and generalization. Since the measurable effects of year-round daylight saving time (hereafter "YRDST") were small, there is no unambiguous direct evidence that they were either beneficial or harmful.

Using the best information available, indicators were developed that produced the following results:

1. YRDST probably resulted in a flattening of the daily peakloads and a decrease on the order of 0.75 percent in electricity consumption for January and February. Savings of

approximately 1 percent for March and April in fuel consumption for electricity production are inferred from the experience of transitions to daylight saving time in previous years. The predominant fuel saved is coal.

2. Total travel and gasoline used in the U.S. was generally reduced for winter months of 1973/1974 compared to the winter months of 1972/1973. However, YRDST may have resulted in a very small increase in travel and gasoline use in January and February in a few southern states where the weather was warm and where gasoline supply was not highly constrained last winter. In those states in which gasoline supply was constrained last winter, YRDST did not increase gasoline use, but may have modified travel patterns. In March and April, when gasoline supplies were more available and much larger areas of the country were warm, YRDST may have increased gasoline use as much as 0.5 to approximately 1.0 percent over the amount forecast under conditions of standard time.

3. Analyses of heating fuel effects of YRDST were inconclusive.

4. No significant effects on traffic safety can be attributed to YRDST. Data for January-March 1974, show a decrease of 23.8 percent in motor vehicle fatalities, as compared to the corresponding months of 1973, but this decline is largely attributable to the lowering of speed limits and restrictions on the availability of gasoline. Motor vehicle accident data (non-fatality data) for the period of YRDST in 1974 were not available for analysis. Theoretical analyses of previous year accident data were inconclusive.

5. Fatalities involving school age children over the entire day in both January and February 1974 are reduced from the previous year. There was an increase in school children fatalities during the morning hours of 6 to 9 a.m. for February 1974 v. February 1973, but an off-setting decrease in fatalities occurred in the early evening hours. The unusual winter travel conditions as a consequence of the energy crisis make interpretation of net YRDST effects difficult.

6. Reports from 37 States and the District of Columbia indicate school districts in 18 States advanced their school hours because of the problems of dark mornings. About 44 percent of the school districts and 47 percent of the students enrolled in the 37 reporting States were affected by the schedule changes.

7. The Federal Communications Commission has reported that YRDST is causing adverse economic impacts for some daytime only and fulltime radio stations because of interference problems between these two classes of stations during their prime time morning rush-hour broadcasts.

8. The Department of Commerce reports no significant YRDST effects on domestic and international commerce, except for the construction industry. This industry opposes YRDST because of the safety hazards of working during the early morning darkness.

9. No measurable effects of YRDST were reported by cognizant Federal agencies in the areas of crime, agriculture, labor, and the use of parks and recreation facilities.

10. Daylight saving time is generally popular with the public, but not in the winter months of November through February.

The Secretary of Transportation recommends that Public Law 93-182 be amended so that standard time is observed from the last Sunday in October 1974 (October 27, 1974) until the last Sunday in February 1975 (February 23, 1975).

H.R. 16102

The legislation herein reported would carry out the recommendation of the Secretary of Transportation by amending Public Law 93-182 so as to place the United States on standard time from the last Sunday in October 1974 until the last Sunday in February 1975. It would also give the Secretary an additional month, until July 31, 1975, to submit to the Congress his final report on the operation and effects of Public Law 93-182.

At 2:00 a.m. on the last Sunday in February 1975, daylight saving time would once again go into effect in the United States and would remain in effect until 2:00 a.m. on the last Sunday in October 1975 (October 26, 1975).

Effect on State Exemption or Realignment

As indicated above in the summary of Public Law 93-182, some States and parts of others are exempted from observing daylight saving under that law.

Thus, under section 3(a) of Public Law 93-182, the States of Michigan and Idaho have enacted statutes exempting all of their respective territories lying within the more easterly time zone into which each State falls from the observance of daylight saving time from the last Sunday in October 1974 until the last Sunday in April 1975 (October 27, 1974, until April 27, 1975). Enactment of H.R. 16102 would have no effect on either State. The parts of those States lying in the more easterly time zones would observe standard time for those zones until the last Sunday in April 1975.

Under the provisions of section 3(b) of Public Law 93-182, the State of Arizona was exempted from observing daylight saving time, and the time zone limit between the eastern and central time zones in the State of Kentucky was realigned, during the effective period of the law. Enactment of H.R. 16102 would not affect the observance of standard time in the State of Arizona, or the realignment of the time zone limit in the State of Kentucky, during the effective period of Public Law 93-182.

Under section 3(c) of Public Law 93-182, that part of Indiana lying in the eastern time zone, the State of Hawaii, the Commonwealth of Puerto Rico, the Virgin Islands, and American Samoa are exempted from observing daylight saving time during the effective period of that law, and thus will remain on standard time during the effective period of the law. In the case of Indiana because the part lying in the eastern time zone is exempted from observing daylight saving time the entire State observes the same clock time during periods when

daylight saving time is being observed elsewhere. However, if H.R. 16102 is enacted into law and the Nation is placed on standard time during the period from the last Sunday in October 1974 until the last Sunday in February 1975, the six counties in northwestern Indiana and the six counties in southwestern Indiana which are in the central time zone will observe central standard time during that period and the remainder of the State of Indiana which is in the eastern time zone will observe eastern standard time during that period. On the last Sunday in February when daylight saving time is resumed elsewhere that portion of Indiana in the eastern time zone will remain on eastern standard time and the time in the two parts of the State in the central time zone will be advanced one hour and the entire State will once again observe the same clock time.

Transition to Uniform Time Act of 1966

Pursuant to the provisions of section 7 of Public Law 93-182 that law will terminate at 2:00 a.m. on the last Sunday of April 1975 (April 27, 1975). At that time the Uniform Time Act of 1966 (15 U.S.C. 260 et seq.) will again be effective and most of the Nation will continue to observe daylight saving time under that Act until the last Sunday in October 1975 (October 26, 1975). However, it should be noted that State laws exempting entire States or the portions of States lying within one time zone which were enacted pursuant to clause (1) or (2) of section 3(a) of that Act will once again be effective when the Uniform Time Act of 1966 resumes effect.

CONCLUSION

Although the United States is not at this time confronted with a critical shortage of energy supplies, it is essential that these precious resources be conserved. Even though the data derived from the observance of daylight saving time during the period from January 6, 1974, through April 1974 are not conclusive, there is substantial basis for concluding that such observance did result in a reduction in the consumption of electrical energy of between three quarters and one percent.

