

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed the following bills:

S. 251	Relief of Frank P. Muto, et al
S. 754	Speedy Trial Act of 1974 (statement)
S. 1296	Grand Canyon National Park Enlargement Act
S. 3022	Wild and Scenic Rivers Act amendments
S. 3433	Eastern Wilderness
S. 3481	International Air Transportation Fair Competitive Practices Act of 1974
H. J. Res. 1180	Urgent Supplemental Appropriations Act, 1975
H. R. 421	Duty-free treatment of upholstery regulators
H. R. 5773	Canaveral National Seashore, Florida
H. R. 10701	Deepwater Port Act of 1974 (statement)
H. R. 11144	Naval Sea Cadets Corps
H. R. 11273	Federal Noxious Weed Act of 1974
H. R. 11796	Canada-France-Hawaii Telescope Project
H. R. 11802	Designating "Granger Dam and Lake"
H. R. 12884	Omnibus Wilderness designations
H. R. 15223	Transportation Safety Act of 1974 (statement)
H. R. 15322	"O. C. Fisher Dam and Lake"
H. R. 16925	Amend laws of the District of Columbia
H. R. 17468	Military Construction Appropriations Act of 1975

The President has withheld his signature from the following bills:

S. 3943	Rural Environment Conservation Program
H. R. 2933	Unshelled and shelled Agriculture filberts

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed S. 251 - For the relief of Frank P. Muto, et al, which grants civil service retirement credit to 15 individuals for periods of service in non-Federal positions with congressional campaign committees.

- - -

The President has signed H. R. 11273 - Federal Noxious Weed Act of 1974 - which authorizes a regulatory program to control the importation, shipment in interstate commerce, and spread of certain noxious weeds.

To remedy gaps in existing law, H. R. 11273 would establish a regulatory program to control the introduction, distribution and spread of noxious weeds -- defined in the bill to include foreign weeds new to the U. S. or not widely prevalent in the U. S.

- - -

The President has signed H. J. Res. 1180 -- Urgent Supplemental Appropriations Act, 1975 - which provides a total of \$4,575,373,000 in budget authority for new or extended unemployment and jobs programs in the Departments of Labor and Commerce (an additional expenditure of \$249.5 million from the Unemployment Trust Fund is also authorized for these programs) and for other activities in the Veterans Administration and the Departments of Agriculture and Transportation.

Six of the ten items covered by the bill are for unemployment and jobs programs of the Departments of Labor and Commerce. A total of \$4 billion is provided for these activities -- \$3,750.5 million in new budget authority and \$249.5 million in additional expenditures authorized from the Unemployment Trust Fund.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed S. 754 - Speedy Trial Act of 1974 - which establishes phased-in time limits for bringing defendants to trial; impose sanctions to enforce those limits; provide for development of plans in each federal judicial district; authorize appropriations for such planning; and establish demonstration pretrial service agencies in ten districts.

The bill defines speedy trial in terms of specific time periods for carrying out the steps in criminal trials.

The bill imposes sanctions including dismissal of charges and sanctions against defense attorneys for dilatory actions.

The bill:

- requires that a judge set a trial date at the earliest practicable time after consultation with the prosecutor and defense counsel
- provides specific time limits, (unless within specific exceptions), by which key steps in the prosecution of an accused must take place, the trial commencing within ninety days of arrest
- provides for exceptions to the time limits to accommodate such specified factors as unusually complex grand jury proceedings, mutually agreed pretrial diversion programs, and defendant incompetence to stand trial.
- provides for gradual phasing in of the time periods and sanctions over a four-year period beginning in July 1975
- makes special provision for such situations as fresh indictments after dismissal and retrials

(MORE)

- provides for sanctions, for failure to meet the time limitations of the bill, including dismissal of charges with or without prejudice in the discretion of the judge and
- provides for sanctions against defense counsel for specified dilatory tactics.

With respect to planning, S. 754 provides:

- that each district form a planning group within sixty days of the effective date of the bill
- that prosecution and defense counsels and a person skilled in legal research be included in the planning group
- that each judicial district prepare a plan for implementation of the enrolled bill
- that the group be broadly charged to examine all factors affecting the criminal justice system and to make recommendations to the Administrative Office of the U.S. courts

The bill authorizes appropriations of \$10 million for fiscal year 1975 and such sums as may be necessary in subsequent years for pretrial services agencies and \$2.5 million in fiscal year 1975 for the judiciary for the initial phases of planning and administering district plans.

