



U.S. Department of
Transportation

News:

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Washington, D.C. 20590

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JULY 28, 1986
WASHINGTON, D.C.

It's a joy for me to be here among so many natural allies in what I like to call America's "quiet revolution," a tidal wave of qualified and talented women who have entered our work force in record numbers over the past three decades. Many of us were on the cutting edge of this revolution and frankly, I didn't even realize it when I began my career back in the early 60's. There is no question that today's "average families" are anything but average. A record 19.5 million mothers with children under the age of 18 were in the U.S. labor force in 1984. And more than three-fifths of all married couples in this country are part of the recent phenomenon called two-income families, or the dual career marriage, a trend that has risen significantly from earlier decades. More than half of all American women now work, a significant difference from 20 years ago. We are seeing a revolutionary change in our society and we probably don't realize how significant it is because we are living it.

I can't help but think back to 1962 when I entered Harvard Law School. I was one of 25 women in a class of 550. I'll never forget being accosted on my very first day at Harvard by a male classmate who demanded to know what I was doing there. "Don't you realize," he said, "there are men who'd give their right arm to be in this school? Men who would use their legal

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education?" Obviously, the inference was that I was taking the place of a man. And come to think of it, some may have felt that way when I became Secretary of Transportation. For I remember feeling, back in my own law school days that many colleagues at Harvard seemed to have forgotten that the figure of Justice was a woman. They seemed oblivious to the psychological barriers they erected, ignorant of the fears they inspired or the doubts they nurtured. That same entering class at Harvard Law School today is almost 35 percent female. The overall ranks of women professionals grew from 4.5 million in 1972 to 7.6 million 10 years later. Now many of you are small business owners. Businesses owned by women are the fastest growing segment of the small business community -- over three million strong, as big as the population of Chicago -- and generating over \$53 billion in receipts.

The numbers of the past decades speak eloquently of progress. But who among us can argue that we have completely eliminated discrimination, or totally banned that insidious brand of prejudice -- what I call the tyranny of perfection.

Social critic Marya Mannes put it best, I think, when she wrote: "Nobody objects to a woman being a good writer or sculptor or geneticist if, at the same time, she manages to be a good wife, a good mother, good-looking, good-tempered, well-dressed, well-groomed and unaggressive."

We women have not reached the millennium but we have come a long way.

All around us women are making choices -- based on family needs and their needs. Indeed, women in the 1980's comprise a diverse group with varied interests. Some seek their own careers in business. Some run for political office. Others focus on the home and family. And some seek to do all these things. In today's society, no role is superior to another, although I don't believe there is a more challenging career than that of homemaker and mother. What's important is that every woman has the right and the opportunity to choose the role that she wishes.

Now, in meeting and talking with the members of the various Pilot Clubs -- I am always impressed by your highly motivated desire to make a difference in the political process, to make a difference, a positive difference for people. And today I want to visit with you a little about my own career in service to the public. I believe that we share many common goals.

When people ask me why I choose to work in the public sector, I tell them that -- for me -- one of the greatest satisfactions in life is the opportunity to face challenging issues, to help shape policies that affect us as a nation, but most of all, to make that difference, that positive difference, in people's lives. That's what makes it a joy to go to work each day! And let me assure you, even in an institution as big as government, the individual very definitely does count. One vote can make a difference in an election; one voice can have an impact on public policy.

Often I have seen one well thought out suggestion or idea start the wheels of government turning -- I could name you any number of examples from my days at the Federal Trade Commission as well as my current position -- and conversely, I have seen one well-reasoned, well-documented argument stop government from pursuing a particular planned course of action. So the individual voice or the association's voice can very definitely make a difference.

In my area, transportation is an \$800 billion industry, which accounts for 20 percent of our Gross National Product. My department alone has a \$28 billion budget. We have 100,000 employees, and our responsibilities, quite literally, cover everything that moves.

I have made safety across all modes of transportation my highest priority. In the limited time I have to serve in this position I can't imagine any area that offers a better opportunity to help people. I hope to leave a legacy of better government. For example, getting the federal government out of the railroad business by selling our freight railroad, Conrail, which has been profitable now for five years.