This translates into the following energy savings—

Approximately 14,500 barrels per day of oil.

Approximately 106 million cubic feet of gas (equivalent to 19,500 barrels of oil per day).

Approximately 9,650 tons of coal per day (equivalent to another 42,320 barrels per day).

Approximately 24,000 barrels per day equivalent of nuclear and hydro power.

Furthermore, only by continuing the observance of daylight saving time during the colder period of the year can its impact be more thoroughly evaluated and more conclusive data developed. This, of course, must be balanced against a majority of the public's distaste for the observance of daylight saving time during the months of November, December, January, and February, and its apparent acceptance, as reflected by a national opinion poll conducted in February 1974, of observance of daylight saving time during the months of March through October.

Accordingly, your Committee urges the enactment of H.R. 16102 which would place the United States on standard time from the last Sunday in October 1974 until the last Sunday in February 1975. This would probably result in the conservation of electrical energy during the months of March and April 1975 and would certainly permit a more thorough assessment of the overall impact of daylight saving time including its effect on total energy consumption.

Cost

Enactment of H.R. 16102 will not result in any increased cost to the United States.

CHANGES IN EXISTING LAW MADE BY THE BILL AS REPORTED

In compliance with clause 3 of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italics, existing law in which no change is proposed is shown in roman) :

EMERGENCY DAYLIGHT SAVING TIME ENERGY CONSERVATION ACT OF 1973

AN ACT To provide for daylight saving time on a year-round basis for a two-year trial period, and to require the Federal Communications Commission to permit certain daytime broadcast stations to operate before local sunrise

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Emergency Daylight Saving Time Energy Conservation Act of 1973".

SEC. 2. The Congress hereby finds and declares—

(1) that the United States faces severe energy shortages, especially in the winter of 1973-1974 and in the next several winters thereafter;

(2) that various studies of governmental and nongovernmental agencies indicate that year-round daylight saving time would produce an energy saving in electrical power consumption;

(3) that daylight saving time may yield energy savings in other areas besides electrical power consumption;

(4) that year-round daylight saving time could serve as an incentive for further energy conservation by individuals, companies, and the various governmental entities at all levels of government, and that such energy conservation efforts could lead to greatly expanded energy savings and help meet the projected energy shortages, and that such energy conservation efforts could include but not be limited to such actions as—

(A) lowering office, home, and store thermostats several degrees;

(B) limiting unnecessary automobile travel and holding down the speed of necessary automobile travel;

(C) using energy efficient automobiles;

(D) using public transportation whenever possible;

(E) turning off office air-conditioners and heating plants an hour earlier in the afternoon; and

(F) limiting unnecessary use of electric lights;

(5) that the use of year-round daylight saving time could have other beneficial effects on the public interest, including the reduction of crime, improved traffic safety, more daylight outdoor play-time for the children and youth of our Nation, greater utilization of parks and recreation areas, expanded economic opportunity through extension of daylight hours to peak shopping hours and through extension of domestic office hours to periods of greater overlap with the European Economic Community; and

(6) that the emergency nature of an energy shortage require the temporary enactment of daylight saving time.

SEC. 3. (a) Notwithstanding the provisions of section 3(a) of the Uniform Time Act of 1966 (15 U.S.C. 260a(a)), and except as provided in subsection (e) of this section, the standard of time of each zone established by the Act of March 19, 1918 (15 U.S.C. 261-264), as modified by the Act of March 4, 1921 (15 U.S.C. 265), shall be advanced one hour and such time as so advanced shall for the purposes of such Act of March 19, 1918, as so modified, be the standard time of each such zone; except that any State with parts thereof in more than one time zone, and any State that lies entirely within one time zone and is not contiguous to any other State, may by law exempt the entire area of the State lying within one time zone from the provisions of this subsection.

(b) Notwithstanding any other provision of law, if a State, by proclamation of its Governor, makes a finding prior to the effective date of this Act, that an exemption from the operation of subsection (a) or a realignment of time zone limits is necessary to avoid undue hardship or to conserve fuel in such State or part thereof, the President or his designee may grant an exemption or realignment to such State.

(c) Any law in effect on October 27, 1973, adopted pursuant to section 3(a) (2) of the Uniform Time Act of 1966 by a State with parts thereof in more than one time zone, or adopted pursuant to section 3(a) (1) of such Act by a State that lies entirely within one time zone and is not contiguous to any other State, shall be held and considered to remain in effect as the exercise by that State of the exemption permitted by subsection (a) of this section unless that State, by law, provides that such exemption shall not apply during the effective period of this Act.

(d) The provisions of subsections (b) and (c) of section 3 and section 7 of the Uniform Time Act of 1966 shall apply to the provisions of this section.

(e) *During the period commencing at 2 o'clock antemeridian on the last Sunday of October 1974, and ending at 2 o'clock antemeridian on the last Sunday of February 1975, the standard time of each zone established by the Act of March 19, 1918 (15 U.S.C. 261-264), as modified by the Act of March 4, 1921 (15 U.S.C. 265), shall be the standard time of each such zone pursuant to such Act of March 19, 1918, as so modified.*

SEC. 4. (a) The Secretary of Transportation shall, on or before June 30, 1974, submit an interim report, and on or before [June 30, July 31, 1975, submit a final report, to the Congress on the operation and effects of this Act. Each such report shall give particular attention to such effects on the use of energy in the United States, traffic safety, including the safety of children traveling to and from school, and the effect on school hours. Each such report shall also include such recommendations for legislation or other action as the Secretary may determine. The final report shall include any recommendations of the Secretary with respect to time zone limits.

(b) The Secretary of Transportation shall consult with the departments, agencies, and instrumentalities of the United States having information or expertise with respect to the operation and effects of this Act. Each such department, agency, and instrumentality shall exercise its powers, duties, and functions in such manner as will assist in carrying out the provisions of this section.

SEC. 5. The authority of the Secretary of Transportation, under the first section of the Act of March 19, 1918 (15 U.S.C. 261), to modify the limits of any time zone is suspended during the effective period of this Act.

SEC. 6. Notwithstanding any other law or any regulation issued under any such law, the Federal Communication Commission shall, consistent with any existing treaty or other agreement, make such adjustment by general rules, or by interim action pending such general rules, with respect to hours of operation of daytime standard amplitude modulation broadcast stations, as may be consistent with the public interest, including the public's interest in receiving interference free service. Such general rules, or interim action, may include variances with respect to operating power and other technical operating characteristics. Subsequent to the adoption of such general rules, they may be varied with respect to particular stations and areas because of the exigencies in each case.