#

#

#

JANUARY 4, 1975

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

I have given my approval to S. 754, the so-called "Speedy Trial Act of 1974." I have done so, however, with some reservations.

I fully endorse the goal of speedy justice, but I am concerned about the sanctions imposed by the bill. If its time limits are not met, Section 3162 provides for dismissal of the indictment and permits the trial judge to decide whether a subsequent reindictment would be permitted. I believe that dismissal without precluding reindictment would constitute an ample sanction to insure that prompt trials do take place. I hope that the sound discretion of our Federal District Court judges will minimize the possibility that a defendant will be unnecessarily exonerated from punishment for a serious offense without ever having undergone a trial.

I also take this opportunity to call for prompt Congressional action on the recommendation of the Judicial Conference of the United States for the creation of 51 additional Federal District Court judgeships in 33 separate judicial districts across the country. This measure recognizes that justice delayed is too often justice denied. However, without a commitment to meet the increased demands which the bill will impose on our federal judiciary, as well as prosecutors, its benefits become transparent.

The Judicial Conference recommendation was advanced in 1972 and Senate hearings incorporating the proposal were conducted in 1973. To date, however, this legislation has not been scheduled for action. I hope that it will be a priority item for the 94th Congress.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed S. 1296 - Grand Canyon National Park Enlargement Act, which enlarges the Grand Canyon National Park from 673,575 acres to about 1,200,000 acres; and, adds some 185,000 acres to the Havasupai Indian Reservation.

The bill would enlarge the Grand Canyon National Park in Arizona to include not more than 1,200,000 acres by incorporating certain lands that now are within the Lake Mead National Recreation Area, the Kaibab National Forest, the Grand Canyon National Monument, and the Marble Canyon National Monument -- these two monuments would be abolished.

The bill conveys 185,000 acres to be held by the United States in trust for the Havasupai Tribe: 65,000 acres within the present Grand Canyon National Park; and, 120,000 acres in the Kaibab National Forest. Commercial activities would generally not be allowed and the Secretary would be responsible for the establishment and maintenance of conservation measures for these lands. The Havasupai Indians would also be allowed to continue to have rights to some 95,300 acres within the enlarged park for grazing and other traditional purposes.

S. 1296 would authorize appropriations of not to exceed \$1,250,000 in the aggregate for specific amounts covering five years beginning in fiscal year 1974.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed S. 3022 - Wild and Scenic Rivers Act amendments, which amends the Wild and Scenic Rivers Act to designate 29 additional river segments for study as potential additions to the National Wild and Scenic Rivers System.

The bill amends the Wild and Scenic Rivers Act to designate an additional 29 river segments for study as potential additions to the National System. Completion of the studies is required by October 2, 1979 on all rivers except the Delores River which must be completed by January 3, 1976. Appropriations of not more than \$2,175,000 are authorized for conducting these studies.

The bill also increases the appropriation authorization for land acquisition and development of the Lower Saint Croix River from \$7,275,000 to \$19,000,000, a 27-mile river segment that was designated in 1972.

#

#

#

STUDY RIVERSTATE

1. American	California
2. Au Sable	Michigan
3. Big Thompson	Colorado
4. Cach la Poudre	Colorado
5. Cahaba	Alabama
6. Clarks Fork	Wyoming
7. Colorado	Colorado and Utah
8. Conejos	Colorado
9. Elk	Colorado
10. Encampment	Colorado
11. Green	Colorado
12. Gunnison	Colorado
13. Illinois	Oklahoma
14. John Day	Oregon
15. Kettle	Minnesota
16. Los Pinos	Colorado
17. Manistee	Michigan
18. Nolichucky	Tennessee and North Carolina
19. Owyhee, South Fork	Oregon
20. Piedra	Colorado
21. Shepaug	Connecticut
22. Sipsy Fork, West Fork	Alabama
23. Snake	Wyoming
24. Sweetwater	Wyoming
25. Tuolumne	California
26. Upper Mississippi	Minnesota
27. Wisconsin	Wisconsin
28. Yampa	Colorado
29. Dolores	Colorado

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed S. 3433 - Eastern Wilderness. This bill designates certain lands for inclusion in the National Wilderness Preservation System and provides that certain other lands be studied for their wilderness potential.

