6.20

FINAL

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
OPENING SESSION -- MOVING KIDS SAFELY
JUNE 1, 1995
WASHINGTON, D.C.

draft 3 -- 15 minutes for main speech (by Ilene)

Thank you, Dr. Martinez, and good morning to all of you.

Those photographs were taken yesterday. As a kick-off, I visited an elementary school, and I can tell you the students are enthused.

I decided that as Transportation Secretary my number one priority had to be <u>safety</u>. We have the safest transportation system in the world, but we can make it better.

Last year, I convened a meeting like this of railroad executives to talk about safety issues, and 1994 was the best safety year they've ever had.

I brought airline executives in. You'll see tremendous growth in air passengers -- it'll double in two decades -- and they've committed to a goal of zero crashes.

Today is another first. No one on the federal level has ever brought together professionals from across the country to discuss child transportation safety. So thank you for coming here.

Our timing couldn't be better, because we're in the middle of another baby boom. In 10 years, there'll be an additional 7 million students.

I believe child transportation safety comes down to one word: responsibility.

In this country, there is an ideological debate going on about government. What should Washington do ... are we better off having states and localities

responsible ... or should we all go away, and leave it up to businesses and families?

When it comes to education or welfare or economic policy, you can argue who should do what. When it comes to <u>safety</u>, there's no arguing in my book.

It's <u>government's</u> responsibility to mandate safety standards. And we do it well. We save 10,500 lives a year because of federal highway safety laws.

If we didn't set the laws, what you'd find is a lot more drunk drivers ... cruising at 120 ... wearing no seat belt ... landing themselves and three others in the hospital ... and you and I picking up the medical costs.

So, I'll gladly mandate safety, but I can't watch over every child. That <u>responsibility</u> belongs to the <u>parents</u>.

When I see children riding bikes with no helmets, I get so mad I just want to go over to the parent and say: "Hey dummy, you've just given a license to your kid to kill herself."

How on earth can parents make decisions on education and religion and social needs of their children, if they can't get something as basic as buckle your seat belt, right?

When I was Mayor of Denver, I visited more than 100 schools. I know the problems first-hand with drugs and violence and just getting kids to stay in school. I worry about those problems.

But put yourself in my shoes for a minute. Transportation accidents kill 3,200 children a year ... injure 360,000 ... hospitalize 200,000 ... and permanently disable 30,000 kids. If you think you

have problems, what about the five year old who is disabled her whole life because her parents didn't make her buckle her seat belt?

There are as many kids injured by traffic accidents in a month, as there are kids who develop mumps, and measles, and whopping cough, and hepatitis, and tuberculosis, and all the other major diseases -- combined -- in a year.

We can give a child a vaccine, and not worry about mumps again. There are no vaccines in transportation. But that doesn't mean most accidents aren't <u>preventable</u> -- they are.

Three quarters of kids killed by cars are <u>improperly</u> crossing the road. Two-thirds of bike riders killed are <u>not obeying</u> rules. 25 kids die a year because they're

illegally on railroad property. Where's that responsible parent?

This is the one that gets me, because I have a three year old and a four year old. You see, all 50 states have laws requiring young children be put in safety seats -- the single, most effective safety device ever developed. But 40 percent of parents with toddlers don't obey the law. That's not the kids' fault, purely that's the parents' responsibility.

And here's the newest problem -- kids are being killed in the back of pick-ups. Last week, I met a mother from Lubbock. She's taken a personal interest in making sure kids aren't cargo, because a pick-up was in an accident that killed eight kids and seriously injured four others.

Beyond the human tragedy, beyond the chronic pain and the emotional anguish -- there's a great cost to us as taxpayers.

Did you know that you and I pay one third of the hospital costs of injured crash victims through programs like Medicaid and Medicare? <u>One-third</u>.

And the average hospital charge for someone injured without wearing a seat belt is 60 percent more than for belted passengers. So, not only are we paying, we're paying more for those who don't obey the law.

We can spend the next two days asking "why?" Why aren't parents taking <u>responsibility</u>? But I believe that's just finding <u>excuses</u>.

Instead, I'm interested in asking <u>"how?"</u> In fact, the first questions I want to ask Dr. Martinez and all of

you are: How many injuries can we avoid? How many deaths can we prevent?

I want to set a goal. But I'm counting on <u>you</u> to help me fill in the blanks because the responsibility to develop the workable strategies has to be done as partners. Tomorrow, at the closing session, I'll be back, and I'll be announcing <u>our</u> goal.

But today, I'm pleased to start the process. I'm happy to announce a program to assist cities become <u>safe communities</u>.