SEC. 7. This Act shall take effect at 2 o'clock antemeridian on the fourth Sunday which occurs after the date of enactment of this Act and shall terminate at 2 o'clock antemeridian on the last Sunday of April 1975.

RELATED STATUTES

For the information of Members of the House the provisions of the Uniform Time Act of 1966 and related provisions of law are set forth below:

UNIFORM TIME ACT OF 1966¹

PUBLIC LAW 89-387, APRIL 13, 1966; 80 STAT. 107

AN ACT To promote the observance of a uniform system of times throughout the United States

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Uniform Time Act of 1966".

¹ This Act is codified in sections 260, 260a, 266, and 267 of title 15, United States Code, and amended sections codified in sections 261, 262, and 263 of such title.

SEC. 2. It is the policy of the United States to promote the adoption and observance of uniform time within the standard time zones prescribed by the Act entitled "An Act to save daylight and to provide standard time for the United States", approved March 19, 1918 (40 Stat. 450; 15 U.S.C. 261-264), as modified by the Act entitled "An Act to transfer the Panhandle and Plains section of Texas and Oklahoma to the United States standard central time zone", approved March 4, 1921 (41 Stat. 1446; 15 U.S.C. 265). To this end the Secretary of Transportation is authorized and directed to foster and promote widespread and uniform adoption and observance of the same standard of time within and throughout each such standard time zone.²

SEC. 3. (a) During the period commencing at 2 o'clock antemeridian on the last Sunday of April of each year and ending at 2 o'clock antemeridian on the last Sunday of October of each year, the standard time of each zone established by the Act of March 19, 1918 (15 U.S.C. 261-264), as modified by the Act of March 4, 1921 (15 U.S.C. 265), shall be advanced one hour and such time as so advanced shall for the purposes of such Act of March 19, 1918, as so modified, be the standard time of such zone during such period; however, (1) any State that lies entirely within one time zone may by law exempt itself from the provisions of this subsection providing for the advancement of time, but only if that law provides that the entire State (including all political subdivisions thereof) shall observe the standard time otherwise applicable during that period, and (2) any State with parts thereof in more than one time zone may by law exempt either the entire State provided in (1) or may exempt the entire area of the State lying within any time zone.

(b) It is hereby declared that it is the express intent of Congress by this section to supersede any and all laws of the States or political subdivisions thereof insofar as they may now or hereafter provide for advances in time or changeover dates different from those specified in this section.

(c) For any violation of the provisions of this section the Secretary of Transportation or its duly authorized agent may apply to the district court of the United States for the district in which such violation occurs for the enforcement of this section; and such court shall have jurisdiction to enforce obedience thereto by writ of injunction or by other process, mandatory or otherwise, restraining against further violations of this section and enjoining obedience thereto.³

SEC. 4. (a) [This subsection rewrote the first section of the Act of March 19, 1918, and is printed as a part of that Act. See below.]

(b) [This subsection rewrote section 2 of the Act of March 19, 1918, and is printed as a part of that Act. See below.]

(c) [This subsection rewrote section 4 of the Act of March 19, 1918, and is printed as a part of that Act. See below.]

SEC. 5. The Administrative Procedure Act (5 U.S.C. 1001-1011) shall apply to all proceedings under this Act, the Act of March 19, 1918 (15 U.S.C. 261-264), and the Act of March 4, 1921 (15 U.S.C. 265).⁴

² 15 U.S.C. 260.

³ 15 U.S.C. 260a. The language after the semicolon which appears in the text of subsection (a) was added by the Act of March 30, 1972 (P.L. 92-267; 86 Stat. 116).

⁴ 15 U.S.C. 266.

SEC. 6. This Act shall take effect on April 1, 1967; except that if any State, the District of Columbia, the Commonwealth of Puerto Rico, or any possession of the United States, or any political subdivision thereof, observes daylight saving time in the year 1966, such time shall advance the standard time otherwise applicable in such place by one hour and shall commence at 2 o'clock antemeridian on the last Sunday in April of the year 1966 and shall end at 2 o'clock antemeridian on the last Sunday in October of the year 1966.⁵

SEC. 7. As used in this Act, the term "State" includes the District of Columbia, the Commonwealth of Puerto Rico, or any possession of the United States.⁶

ACT OF MARCH 19, 1918¹

CH. 24, 40 STAT. 450

AN ACT To save daylight and to provide standard time for the United States

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of establishing the standard time of the United States, the territory of the United States shall be divided into eight zones in the manner provided in this section. Except as provided in section 3(a) of the Uniform Time Act of 1966, the standard time of the first zone shall be based on the mean solar time of the sixtieth degree of longitude west from Greenwich; that of the second zone on the seventy-fifth degree; that of the third zone on the ninetieth degree; that of the fourth zone on the one hundred and fifth degree; that of the fifth zone on the one hundred and twentieth degree; that of the sixth zone on the one hundred and thirty-fifth degree; that of the seventh zone on the one hundred and fiftieth degree; and that of the eighth zone on the one hundred and sixty-fifth degree. The limits of each zone shall be defined by an order of the Secretary of Transportation, having regard for the convenience of commerce and the existing junction points and division points of common carriers engaged in interstate or foreign commerce, and any such order may be modified from time to time. As used in this Act, the term "interstate or foreign commerce" means commerce between a State, the District of Columbia, the Commonwealth of Puerto Rico, or any possession of the United States and any place outside thereof.²

SEC. 2. Within the respective zones created under the authority of this Act the standard time of the zone shall insofar as practicable (as determined by the Secretary of Transportation) govern the movement of all common carriers engaged in interstate or foreign commerce. In all statutes, orders, rules, and regulations relating to the time of performance of any act by any officer or department of the United States, whether in the legislative, executive, or judicial branches of

⁵ This section, which establishes the effective date of the Act, was not codified.

⁶ 15 U.S.C. 267.

¹ 15 U.S.C. 261-264.