S. 3433 designates 16 National Forest wilderness areas as components of the National Wilderness Preservation System. These areas comprise 207,908 acres located in 13 eastern States. In addition, 17 National Forest areas would be studied as to their suitability or unsuitability for preservation as wilderness. These study areas comprise 125,000 acres located in nine eastern States.

The bill authorizes appropriations of not to exceed \$5,000,000 and \$1,700,000 for land acquisition and wilderness study purposes, respectively.

- MORE -

DESIGNATED WILDERNESS AREAS

<u>National Forest</u>	<u>Wilderness (acres)</u>	<u>State</u>
1. Bankhead	Sipsey (12,000)	Alabama
2. Ouachita	Caney Creek (14,433)	Arkansas
3. Ozark	Upper Buffalo (10,590)	Arkansas ,
4. Appalachicola	Bradwell Bay (22,000)	Florida
5. Daniel Boone	Beaver Creek (5,500)	Kentucky
6. White Mountain	Presidential Range- Dry River (20,380)	New Hampshire
7. Nantahala and Cherokee	Joyce Kilmer-Slickrock (15,000)	North Carolina and Tennessee
8. Sumter, Nantahala, and Chattahoochee	Ellicott Rock (3,600)	South Carolina, North Carolina, and Georgia
9. Cherokee	Gee Creek (2,570)	Tennessee
10. Green Mountain	Bristol Cliffs (6,500)	Vermont
11. Green Mountain	Lye Brook (14,300)	Vermont
12. Jefferson	James River Face (8,800)	Virginia
13. Monongahela	Dolly Sods (10,215)	West Virginia
14. Monongahela	Otter Creek (20,000)	West Virginia
15. Chequamegon	Rainbow Lake (6,600)	Wisconsin
16. Chattahoochee and Cherokee	Cohutta (34,500)	Georgia and Tennessee

WILDERNESS STUDY AREAS

<u>National Forest</u>	<u>Wilderness Study Area (acres)</u>	<u>State</u>
1. Ouachita	Belle Starr Cave (5,700)	Arkansas
2. Ouachita	Dry Creek (5,500)	Arkansas
3. Ozard	Richland Creek (2,100)	Arkansas'
4. Appalachianicola	Bradwell Bay (1,100)	Florida
5. Hiawatha	Rock River Canyon (5,400)	Michigan
6. Ottawa	Sturgeon River (13,200)	Michigan
7. Pisgah	Craggy Mountain (1,100)	North Carolina
8. Francis Marion	Wambaw Swamp (1,500)	South Carolina
9. Jefferson	Mill Creek (4,000)	Virginia
10. Jefferson	Mountain Lake (8,400)	Virginia
11. Jefferson	Peters Mountain (5,000)	Virginia
12. George Washing- ton	Ramsey's Draft (6,700)	Virginia
13. Chequamegon	Flynn Lake (6,300)	Wisconsin
14. Chequamegon	Round Lake (4,200)	Wisconsin
15. Monongahela	Cranberry (36,300)	West Virginia
16. Cherokee	Big Frog (4,500)	Tennessee
17. Cherokee	Joyce Kilmer-Slickrock (14,000)	Tennessee

* * *

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed S. 3481, the International Air Transportation Fair Competitive Practices Act of 1974, which provides for Federal agency review and action on discriminatory or unfair international air transportation practices or user charges; requires the CAB to establish compensatory air mail transportation rates; promotes the use of U.S. flag air carriers in international transportation; requires ticket agents to charge the currently effective tariff for air transportation; and prohibits rebates by air freight shippers.

S. 3481 directs various Federal agencies, including Treasury, State, DOT, and the Civil Aeronautics Board, to review discriminatory and unfair competitive practices to which U.S. air carriers are subjected and to work to eliminate those practices, including requesting new authorizing legislation where necessary.

The bill also directs the Secretary of Transportation (1) to determine whether user charges at foreign points unreasonably exceed comparable charges for furnishing such airport and airway property in the U.S. or are otherwise discriminatory; and if so, (2) to negotiate with the country concerned to reduce its charges and in the absence of such reduction to impose compensatory charges with prior approval of the Secretary of State on the air carriers of the country concerned.