As a former mayor I can tell you that injuries can be controlled at the local level, only if the communities bring all the players together -- the business and civic leaders, the health care professionals, the public and community officials, the educators, the law

enforcement and public safety leaders. We're going to do just that.

The Department will make grants -- totaling $5.6 million over three years -- available for up to 15 communities. The grants will assist them in designing comprehensive community programs to combat injuries. You'll be hearing more about this from Dr. Martinez.

In fact, today, you'll hear about many successful programs already underway. If you find something that may fit your needs, please, steal the idea.

I'd like to leave you with five suggestions that I believe can help reduce injuries.

First, <u>education</u>. I know we can change behavior ... I know we can change attitudes through education.

When Ford Motor Company first brought out a seat belt, only 1 in 50 customers ordered it. In fact, one of the other automakers called up Henry Ford and said: Why are you advertising safety? You'll scare the customers.

In 1982, before the first seat belt law was passed, only one in 10 Americans buckled up. Now, almost seven in 10 do.

Look how far we've come. Education works.

Second, legislation has to be a solution. Why do kids ride in cargo areas of pick-ups? Why not? It's perfectly legal in 28 states. Or did you know that only nine states have enacted bicycle helmet use laws?

Just nine.

In the last several weeks, I've spent much time trying to convince senators not to weaken our highway safety laws.

Some want to turn the clock back, to let states decide what speed limits should be, and whether safety belt or motorcycle helmet laws are necessary.

We've tried retreating once before. In the 1970s, we let the states decide if motorcycle helmets were necessary. Twenty-seven states repealed their laws. And what happened? Motorcycle deaths increased 61 percent.

Third, I believe <u>technology</u> is a solution. We're seeing new products ... and we're seeing demand for these products.

People want anti-lock brakes ... they want air bags. I encourage the manufacturers to put more

product development money into coming up with new technologies.

Fourth, I believe our kids are a solution. If a child says to a parent: "Dad I'm not driving with you until you buckle up," that's great.

I hope that safety, more and more, is used as an example in their lessons. If they're doing math problems, instead of using how many balls hit a wall, weave in how many kids wear bike helmets.

We've come up with a list of the top 10 safety steps for children on the go -- and I know you'll be addressing them at the conference.

Fifth, and finally, I believe the solution must be all of us, working together, as partners.

In this time of budget cutting, the federal government doesn't have the money or the resources

to do this alone. That's why I asked Secretary Riley to be here today, and we're going to sign a letter of commitment. Tomorrow, Secretary Shalala will be here, and she'll be signing up.

Our goal must be to build partnerships ... to work together ... to exchange ideas, and experiences, and techniques on education, and legislation, and technology, and empowering children.

But in the end, it's up to <u>you</u>. I have a huge stake in wanting to reduce accidents ... and so do the other parents. After all, that's where <u>responsibility</u> rests.

One thing that should make your job easier, and I'll end on this, is that every child in this country is on <u>your</u> side. They're your <u>biggest fans</u>. They're with you -- all the way, and so am I.

Thank you very much.

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Now, it's my pleasure to introduce a distinguished member of the Clinton Administration.

Since being named Secretary of Education, Dick Riley has worked hard so that the President could sign into law six groundbreaking education initiatives -- including streamlining the college loan program, developing links between school and the workplace so America's students will be better prepared, helping to raise academic standards, and helping local school districts ensure that children can learn in safety and security.

His success is not surprising, because he has the ability to build bi-partisan coalitions. As a two-term Governor of South Carolina, he spearheaded a

comprehensive and highly successful reform of that state's school system.

He also has served as a state representative, a state senator, and as a legal counsel to the Judiciary Committee of the United States Senate.

It is my pleasure to introduce, my friend, Richard Riley, Secretary Riley.

Following Riley

Now, the Secretary and I will sign a Statement of Commitment, which brings our two departments much closer together, when focusing on the safety of school children.

We hope to reach 40 million kindergarten through 12th graders.

Beginning this summer, we'll send material on transportation safety to elementary students and

spread the word about a new summer reading program ... also this summer, teams from our departments will develop plans to make the trip to and from school safer.

In the next year, this commits us to develop policies combating the use of alcohol and drugs by children, which may result in safety hazards on rail property. And over the next two years, we'll develop material on injury prevention that can be used in science and math classes.

Sign Agreement

Introduce Ann Brown

Now, it's my pleasure to introduce Ann Brown, Chairman of the U.S. Consumer Product Safety Commission since March of 1994

For more than two decades, Mrs. Brown has been a leader in consumer rights activities. She served as Vice President of the Consumer Federation of America for nearly 15 years, and as Chairman of the Board of Public Voice, a consumer advocacy group focused on improving health and nutrition.