² The language of the first section of the Act of March 19, 1918 (15 U.S.C. 261) which appears in the text was added by section 4(a) of the Uniform Time Act of 1966 (P.L. 89-387; 80 Stat. 108).

the Government, or relating to the time within which any rights shall accrue or determine, or within which any act shall or shall not be performed by any person subject to the jurisdiction of the United States, it shall be understood and intended that the time shall insofar as practicable (as determined by the Secretary of Transportation) be the United States standard time of the zone within which the act is to be performed.³

SEC. 3. In the division of territory, and in the definition of the limits of each zone, as hereinbefore provided, so much of the State of Idaho as lies south of the Salmon River, traversing the State from east to west near forty-five degrees thirty minutes latitude shall be embraced in third zone. *Provided,* That common carriers within such portion of the State of Idaho may conduct their operations on Pacific time.⁴

SEC. 4. The standard time of the first zone shall be known and designed as Atlantic standard time; that of the second zone shall be known and designated as eastern standard time; that of the third zone shall be known and designated as central standard time; that of the fourth zone shall be known and designated as mountain standard time; that of the fifth zone shall be known and designated as Pacific standard time; that of the sixth zone shall be known and designated as Yukon standard time; that of the seventh zone shall be known and designated as Alaska-Hawaii standard time; and that of the eighth zone shall be known and designated as Bering standard time.⁵

ACT OF MARCH 4, 1921¹

CH. 173, 41 STAT. 1446

AN ACT To transfer the Panhandle and Plains section of Texas and Oklahoma to the United States standard central time zone

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Panhandle and Plains section of Texas and Oklahoma be, and the same are hereby, transferred to and placed within the United States standard central time zone.

The Secretary of Transportation is hereby authorized and directed to issue an order placing the western boundary line of the United States standard central time zone in so far as the same affect Texas and Oklahoma as follows:

Beginning at a point where such western boundary time zone line crosses the State boundary line between Kansas and Oklahoma; thence westerly along said State boundary line to the northwest corner of the State of Oklahoma; thence in a southerly direction along the west State boundary line of Oklahoma and the west State boundary line of Texas to the southeastern corner of the State of New Mexico; thence in a westerly direction along the State boundary line between

³ The language of section 2 of the Act of March 19, 1918 (15 U.S.C. 262) which appears in the text was added by section 4(b) of the Uniform Time Act of 1966 (P.L. 89-387; 80 Stat. 108).

⁴ The language of section 3 of the Act of March 19, 1918 (15 U.S.C. 264) which appears in the text was added by the Act of March 3, 1923 (42 Stat. 1434).

⁵ The language of section 4 of the Act of March 19, 1918 (15 U.S.C. 263) which appears in the text was added by section 4(c) of the Uniform Time Act of 1966 (P.L. 89-387; 80 Stat. 108).

¹ 15 U.S.C. 265.

the States of Texas and New Mexico to the Rio Grande River; thence down to Rio Grande River as the boundary line between the United States and Mexico: *Provided*, That the Chicago, Rock Island and Gulf Railway Company and the Chicago, Rock Island and Pacific Railway Company may use Tucumcari, New Mexico, as the point at which they change from central to mountain time and vice versa; the Colorado Southern and Fort Worth and Denver City Railway Companies may use Sixela, New Mexico, as such changing point; the Atchison, Topeka and Santa Fe Railway Company and other branches of the Santa Fe System may use Clovis, New Mexico, as such changing point, and those railways running into or through El Paso may use El Paso as such point: *Provided further*, That this Act shall not, except as herein provided, interfere with the adjustment of time zones as established by the Secretary of Transportation.

SEC. 2. That all laws and parts of laws in conflict herewith are hereby repealed.



AMENDING THE EMERGENCY DAYLIGHT
SAVING TIME ENERGY CONSERVATION
ACT OF 1973

REPORT
OF THE
SENATE COMMITTEE ON COMMERCE
ON
H.R. 16102

TO AMEND THE EMERGENCY DAYLIGHT SAVING TIME
ENERGY CONSERVATION ACT OF 1973 TO EXEMPT FROM
ITS PROVISIONS THE PERIOD FROM THE LAST SUNDAY
IN OCTOBER 1974 THROUGH THE LAST SUNDAY IN
FEBRUARY 1975



SEPTEMBER 19, 1974.—Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1974

AMENDING THE EMERGENCY DAYLIGHT SAVING TIME
ENERGY CONSERVATION ACT OF 1973—PUBLIC LAW
93-182

SEPTEMBER 19, 1974.—Ordered to be printed

Mr. MAGNUSON, from the Committee on Commerce,
submitted the following

REPORT

[To accompany H.R. 16102]

The Committee on Commerce to which was referred the bill (H.R. 16102) to amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to exempt from its provisions the period from the last Sunday in October 1974, through the last Sunday in February 1975, having considered the same, reports favorably thereon without amendment and recommends that the bill do pass.

PURPOSE

H.R. 16102 would amend Public Law 93-182 and place the entire Nation on non-advanced time for this coming winter from the last Sunday in October 1974 until the last Sunday in February 1975.

H.R. 16102 should be enacted quickly. School systems, railroads, airlines, buslines, radio and television networks and broadcasting stations, and other enterprises in which advance scheduling is essential require as much time as possible to plan schedule changes.

BACKGROUND AND NEED

Public Law 93-182

On November 27, 1973, in response to the President's request, the House passed H.R. 11324, a year-round daylight saving time bill. The Senate passed H.R. 11324 on December 4, 1973. A conference between the two Houses was held and the Conference Report was passed by both Houses on December 14, 1973, and signed into law the next day

as Public Law 93-182—the Emergency Daylight Saving Time Energy Conservation Act of 1973. The legislation took effect on January 6, 1974.

In summary; Public Law 93-182—the Emergency Daylight Saving Time Energy Conservation Act of 1973—provides:

(1) Section 3(a) of the Uniform Time Act of 1966 is suspended, and the standard time of each time zone into which the United States is divided is advanced one hour from 2:00 a.m. on January 6, 1974, the effective date of the Act, until 2:00 a.m. on the last Sunday of April 1975 (April 27, 1975). (Section 3(a))

(2) Any State divided by a time zone line, or any State lying entirely in one time zone but not contiguous to any other State, may exempt all of the State lying within one time zone from the advancement of time provided for under the Act. (Section 3(a))

The States of Michigan and Idaho (both of which are divided by time zone limits) have enacted laws exempting all of that portion of those States lying in the more easterly time zone (the Eastern Time Zone in the case of Michigan, and the Mountain Time Zone in the case of Idaho) from the advanced time provided for under Public Law 93-182.

