

PRESS
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FOR IMMEDIATE RELEASE

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NEW ALERTNESS TESTING SERVICE FOR RISKY OCCUPATIONS

Company Claims It Could Have Changed History, Cites Examples

Alameda, CA, Feb. 2, 2006 - Bowles-Langley Technology, Inc. "BLT" has announced the availability of its alertness testing on the Internet through www.AlertnessCentral.com. Now tanker captains and bus drivers can test themselves for alertness before they drive. The company claims that its tests are sensitive to human fatigue and other impairment factors (intoxication and drug effects) that frequently cause accidents.

The company claims that its technology could have changed history and cites three examples.

Three things that might have happened:

1. In the late afternoon of March 23, 1989, Captain Hazelwood climbed aboard his super tanker at the Valdez, Alaska oil terminal. On the bridge, he inserted a card into a console and briefly studied a screen of flickering images. He muttered something to himself and returned to his cabin. A report was sent to Exxon operations: "Code 0721, Vessel not prepared to sail". The code was for crew impairment, in this case, the individual impaired was the Captain himself. The Exxon Valdez remained docked for 8 hours for crew rest, as required by company policy. The infamous Prince William Sound oil spill never occurred.
2. On October 15, 2003 when Asst. Captain Richard Smith came on board the Staten Island Ferry, he stopped at a laptop connected wirelessly to the internet. He studied the screen for five minutes and then decided to go home, saying he was too sick to work. An assistant took his place, the ferry, the Andrew J.



Barberi, never ran into the pier that day, 11 people were not killed, NY City never paid \$14 million in claims. Captain Smith never had to say (at his sentencing hearing), "I will regret for the rest of my life that I did not just call in sick."

3. At 1:30 AM, on November 26, 2005, Samuel Henry Bishop, a 63 year old Greyhound bus driver, completed a 6 hour drive - delivering a bus load of passengers to the terminal in Los Angeles. Before taking the wheel of a second bus at 3:15 AM, carrying 44 passengers bound for San Luis Obispo, he stopped to take a one minute test on a laptop computer. A message on the screen told him he could not drive. Greyhound management was immediately notified and he was given a ride to the nearest motel. His bus did not drift off Highway 101 near Santa Maria at 7:10 AM, it did not roll over. Three passengers are still alive, no one was injured.

While these events did not happen in this way, the company claims that its technology could have made a difference in every case where severe impairment was partly responsible for an accident.

Company has received funding from the National Institute for Occupational Health and Safety (NIOSH) for research at Stanford University and at Harvard University.

Alertness Central is a wholly owned subsidiary of Bowles-Langley Technology, Inc. "BLT", a privately held California corporation.

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If you would like more information about this topic, or to schedule an interview with Henry Bowles, please call 510-864-3111 or email hbowles@bowles-langley.com.
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