I'm hoping before the year is over to transfer two airports out of the federal government. They are the only two in the country run by the federal government. You may have flown into National or Dulles airport. Both desperately need renovation -- \$700 million worth -- but unless they are put on a different funding basis like other airports which utilize revenue bonds, unless we get them off the federal rolls, they'll never get that kind of financial assistance in this age of budget cutting and deficit reduction.

I hope to complete trucking deregulation and achieve legislation yet this year for a major plan to cover oil spills. If we can get the Senate to vote favorably this year -- and I believe we will -- we will put into place before the year is out a system which would provide up to \$200 million against any major oil spill. This would mean the cleanup costs would be paid for and also compensation to those who have been damaged by the spill. That would more than cover any major spill we've ever had in this country. These are the kinds of challenging issues we face in transportation, and within the area of safety, our biggest challenge is certainly on the nation's highways, where 93 percent of transportation fatalities occur and where approximately 44,000 Americans lost their lives last year. I know that you place highway safety as a top priority on your agenda, too.

We are working to enhance safety from three perspectives. First, the repair of our roads and bridges. Back at the end of 1982, a milestone piece of legislation passed Congress which literally doubled, on average, money going to the states for repair of our infrastructure, our roads and bridges. It was tremendously needed and long overdue. I now have before the Senate a highway reauthorization bill that will provide about the same level of funding for repair of infrastructure for the coming four years.

The second part of that three-pronged approach to highway safety is the design of the vehicle itself. Those of you who have gotten new cars this year have a high-mounted stop light which we required at the base of the rear window on all new cars. Over five years of study of police fleets and taxi fleets showed us that approximately 900,000 accidents a year can be prevented once all cars are equipped with that one little light. It's a very cost effective device. It will also eliminate almost \$434 million in property damage every year.

The third element: the behavior of the driver. Ten years ago many people winked at drunk drivers. Today drunk driving has become socially unacceptable behavior. Americans are no longer willing to tolerate lax laws and lenient judges when it comes to drunk driving offenses. And it's been my privilege to work with so many people who are committed to getting drunk drivers off our highways. Many are volunteers, like you -- women like Candy Lightner, founder of MADD -- Mothers Against Drunk Driving -- and young people in SADD -- Students Against Driving Drunk -- and my favorite, BADD -- Bartenders Against Drunk Driving. President Reagan personally supported and signed into law a bill that encourages the states to set 21 as their legal minimum drinking age. We normally defer to states on traffic law issues, but the President called me and said "Elizabeth, I can't answer the question of the blood border." This is where a state with age 21 has a neighbor state with a lower drinking age; it's a positive incentive for young people to cross that state line, drink and come back "under the influence." So for that reason he felt there should be federal incentives which means that this fall if a state has not passed an age 21 drinking law we will withhold a portion of their highway funds. At the point that they pass the law, we will release their funds. So there is more than a slight incentive here to get the states to take some action.

And, of course, the best defense against the drunk driver is the safety belt. The regulation we put into place almost two years ago -- Rule 208 -- has spawned safety belt laws in 26 states and the District of Columbia. And I hope those of you who are from states that have the new law, feel that it's effective. There is no question it's saving lives.

In the area of railroad safety, for 12 years there was an effort to put a rule into place to address the serious problem of drinking and drugs on our railroads. And I am very proud three months ago that we achieved the goal. Now, I'm being sued, but I'm sure we are going to win the case, because it was the right thing to do. It breaks the silence. In other words, if an employee who has a drinking or drug problem reports himself or a co-worker with a problem, they can get rehabilitation. He's not automatically fired. He has one "bite at the apple," one chance to be rehabilitated. And I hope that this is going to save a lot of lives and make a real difference because obviously trains loaded with hazardous material are traveling through our communities and we want to be absolutely certain that those who are operating them are free of alcohol and drug abuse problems.

Now, there has been a lot of concern recently because international commercial aviation in 1985 experienced its highest number of fatalities in a single year -- 1,622 people lost their lives. Seventy percent of those fatalities occurred in accidents on foreign airlines, and over 50 percent were in the crashes of Japan Air Lines, which took down 520 people and Air India, where we suspect sabotage had 329 people aboard. We have found no common thread in the causes of last year's tragic accidents. We have the safest system in the world, the best air traffic control system, and federal regulations that are patterned after by the entire world.