(3) The President's designee, the Secretary of Transportation, was authorized to grant an exemption from the observance of advanced time provided for under the Act or to grant a realignment of time zone limits to a State if the Governor of the State issued a proclamation prior to January 6, 1974 (the effective date of the Act) to the effect that such an exemption or realignment of time zone lines was necessary to avoid undue hardship or to conserve fuel in the State. (Section 3(b))

Under the provisions of section 3(b), the State of Arizona was exempted from the observance of advanced time provided for under Public Law 93-182 by order of the Secretary of Transportation (39 *Federal Register* 1524, January 10, 1974). This same authority was exercised to realign the time zone limit between the Eastern and Central Time Zones in the State of Kentucky for the effective period of Public Law 93-182 (39 *Federal Register* 1524, January 10, 1974). For such period such limit has been moved from a position where it nearly bisected the State on a north/south axis to a position where it places all of the State in the Central Time Zone except the twelve northeastern counties (Boone, Kenton, Campbell, Grant, Pendleton, Bracken, Mason, Lewis, Greenup, Carter, Boyd, and Lawrence) bordering on the States of Ohio and West Virginia. The Secretary, in his regulations implementing Public Law 93-182, provided that any exemption or realignment granted under Public Law 93-182 may be revoked or modified with his approval. Thus, a change in the exemption granted to Arizona or the realignment granted to Kentucky could be approved by the Secretary at any time before April 27, 1975.

(4) Any State divided by a time zone line, or any State lying entirely within one time zone but not contiguous to any other State, which had a law in effect on October 27, 1973, exempting part or all of the State from the advancement of time under the Uniform Time Act of 1966 was deemed to have effectively exercised the same exemption from advancement of time under Public Law 93-182.

The only contiguous State affected is Indiana. Six counties in northwestern Indiana and six counties in southwestern Indiana lie in the Central Time Zone. Indiana had a law in effect on October 27,

1973 exempting all of that portion of Indiana in the Eastern Time Zone from observance of advanced time. Noncontiguous States which were exempted from the advancement of time under these provisions are the State of Hawaii, the Commonwealth of Puerto Rico, the Virgin Islands, and American Samoa (these latter three are deemed States for the purposes of both the 1966 and 1973 Acts).

(5) The Secretary of Transportation must submit an interim report on or before June 30, 1974, and is required to file a final report on or before June 30, 1975, on the operation and effects of Public Law 93-182 giving particular attention to its effect on the use of energy in the United States and on the safety of children traveling to and from school. The reports are to include such recommendations for legislation or other action as the Secretary determines. (Section 4(a))

(6) The authority of the Secretary of Transportation, under the Act of March 19, 1918, to modify the limits of any time zone, is suspended during the effective period of Public Law 93-182. (Section 5)

(7) The Federal Communications Commission, consistent with treaties and other international agreements, is required to make such adjustments with respect to the hours of operation of standard (AM) broadcast stations as may be consistent with the public interest, including the public's interest in receiving interference free broadcast service. (Section 6)

(8) Public Law 93-182 took effect at 2:00 a.m. on the fourth Sunday after the date of enactment (January 6, 1974) and will terminate at 2:00 a.m. on the last Sunday of April 1975 (April 27, 1975).

The DOT interim report

Public Law 93-182 directed the Secretary of Transportation to report to Congress on the effects of winter advanced time by June 30, 1974. In his recent report, the Secretary stated: (1) there was a small but significant energy savings in electricity consumption; (2) there was no evidence that total school opinion has shifted significantly and most people no longer favor advanced time in winter months. The Secretary concluded that another year's experiment was in the public interest. The additional data would better determine the effects of advanced time in energy conservation, traffic patterns, and commercial activities. However, he recommended that the Nation shift back to non-advanced time for 4 months to relieve the inconvenience a majority of people experienced.

H.R. 16102 would carry out the DOT recommendation.

The Secretary of Transportation has summarized the Interim Report as follows:

The findings of this interim report are, for the most part, inconclusive. After the January 6, 1974 daylight saving time (hereafter "DST") transition, the effects were so small that they could not in general be reliably separated from effects of other changes occurring at the time. These other changes included fuel availability constraints, speed limit reductions, Sunday gasoline station closings, and voluntary reductions in the use of lighting, heating, and unnecessary travel. Consequently, the past winter season provided a poor basis for analysis and generalization. Since the measurable effects of year-round daylight saving time (hereafter "YRDST")

were small, there is no unambiguous direct evidence that they were either beneficial or harmful.

Using the best information available, indicators were developed that produced the following results:

1. YRDST probably resulted in a flattening of the daily peakloads and a decrease on the order of 0.75 percent in electricity consumption for January and February. Savings of approximately 1 percent for March and April in fuel consumption for electricity production are inferred from the experience of transitions to daylight saving time in previous years. The predominant fuel saved is coal.

2. Total travel and gasoline use in the U.S. was generally reduced for winter months of 1973/1974 compared to the winter months of 1972/1973. However, YRDST may have resulted in a very small increase in travel and gasoline use in January and February in a few southern states where the weather was warm and where gasoline supply was not highly constrained last winter. In those states in which gasoline supply was constrained last winter, YRDST did not increase gasoline use, but may have modified travel patterns. In March and April, when gasoline supplies were more available and much larger areas of the country were warm, YRDST may have increased gasoline use as much as 0.5 to approximately 1.0 percent over the amount forecast under conditions of standard time.

3. Analyses of heating fuel effects of YRDST were inconclusive.

4. No significant effects on traffic safety can be attributed to YRDST. Data for January-March 1974, show a decrease of 23.8 percent in motor vehicle fatalities, as compared to the corresponding months of 1973, but this decline is largely attributable to the lowering of speed limits and restrictions on the availability of gasoline. Motor vehicle accident data (non-fatality data) for the period of YRDST in 1974 were not available for analysis. Theoretical analyses of previous year accident data were inconclusive.

5. Fatalities involving school age children over the entire day in both January and February 1974 are reduced from the previous year. There was an increase in school children fatalities during the morning hours of 6 to 9 a.m. for February 1974 v. February 1973, but an off-setting decrease in fatalities occurred in the early evening hours. The unusual winter travel conditions as a consequence of the energy crisis make interpretation of net YRDST effects difficult.

6. Reports from 37 States and the District of Columbia indicate school districts in 18 States advanced their school hours because of the problems of dark mornings. About 44 percent of the school districts and 47 percent of the students enrolled in the 37 reporting States were affected by the schedule changes.

7. The Federal Communications Commission has reported that YRDST is causing adverse economic impacts for some daytime only and fulltime radio stations because of interfer-

ence problems between these two classes of stations during their prime time morning rush-hour broadcasts.