The bill requires the CAB to act expeditiously on proposed changes in the rates for transportation of mail by U.S. flag international carriers. It requires that in establishing mail rates for U.S. flag carriers, the CAB consider (1) the rates for transporting mail established by the international Universal Postal Union (UPU); (2) all of the ratemaking elements employed by the UPU in fixing its airmail rates; and (3) the competitive disadvantage to U.S. flag carriers resulting from foreign carriers receiving UPU rates.

The bill also encourages private citizens to use U.S. carriers in all travel between the U.S. and other countries and would require that all U.S. federally financed travel between the U.S. and other countries or between two points outside the U.S. be on U.S. carriers if possible.

The bill extends the Federal Aviation Act to require ticket agents as well as air carriers to observe currently effective tariffs and charges for air transportation.

The bill generally prohibits the solicitation or acceptance of rebates respecting shipping rates and other practices resulting in paying other than the current tariffs.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H.R. 421 - Duty-free treatment of upholstery regulators - which permits the importation of upholstery regulators and upholsterers' regulating needles and pins free of duty; and contains numerous amendments to the tax laws.

The bill provides for the duty-free entry of upholstery regulators, upholsterers' regulating needles and upholsterers' pins. Since there is no domestic commercial production of these articles, the domestic upholstery trade is dependent upon imports, principally from West Germany and the United Kingdom.

The amendments to the tax laws:

-- extends from December 31, 1974 to December 31, 1975 the provisions for rapid writeoff of expenditures for pollution control facilities, railroad rolling stock, rehabilitation of low-income housing, and certain coal mine safety equipment;

-- will allow employers to take a deduction for accrued vacation pay which has already been earned by the employees.

-- repeals the provision applying the ADR system to real estate after 1973, a new unified system of class lives for depreciation purposes which may be elected by taxpayers for assets placed in service after 1970 (commonly referred to as the "ADR system") - provided by the Revenue Act of 1971.

-- extends from January 1, 1976 the present rules providing a shorter period for recapture of gain on the sale of certain Government subsidized housing projects.

-- makes changes in the restrictions imposed on the sources of real estate investment trust income.

-- increases from six to nine percent the rate of interest payable by taxpayers to the Government on tax deficiencies and by the Government to taxpayers on overpayments not refunded within prescribed time limits.

(MORE)

-- extends the provision for an additional year through December 31, 1976 which provides interest received by non-resident aliens and foreign corporations from deposits with banks or other savings institutions is exempt from the 30 percent withholding tax on income or gain not effectively connected with the conduct of a trade or business within the U.S.

-- provides an exemption for interest paid to foreign lenders except where the income is effectively connected with the conduct of a business or trade in the U.S. by the foreign lender.

-- generally treats political parties, committees, and separate campaign funds as tax-exempt organizations. Contributions to them would not be considered as income, although they would be subject to tax on unrelated business income, capital gains and investment income.

-- doubles the maximum credit to \$25 (\$50 on a joint return) and doubles the maximum deduction to \$100 (\$200 on a joint return) for political contributions.

#

#

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H. R. 11802 - "Granger Dam and Lake" and H. R. 15322 - "O. C. Fisher Dam and Lake" which change the names of two Corps of Engineers projects located in Texas.

The President has signed H. R. 5773, Canaveral National Seashore, Florida -- which establishes the Canaveral National Seashore in Florida and authorizes appropriations of not more than \$7,941,000 and \$500,000 for land acquisition and development, respectively.

The President has signed H. R. 11144 - Naval Sea Cadets Corps and Young Marines of the Marine Corps League - which enables the Naval Sea Cadet Corps and the Young Marines of the Marine Corps League to obtain, to the same extent as the Boy Scouts of America, obsolete and surplus naval material.

The President has signed H. R. 16925 to amend several District of Columbia Acts relating to police, firemen and teachers pay, real estate property taxes and for other purposes.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H. R. 11796, Canada-France-Hawaii Telescope Project which provides for the duty-free entry of a telescope and associated articles for the use of the Canada-France-Hawaii Telescope Project at Mauna Kea, Hawaii.

Such duty-free treatment would apply until June 30, 1980. The bill will also permit articles entered for use by the Project prior to the date of enactment to be accorded duty-free treatment if an appropriate application therefore is filed within 120 days after the date of enactment.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H. R. 17468 - Military Construction Appropriation Act, 1975 - which appropriates \$3,178,025,000 for military construction activities in Fiscal Year 1975.