We are increasing the number of air traffic controllers by a thousand. We are increasing the number of airplane inspectors. I brought the number of inspectors to the high water mark of FAA history back in 1984, but now we are going beyond that because of deregulation and so many people flying who never thought they'd have the means to fly until the rates dropped. There is going to be more traffic.

Each day in the U.S., some 15,000 scheduled flights carry an average of one million passengers, and 99.999 percent of these flights reach their destination without so much as a minor operational error. However, even one accident is one too many and I assure you that we will continually strive to make the safest system in the world ever safer.

We still have big challenges ahead of us, some tough choices, more change.

A few years ago in Newport Beach, California, there were some lovely beachfront homes that were threatened by an abnormally high tide and heavy surf -- homes in danger of total destruction. And all through a cold winter day and night, volunteers worked filling and piling sandbags in an effort to save the homes. About 2 o'clock in the morning a newscaster grabbed a young fellow in his teens, attired only in wet trunks. Along with several hundred other people, he'd been working day and night. No, he told the reporter, he didn't live in one of those homes they were trying to save. Yes, he was cold and tired. Why then, were he and his friends doing this, the reporter wanted to know. The young man stopped for a minute and then he answered, "Well, I guess it's the first time we ever felt like we were needed."

You are needed. I am needed. Ours are common goals, common interests. Many of the Pilot Clubs have turned their attention to safety issues, to increasing public awareness in regard to highway safety, to familiarizing children with the dangers they may meet on our streets and highways, and to campaigning against the drunk driver. I am told that some Pilot Clubs may also be interested in promoting the importance of safety belt use and in supporting seat belt legislation. For all of this, you have my heartfelt appreciation, and my pledge of support. So many ways we can work together. We need you. Just let us know of your desire to help.

Some Pilot Clubs are focusing on safety issues of a different order, on projects to preserve and expand the "social safeties" on which so many

Americans depend. I am, of course, talking about your work with the Pilot International Foundation, your efforts to promote "full citizenship" for disabled Americans.

Early in my career, while working at what was then the Department of Health, Education and Welfare, I had the privilege of planning the first conference in the U.S. on education of the deaf. Little did I know then that years later I would meet and marry a man with whom I would share a strong interest and commitment to the disabled. And little did I know then that years later, I would be awarded an honorary membership in an organization equally dedicated to this task -- the Pilot Club International.

It has been said that the measure of a civilization is not how we provide for our strongest members, but the way we assist those most in need of support.

Some of you are probably aware that my husband Bob and I have devoted much of our energies toward the development of the Dole Foundation, an organization that focuses on employment and economic opportunity for disabled persons. The role of the Dole Foundation is that of a "resource broker." You advocate the interests of the disabled, work toward raising public awareness, and provide services to make life more comfortable and convenient for the disabled. The Dole Foundation addresses the specific and often neglected problems of handicapped unemployment. Our priority is to find --and to fund -- programs that offer innovative solutions to these problems.

I think that you can see how easily the efforts of the Dole Foundation complement those of the Pilot International Foundation.

Sometimes the challenges seem enormous. It's then I think of something that President Reagan said. He recalled how he first learned to deal with stress as the newly elected governor of California. "Each morning began" he said, "with someone standing before my desk describing yet another disaster. The feeling of stress became unbearable. I had the urge to look over my shoulder for someone I could pass the problem to. One day it came to me that I was looking in the wrong direction. I looked up instead of back. I'm still looking up. I couldn't face another day in this office if I didn't know I could ask God's help and it would be given."

And ladies and gentlemen, with all my heart, I agree with that statement. I think that's what it takes in this day and age with the challenges that we all face.

Ours is neither the time nor is the place for men or women with faint hearts, feeble courage, weak commitment or selfish motives. With your help and your support we will reach our goal of a better life for all our people. America deserves it; history demands it; and, our children will reward it.

Your work -- like the work of the riverboat pilots from whom you take your name -- is nothing less than critical in a world where we too often lack direction and too frequently lose the light.

Thank you and God bless you all.