8. The Department of Commerce reports no significant YRDST effects on domestic and international commerce, except for the construction industry. This industry opposes YRDST because of the safety hazards of working during the early morning darkness.

9. No measurable effects of YRDST were reported by cognizant Federal agencies in the areas of crime, agriculture, labor, and the use of parks and recreation facilities.

10. Daylight saving time is generally popular with the public, but not in the winter months of November through February.

The Secretary of Transportation recommends that Public Law 93-182 be amended so that non-advanced time is observed from the last Sunday in October 1974 (October 27, 1974) until the last Sunday in February 1975 (February 23, 1975).

H.R. 16102

H.R. 16102 would carry out the recommendation of the Secretary of Transportation by amending Public Law 93-182 so as to place the United States on non-advanced time from the last Sunday in October 1974 until the last Sunday in February 1975. It would also give the Secretary an additional month, until July 31, 1975, to submit to the Congress his final report on the operation and effects of Public Law 93-182.

Effects of the bill

The whole Nation will be placed on non-advanced time from the last Sunday of October to the last Sunday of February, 1975.

As indicated above in the summary of Public Law 93-182, some States and parts of others are exempted from observing advanced time during part or all of the year under P.L. 93-182. The following paragraphs explain the effect of enactment of H.R. 16102 on each State so exempted.

Under section 3(a) of Public Law 93-182, the States of Michigan and Idaho have enacted statutes exempting all of their respective territories lying within the more easterly time zone from the observance of advanced time from the last Sunday in October 1974 until the last Sunday in April 1975 (October 27, 1974, until April 27, 1975). Enactment of H.R. 16102 would have no effect on either State. The parts of those States lying in the more easterly time zones would still observe non-advanced time for those zones until the last Sunday in April 1975.

The Committee wishes to emphasize that it believes uniformity in national time observance is an important national policy which substantially furthers the convenience of commerce between the States. Exemptions from advanced time were allowed in P.L. 93-182 only because Congress was concerned about potentially severe local hardships in a few regions. The Committee notes that both Michigan and Idaho will have the opportunity to review and modify their respective exemption statutes, if they so choose, before the rest of the Nation returns to advanced time on the last Sunday in February, 1975. Both States may well decide the convenience of uniform time

with other States in the same time zones warrants returning to advanced time with the rest of the Nation on the last Sunday in February 1975. The Committee notes that both States will have continuing discretionary authority under this proposed amendment to P.L. 93-182 to so modify their respective exemption laws.

Under section 3(c) of P.L. 93-182, that part of Indiana lying in the Eastern Time Zone, the State of Hawaii, the Commonwealth of Puerto Rico, the Virgin Islands, and American Samoa are exempted from observing advanced time. This bill will not affect their status.

Under section 3(b) of P.L. 93-182, the Secretary of Transportation, acting as the President's designee, exempted the State of Arizona from advanced time. The exemption will remain in effect until April 27, 1975 unless the Secretary modifies it (49 C.F.R. 73.11 (a)). The Committee does not anticipate the Secretary will modify this exemption in anyway. Therefore Arizona will remain indefinitely on non-advanced time.

Under section 3(b) of P.L. 93-182, the time zone limit between the Eastern and Central Time Zones in the State of Kentucky was realigned for the effective period of the law by the Secretary of Transportation, (39 Fed. Reg. 1525, January 10, 1974). Enactment of H.R. 16102 will affect neither the location of the time zone limit nor the continuing authority in the Secretary of Transportation to relocate the time zone limit prior to April 27, 1975.

The Committee wishes to note that it is imperative that the Secretary reconsider his earlier action in realigning the Kentucky time zone limit. Failure to adjust the Kentucky time zone limit will create a potential hardship of two time changes within two months (on February 23, 1975 and April 27, 1975) for the people of central Kentucky who were formerly in the Eastern Time Zone and now are located temporarily in the Central Time Zone. The Committee considers it absolutely essential that the Secretary confer with the appropriate elected officials and local leaders in central Kentucky to determine how best to resolve the potential problem of two time changes in the Spring of 1975 caused by the automatic shift in the time zone limit to its original position when P.L. 93-182 expires. The Committee expects the Secretary to complete such consultations and make a final decision that is most compatible with the needs of Kentucky before October 27, 1974, the day the entire Nation will shift to non-advanced time for the winter.

Transition to Uniform Time Act of 1966

Pursuant to the provisions of section 7 of Public Law 93-182 that law will terminate at 2:00 a.m. on the last Sunday of April 1975 (April 27, 1975). At that time the Uniform Time Act of 1966 (15 U.S.C. 260 et seq.) will again be effective and most of the Nation will continue to observe advanced time under that Act until the last Sunday in October 1975 (October 26, 1975). State laws exempting entire States or the portions of States lying within one time zone which were enacted pursuant to clause (1) or (2) of section 3(a) of that Act will once again be effective when the Uniform Time Act of 1966 resumes effect.

CONCLUSION

Although the United States is not at this time confronted with a critical shortage of energy supplies, it is essential that these precious

resources be conserved. Even though the data derived from the observance of daylight saving time during the period from January 6, 1974, through April 1974 are not conclusive, there is substantial basis for concluding that such observance did result in a reduction in the consumption of electrical energy of between three quarters and one percent.

This translates into the following energy savings—

Approximately 14,500 barrels per day of oil.

Approximately 106 million cubic feet of natural gas (equivalent to 19,500 barrels of oil per day).

Approximately 9,650 tons of coal per day (equivalent to another 42,320 barrels per day).

Approximately 24,000 barrels of oil per day equivalent of nuclear and hydro power.

Furthermore, only by continuing the observance of daylight saving time during the colder period of the year can its impact be more thoroughly evaluated and more conclusive data developed. This, of course, must be balanced against a majority of the public's distaste for the observance of daylight saving time during the months of November, December, January, and February, and its apparent acceptance, as reflected by a national opinion poll conducted in February 1974, of observance of daylight saving time during the months of March through October.

SECTION-BY-SECTION ANALYSIS

SEC. 1. This section amends sections of the Emergency Daylight Saving Time Energy Conservation Act of 1973. It puts the entire nation on non-advanced time from 2:00 am, October 27, 1974 until 2:00 am, February 23, 1975.

SEC. 2. This section amends section 4 of P.L. 93-182 so as to change the required date by which the Secretary of Transportation must submit his final report on the effects of advanced time in winter months. The report will be submitted to Congress by the Secretary of Transportation on July 31, 1975 rather than June 30, 1975.