The total amount appropriated by the bill is \$310,158,000 below the amended budget request of \$3,488,183,000. The reductions by appropriation account are set forth in the attachment. For the most part these appropriations fund the military construction program authorized by P. L. 93-552, which was approved on December 27, 1974.

-MORE-

MILITARY CONSTRUCTION APPROPRIATIONS ACT, 1975

	<u>Budget Estimate</u>	<u>Enrolled Bill</u>	<u>Congressional Change</u>
Appropriation:			
Budget Authority	\$3,383,000,000	\$3,072,842,000	-\$310,158,000
Debt Reduction	105,183,000	105,183,000	No change
	<u>3,488,183,000</u>	<u>3,178,025,000</u>	<u>-310,158,000</u>

By Appropriation Account

Military Construction:			
Army	740,500,000	656,825,000	-83,675,000
Navy	643,900,000	606,376,000	-37,524,000
Air Force	536,400,000	456,439,000	-79,961,000
Defense Agencies	50,600,000	31,260,000	-19,340,000
By transfer	(20,000,000)	(20,000,000)	No change
Army and Air National Guards	89,000,000	94,500,000	+5,500,000
Army, Naval and Air Force Reserves	80,500,000	81,835,000	+1,335,000
Family Housing	1,342,283,000	1,245,790,000	-96,493,000
1/ Payment of mortgage principals on Capehart and Wherry housing indebtedness	-105,183,000	-105,183,000	No change
Homeowners Assistance	5,000,000	5,000,000	No change

Change by Major Element (In thousands of dollars)

	<u>Army</u>	<u>Navy</u>	<u>Air Force</u>	<u>Defense Agencies</u>	<u>Total</u>
Regular program	-83,675	-37,524	-79,961	-19,340	-220,500
Family housing	-37,411	-31,329	-27,753	----	-96,493
Reserve Forces	----	+1,335	+5,500	----	+6,835
Total Change	<u>-121,086</u>	<u>-67,518</u>	<u>-102,214</u>	<u>-19,340</u>	<u>-310,158</u>

1/ Amount for debt reduction is not considered budget authority and, therefore, is excluded from the total.

#

January 1, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H. R. 12884 - Omnibus Wilderness Designations -- which establishes seventeen wilderness areas in 13 States comprising approximately 720,556 acres.

H. R. 12884 will designate as components of the National Wilderness Preservation System: (a) thirteen areas within the Interior/National Wildlife Refuge System comprising 116,056 acres located in 10 States; and, (b) four areas within the Agriculture/National Forest System comprising 604,500 acres located in 3 other States. In addition, the bill will require the area commonly called the Cherry Creek exclusion of the Stanislaus National Forest in California to be reviewed as to its suitability or nonsuitability for preservation as wilderness. Each of the wilderness areas will be administered under the provisions of the Wilderness Act which means its primitive, natural state will be retained.

(MORE)

DESIGNATED WILDERNESS AREASINTERIOR

	<u>National Wildlife Refuge</u>	<u>Wilderness Area (acres)</u>	<u>State</u>
1.	Chamisso	Chamisso (455)	Alaska
2.	Key Deer, Great White Heron, and Key West	Florida Keys (4,740)	Florida
3.	St. Marks	St. Marks (17,746)	Florida
4.	Blackbeard Island	Blackbeard Island (3,000)	Georgia
5.	Wolf Island	Wolf Island (5,126)	Georgia
6.	Breton	Breton (5,000)	Louisiana
7.	Moosehorn	Moosehorn (4,719)	Maine
8.	Brigantine	Brigantine (6,603)	New Jersey
9.	Bosque del Apache	Bosque del Apache (30,850)	New Mexico
10.	Chase Lake	Chase Lake (4,155)	North Dakota
11.	Lostwood	Lostwood (5,577)	North Dakota
12.	West Sister Island	West Sister Island (85)	Ohio
13.	Cape Romain	Cape Romain (28,000)	South Carolina
		SUBTOTAL (116,056)	

AGRICULTURE

	<u>National Forest</u>	<u>Wilderness Area (acres)</u>	<u>State</u>
1.	Cleveland	Aqua Tibia (16,971)	California
2.	Stanislaus	Emigrant (106,910)	California
3.	Rio Grande and San Juan	Weminuche (405,031)	Colorado
4.	Flathead	Mission Mountains (75,588)	Montana
		SUBTOTAL (604,500)	

Interior and Agriculture TOTAL (720,556)

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H. R. 10701, the Deepwater Port Act of 1974, which authorizes the Secretary of Transportation to license the construction and operation of offshore oil ports located beyond U.S. territorial limits; establishes a special fund to cover oil spill damage claims and cleanup costs exceeding those paid by vessel owners or port licensees.