COMMITTEE ACTION

The Committee considered H.R. 16102 and numerous other bills pending before the Committee which would amend or repeal Public Law 93-182 in executive session on September 12, 1975. The Committee ordered H.R. 16102 reported to the Senate by a unanimous voice vote.

CHANGES IN EXISTING LAW

In compliance with subsection 4 of rule XXIX of the Standing Rules of the Senate, changes in existing law made by the bill are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law which is not changed is shown in roman):

ESTIMATED COSTS

In accordance with section 252(a) of the Legislative Reorganization Act of 1970 (Public Law 91-510, 91st Congress), the Committee

estimates that costs which will be incurred in carrying out the provisions of this legislation will be covered by existing appropriations. The Committee is not aware of any estimates of costs made by any Federal agency which are different from those made by the Committee.

TEXT OF H.R. 16102, AS REPORTED

AN ACT To provide for daylight saving time on a year-round basis for a two-year trial period, and to require the Federal Communications Commission to permit certain daytime broadcast stations to operate before local sunrise

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Emergency Daylight Saving Time Energy Conservation Act of 1973".

SEC. 2. The Congress hereby finds and declares—

(1) that the United States faces severe energy shortages, especially in the winter of 1973-1974 and in the next several winters thereafter;

(2) that various studies of governmental and nongovernmental agencies indicate that year-round daylight saving time would produce an energy saving in electrical power consumption;

(3) that daylight saving time may yield energy savings in other areas besides electrical power consumption;

(4) that year-round daylight saving time could serve as an incentive for further energy conservation by individuals, companies, and the various governmental entities at all levels of government, and that such energy conservation efforts could lead to greatly expanded energy savings and help meet the projected energy shortages, and that such energy conservation efforts could include but not be limited to such actions as—

(A) lowering office, home, and store thermostats several degrees;

(B) limiting unnecessary automobile travel and holding down the speed of necessary automobile travel;

(C) using energy efficient automobiles;

(D) using public transportation whenever possible;

(E) turning off office air-conditioning and heating plants an hour earlier in the afternoon; and

(F) limiting unnecessary use of electric lights;

(5) that the use of year-round daylight saving time could have other beneficial effects on the public interest, including the reduction of crime, improved traffic safety, more daylight outdoor play-time for the children and youth of our Nation, greater utilization of parks and recreation areas, expanded economic opportunity through extension of daylight hours to peak, shopping hours and through extension of domestic office hours to periods of greater overlap with the European Economic Community; and

(6) that the emergency nature of an energy shortage require the temporary enactment of daylight saving time.

SEC. 3. (a) Notwithstanding the provisions of section 3(a) of the Uniform Time Act of 1966 (15 U.S.C. 206a(a)), and except as provided in subsection (e) of this section, the standard of time of each zone established by the Act of March 19, 1918 (15 U.S.C. 261-264),

as modified by the Act of March 4, 1921 (15 U.S.C. 265), shall be advanced one hour and such time as so advanced shall for the purposes of such Act of March 19, 1918, as so modified, be the standard time of each such zone; except that any State with parts thereof in more than one time zone, and any State that lies entirely within one time zone and is not contiguous to any other State, may by law exempt the entire area of the State lying within one time zone from the provisions of this subsection.

(b) Notwithstanding any other provision of law, if a State, by proclamation of its Governor, makes a finding prior to the effective date of this Act, that an exemption from the operation of subsection (a) or a realignment of time zone limits is necessary to avoid undue hardship or to conserve fuel in such State or part thereof, the President or his designee may grant an exemption or realignment to such State.

(c) Any law in effect on October 27, 1973, adopted pursuant to section 2(a)(2) of the Uniform Time Act of 1966 by a State with parts thereof in more than one time zone, or adopted pursuant to section 3(a)(1) of such Act by a State that lies entirely within one time zone and is not contiguous to any other State, shall be held and considered to remain in effect as the exercise by that State of the exemption permitted by subsection (a) of this section unless that State, by law, provides that such exemption shall not apply during the effective period of this Act.

(d) The provisions of subsections (b) and (c) of section 3 and section 7 of the Uniform Time Act of 1966 shall apply to the provisions of this section.

(e) *During the period commencing at 2 o'clock antemeridian on the last Sunday of October 1974, and ending at 2 o'clock antemeridian on the last Sunday of February 1975, the standard time of each zone established by the Act of March 19, 1918 (15 U.S.C. 261-264), as modified by the Act of March 4, 1921 (15 U.S.C. 265), shall be the standard time of each such zone pursuant to such Act of March 19, 1918, as so modified.*

SEC. 4. (a) The Secretary of Transportation shall, on or before June 30, 1974, submit an interim report, and on or before [June 30,] July 31, 1975, submit a final report, to the Congress on the operation and effects of this Act. Each such report shall give particular attention to such effects on the use of energy in the United States, traffic safety, including the safety of children traveling to and from school, and the effect on school hours. Each such report shall also include such recommendations for legislation or other action as the Secretary may determine. The final report shall include any recommendations of the Secretary with respect to time zone limits.

(b) The Secretary of Transportation shall consult with the departments, agencies, and instrumentalities of the United States having information or expertise with respect to the operation and effects of this Act. Each such department, agency, and instrumentality shall exercise its powers, duties, and functions in such manner as will assist in carrying out the provisions of this section.

SEC. 5. The authority of the Secretary of Transportation, under the first section of the Act of March 19, 1918 (15 U.S.C. 261), to modify the limits of any time zone is suspended during the effective period of this Act.

SEC. 6. Notwithstanding any other law or any regulation issued under any such law, the Federal Communication Commission shall, consistent with any existing treaty or other agreement, make such adjustment by general rules, or by interim action pending such general rules, with respect to hours of operation of daytime standard amplitude modulation broadcast stations, as may be consistent with the public interest, including the public's interest in receiving interference free service. Such general rules, or interim action, may include variances with respect to operating power and other technical operating characteristics. Subsequent to the adoption of such general rules, they may be varied with respect to particular stations and areas because of the exigencies in each case.

SEC. 7. This Act shall take effect at 2 o'clock antemeridian on the fourth Sunday which occurs after the date of enactment of this Act and shall terminate at 2 o'clock antemeridian on the last Sunday of April 1975.

AGENCY COMMENTS

THE SECRETARY OF TRANSPORTATION,
Washington, D.C., June 28, 1974.

HON. CARL ALBERT,
Speaker of the House,
House of Representatives, Washington, D.C.

DEAR MR. SPEAKER: I am transmitting herewith for the consideration of the Congress the interim report and recommendations on year-round daylight saving time (YRDST), as required by the Emergency Daylight Saving Time Energy Conservation Act of 1973.

The report supports proceeding with the second year of the experiment. It does recommend, however, that the Emergency Daylight Saving Time Energy Conservation Act of 1973 be amended to provide that during the second year of the experiment, the nation observe daylight saving time for eight months of the year and standard time for the remainder, from the last Sunday in October 1974 through the last Sunday in February 1975.

The principal reasons for this recommended course of action are:

Probable savings in energy.—Electricity savings of approximately one percent occurred during March and April, with coal the predominant fuel saved. Further evaluations of other areas of fuel use such as transportation or heating are not definitive and may disclose additional savings or partially offsetting increases.

Elimination of concern regarding school children safety.—While there was public apprehension over the safety of children traveling to school on dark mornings, the limited data available for the brief period of last winter's YRDST experience and the unusual travel conditions prevailing at that time do not provide an adequate basis to determine whether the public's apprehension was justified. Sunrises during March and April occur early enough so that this concern about early morning darkness may be eliminated.

Public preference.—A majority of the public, as measured in a March 1974 national opinion poll, prefers daylight saving time from March through October.

Need for more conclusive data.—It is desirable to have another year's experiment to determine better the net effects of daylight saving time

and consequent public reactions so as to establish the merits of altering the historical daylight saving time system.

Sincerely,

CLAUDE S. BRINEGAR.

THE SECRETARY OF TRANSPORTATION,
Washington, D.C., August 13, 1974.

HON. JAMES O. EASTLAND,
President pro tempore,
United States Senate,
Washington, D.C.

DEAR MR. PRESIDENT: I transmit herewith for the consideration of the Congress a draft bill to amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to provide for standard time during the winter of 1974-75, and for other purposes.

On June 28, 1974, I transmitted for the consideration of the Congress the interim report and recommendations on year-round daylight saving time, as required by the Emergency Daylight Saving Time Energy Conservation Act of 1973 (hereinafter "the Act"). That report recommends that the Act be amended to provide, during the second year of the experiment established by the Act, that the Nation observe standard time for four months of the year, from the last Sunday in October 1974 to the last Sunday in February 1975 (October 27, 1974, to February 23, 1975), and daylight saving time for the remainder. This draft bill would effectuate that recommendation.

The report also recommends that the deadline for submission of the final report be changed from June 30, 1975, to September 30, 1975, to allow sufficient time to collect and analyze March and April data. Since, however, a September 30, 1975, deadline may not afford the Congress sufficient time to consider the report and its recommendations, the bill calls for submission of the final report by August 30, 1975.

The Office of Management and Budget advises that, from the standpoint of the administration's program, there is no objection to the submission of this proposed legislation to the Congress.

Sincerely,

CLAUDE S. BRINEGAR.

A BILL To amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to provide for standard time during the winter of 1974-75, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Public Law 93-182, 87 Stat. 707) is amended—

1. By deleting in section 4(a) "June 30, 1975" and substituting therefor "August 30, 1975"; and

2. By deleting in section 7 the period at the end thereof and substituting therefor ", except that section 3(a) shall not be in effect from 2 o'clock antemeridian on the last Sunday of October 1974 until 2 o'clock antemeridian on the last Sunday of February 1975."

OFFICE OF THE SECRETARY OF TRANSPORTATION,
Washington, D.C., August 16, 1974.

Hon. JOHN E. MOSS,
*Chairman, Subcommittee on Commerce and Finance, Committee on
Interstate and Foreign Commerce, House of Representatives, Wash-
ington, D.C.*

DEAR MR. MOSS: As I promised at the Daylight Saving Time hearing, I am suggesting a new final report date of August 30, 1975. For the reasons discussed below, I feel that the August date for the final report submission is preferable to the July 31, 1975 date reported out by the full Committee.

A prime reason for the earlier request to extend the final report date to September 1975 was to provide sufficient time to collect and analyze certain data for the months of March and April. While it is presently difficult to foresee all of the data gaps which would result from a July final report date, we know that the leadtime for State accident data is three months, so March and April accident data could not be included in a July report. Reporting problems will probably also prevent the inclusion of some energy consumption data in a July report.

The alternatives as I see them are to produce an early report with supplements, or to produce a later report and provide advance information to your staff as it becomes available. In our judgment, the latter alternative is preferable since it would provide a more cohesive report.

If held to the July report deadline, we seek your understanding that there will be gaps in our reporting of daylight saving time impacts during the key months of March and April. As a result of these gaps, the study findings would probably be considerably less useful to you in making final decisions on a permanent course of action.

Sincerely,

ROBERT HENRI BINDER,
*Assistant Secretary Designate for
Policy, Plans and International Affairs.*

○

H. R. 16102

Ninety-third Congress of the United States of America

AT THE SECOND SESSION

*Begun and held at the City of Washington on Monday, the twenty-first day of January,
one thousand nine hundred and seventy-four*

An Act

To amend the Emergency Daylight Saving Time Energy Conservation Act of 1973 to exempt from its provisions the period from the last Sunday in October, 1974, through the last Sunday in February, 1975.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 3 of the Emergency Daylight Saving Time Energy Conservation Act of 1973 is amended—

(1) by inserting immediately after “(15 U.S.C. 260a(a)),” in subsection (a) the following “and except as provided in subsection (e) of this section;” and

(2) by adding at the end thereof the following subsection:

“(e) During the period commencing at 2 o'clock antemeridian on the last Sunday of October 1974, and ending at 2 o'clock antemeridian on the last Sunday of February 1975, the standard time of each zone established by the Act of March 19, 1918 (15 U.S.C. 261-264), as modified by the Act of March 4, 1921 (15 U.S.C. 265), shall be the standard time of each such zone pursuant to such Act of March 19, 1918, as so modified.”

SEC. 2. Section 4(a) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 is amended by striking out “June 30, 1975” and inserting in lieu thereof “July 31, 1975”.

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*

October 3, 1974

Dear Mr. Director:

The following bills were received at the White House on October 3rd:

S. 2382
H.R. 4861
H.R. 10088
H.R. 11546
H.R. 16102 ✓

Please let the President have reports and recommendations as to the approval of these bills as soon as possible.

Sincerely,

Robert D. Linder
Chief Executive Clerk

The Honorable Roy L. Ash
Director
Office of Management and Budget
Washington, D. C.