Major Features of the Bill:

Criteria and Procedures for Obtaining a License: The Secretary's decision to issue or renew a license will be based on a number of criteria set forth in the bill. The license can be issued only if:

- the applicant is a U.S. citizen, a State, or a U.S. based corporation having a majority of U.S. citizens on its board of directors;
- the proposed port met environmental review criteria established by the Environmental Protection Agency and the National Oceanic and Atmospheric Administration and conformed with Federal air and water pollution control laws;
- the Attorney General and the Federal Trade Commission prepared opinions for the Secretary assessing the effects on competition that will result from issuance of a license;
- the Governors of coastal States adjacent to the proposed port approved, as further explained below; and,
- the State directly connected to the proposed port by pipeline is making progress toward developing a program to manage the onshore environmental impact pursuant to the Coastal Zone Management Act of 1972.

Fees and Charges: H. R. 10701 will authorize the appropriation of \$2.5 million to DOT for each of fiscal years 1975, 1976 and 1977 to administer the program. Applicants will pay a fee to cover the costs of processing the application, and those awarded licenses would rent the seabed on which the port was located and the right-of-way needed

(MORE)

for the pipeline. In addition, States can charge fees approved by the Secretary, but only in the amounts needed to recover any costs resulting from the presence of the port and onshore facilities that could not otherwise be recovered through taxes.

State Veto: A license cannot be issued unless each of the Governors of adjacent coastal States has given his approval. An adjacent State is defined as one which:

- (1) will be directly connected to a proposed port;
- (2) will be located within 15 miles of the port; or,
- (3) will have, in the judgment of the Secretary, a risk of damage of its coastal environment equal to or greater than the risk posed to a State directly connected by pipeline to the proposed port. To be considered for this third category, a State must apply to the Secretary within 14 days after DOT publishes the applicant's plans in the Federal Register. The bill specifies that the Secretary's determination is to be made on the basis of advice from NOAA.

Oil Spill Liability: The bill includes procedures for reporting and cleaning up oil spills from the port itself or from vessels in the safety zone around the port; these are generally patterned after the existing system established by the Federal Water Pollution Control Act. Owners and operators of vessels responsible for a spill will be liable for cleanup costs and damages up to a limit of \$150/gross ton or \$20 million, whichever is lesser, and port licensees will be liable for discharges from the port up to a limit of \$50 million. In both cases, liability will be without regard to fault and subject to only a few defenses.

Damages exceeding those amounts will be met from a \$100 million fund financed by a 2¢ fee on each barrel of oil transported through any deepwater port. The fund, an independent corporate entity, will be liable without limit for all damages not actually paid by the vessel owner or licensee and can borrow from the Treasury if needed. The fund can be sued by the Secretary of Transportation to recover sums needed by Federal and State governments to restore damaged public resources such as fisheries or estuaries.

Relationship to Other Laws: As far as can be determined, a U. S. deepwater port in international waters will be the first such facility located outside a nation's territorial limits anywhere in the world, although State and others testified that deepwater port operations will constitute a "reasonable use" of the high seas permitted under international law. H. R. 10701 provides that the Constitution and other Federal laws will apply as if the port were an area of exclusive Federal jurisdiction within a State, and that the laws of the nearest adjacent coastal State will also apply where these were not inconsistent with Federal law.

#

FOR IMMEDIATE RELEASE

JANUARY 4, 1975

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

I have approved H.R. 10701, the Deepwater Ports Act of 1974.

Since taking office, I have urged on several occasions that the Congress give high priority to our Executive Branch request for legislation dealing with deepwater ports. I considered this an important step in our national effort to provide an adequate supply of energy at reasonable prices, and I therefore commend the 93rd Congress for completing work on the measure before adjournment.

Deepwater Ports can provide the safest, most efficient and least expensive means for transporting petroleum supplies that we obtain from foreign sources. This Act establishes the necessary legal framework for licensing the construction and operation of port facilities in naturally deep water distant from our coastlines where supertankers can unload their cargo into underwater pipelines.

Because of their immense capacity supertankers can reduce by nearly one-third the cost of hauling a barrel of oil. The use of deepwater ports also reduces the danger of oil spills since fewer conventional tankers would be required to deliver oil to our crowded inshore harbors. Our existing ports are not deep enough to handle supertankers safely and dredging existing ports can be very expensive as well as environmentally undesirable.

The Deepwater Ports Act is a significant addition to our program for supplying the Nation's energy needs. I am pleased to be able to sign it into law as one of my first acts of the new year.

#

January 4, 1975

Office of the White House Press Secretary

NOTICE TO THE PRESS

The President has signed H.R. 15223 - Transportation Safety Act of 1974 which authorizes appropriations of \$7 million for fiscal year 1975 and expands the authority of the Secretary of Transportation to regulate the transportation of hazardous materials; authorizes appropriations of \$35 million for fiscal year 1975 to carry out the Federal Rail Safety Act of 1970; establishes the National Transportation Safety Board (NTSB) as an independent agency and expands its powers; and provides for concurrent submission of NTSB's budget and legislative recommendations to the Congress.

Provisions: Title I - Hazardous Materials

H.R. 15223 will expand DOT's authority to regulate the transportation of hazardous materials in interstate or foreign commerce. The bill defines hazardous materials as "a particular quantity and form of material in commerce (that) may pose an unreasonable risk to health and safety or property," and would include, but not be limited to, "explosives, radioactive materials, etiologic agents, flammable liquids or solids, combustible liquids or solids, poisons, oxidizing or corrosive materials, and compressed gases." It would exempt firearms or ammunition from being transported for personal use.

Title II - Rail Safety

Title II of H.R. 15223 contains a provision which limits the amount spent for research to no more than the amount spent on rail safety enforcement.

The title would require a comprehensive report to the Congress by March 17, 1976, on rail safety. It will authorize DOT to impose civil penalties, in addition to the current criminal penalties, for violations of the Railroad Accident Reports Act.

The bill will authorize appropriations of \$35 million for the implementation of this title for fiscal year 1975. However, DOT has already received its appropriation for rail safety activities for this year, and thus this authorization is not needed.

(MORE)

Title III - National Transportation Safety Board

Title III will establish the NTSB as a completely independent agency.

This bill will provide for a five person board to be appointed by the President, with the advice and consent of the Senate, with no more than three members to be of the same political party. The present Board members will serve until the expiration of their terms. It will require the NTSB to submit an annual report to Congress and to review and report on the safety actions of other Federal agencies. It will authorize appropriations of \$12 million each for fiscal years 1975 and 1976.

#

JANUARY 4, 1975

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

I am signing into law H.R. 15223, the Transportation Safety Act of 1974. This bill will make revisions to laws concerning the transportation of hazardous materials, authorize funds for rail safety enforcement and research, and make the National Transportation Safety Board (NTSB) a completely independent agency.

This bill will expand the powers of the Department of Transportation to regulate the safe transportation of hazardous materials. While this expansion of powers goes against my general goal of reducing Federal regulation where possible, I recognize the problems that have existed in the past with the handling of hazardous materials. That concern has led me to approve the bill because of the significant dangers associated with handling these materials and the possible effects on people living near transportation facilities.

I remain committed, however, to the principle of maintaining the minimum possible Federal involvement in matters that are best handled by State, local or private authorities, and the elimination of unnecessary regulation. I am directing the Secretary of Transportation to implement this bill in such a way as to insure the public safety, while at the same time not putting any unnecessary burden or paperwork on our Nation's industry and trade. I think regulations on hazardous materials can be enforced in a way to meet both these objectives.

Travel in the United States will be safer because of Federal actions which will be taken under this new law. However, the Congress and the Executive also have the responsibility to ensure that expenditures of the taxpayer's dollars are kept to an absolute minimum and that only the most necessary new Federal programs are pursued. This requires the President and the Congress to carefully review the total Federal budget and not each item separately. H.R. 15223 requires NTSB to submit its budget and legislative recommendations directly to the Congress. This severely limits my ability to view these recommendations in the context of the overall budgets and their effect on the economy, in public borrowing, and other considerations.

Although I have signed H.R. 15223 into law because it will improve transportation safety, I will ask Congress to correct this unacceptable budget and legislative submission provision.

#