She also was the national and local Chairman of the Consumer Affairs Committee of Americans for Democratic Action, where she directed several nationally recognized product safety studies on children's toys.

Please join me in welcoming Ann Brown.

Introduce J. Michael McGinnis

It is my honor to introduce J. Michael McGinnis, who is the assistant surgeon general -- and hopefully he'll have a new boss soon! He's also the deputy

assistant secretary for Health, and the director of the U.S. Office of Disease Prevention and Health Promotion.

He has worked for Presidents Carter, Reagan, Bush, and now President Clinton -- providing leadership and direction on national policy in disease prevention and health promotion.

Previously Dr. McGinnis served as a research fellow at Harvard University, and performed medical duties in India for the World Health Organization.

He holds degrees from Berkeley, UCLA, and Harvard.

Please join me in welcoming Dr. J. Michael McGinnis.

Introduce Mark Rosenberg

FINAL

For our last speaker, I'd like to introduce Dr. Mark Rosenberg, Director of the National Center for Injury Prevention and Control at the Centers for Disease Control and Prevention. The Center, with a staff of 100, is dedicated to reducing mortality rates associated with unintentional injuries, such as those caused by motor vehicle crashes, falls, burns, drownings, and suicide.

Dr. Rosenberg is also on the faculty at Morehouse Medical School, Emory Medical School, Emory School of Public Health, and the Harvard School of Public Health.

He was educated at Harvard University.

Please join me in welcoming Dr. Mark Rosenberg.

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U.S. Department of Transportation

TRANSPORTATION TRENDS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
CLOSING STATEMENT -- MOVING KIDS SAFELY
JUNE 2, 1995
ARLINGTON, VA

There are many children in America who will not be injured from a transportation accident, who will not be disabled, who will not be hospitalized -- because of what you're doing.

I have some very good news to announce.

These are inflatable personal flotation devices, like you might see on an airplane. As of today, the U.S. Coast Guard has approved standards, which paves the way for their introduction for use by adult boaters by year's end.

On boats, parents have to provide the example for children. This is one step in that direction, because they are so simple to wear.

Personal flotation devices can help to prevent more than 600 fatalities annually. Eighty-five percent of people who die in boating accidents aren't wearing any type of life jacket.

The inflatable devices are more comfortable, and we are confident you'll see more boaters wear them.

Now, I said yesterday, when we leave today, I'd like to set a goal. I'd like to set a bar we can reach for. Based on what has happened yesterday and today, and based on input Dr. Martinez has received, I am very, very pleased to announce today three goals:

First, I commit that we will meet once a year to renew our commitment to the safe transportation of children.

(More)

U.S. Department of Transportation
Office of the Secretary, Public Affairs
(202) 366-4570

Second, each year, I will give Community Partnership Awards to public-private partnerships that have made a significant contribution to solving the problem of childhood transportation injuries and death.

And third, I want 10 states to establish Safe Communities --10 states per year, every year, until we have at least one in every state by year 2000. These are communities that develop partnerships between the private and public sector to seek creative solutions to reducing injuries. But I won't be satisfied until every community is a Safe Community.

This has been a good two days for me -- and hopefully it has been for you as well.

Let me just end on this. The kids whose lives we save may not know you. They may not know you ever helped them, or how, but they'll owe a great deal to you. And so do I.

Thanks for coming.

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6:25

REMARKS PREPARED FOR VIDEOTAPING
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
INTRODUCTION TO FINANCIAL MANAGEMENT REFORMS VIDEO
WASHINGTON, D.C.
JUNE 2, 1995

Hello. I'm Secretary of Transportation Federico Peña.

The United States has the largest and best transportation system in the world.

Americans depend on this system every day for everything from getting to school and work on time...

...to traveling on vacation...

...to having fresh products available in stores.

The Department of Transportation serves as the steward of this system.

We protect Americans by setting -- and enforcing -- standards for safety.

We provide law enforcement and traffic management services for the nation's airspace and waterways.

We pay for the construction and operation of highways, airports, and other parts of our system.

And we help to carry out broader federal mandates in such areas as water quality and national security.

We do all of this with a 1995 budget of 38 billion dollars.

Managing that budget effectively is absolutely critical to successfully carrying out our missions.

So when President Clinton asked Vice President Gore to launch the National Performance Review, financial systems were among the key areas we analyzed -- everything from budget development to accounting to financial reporting.

We found that -- all too often -- the systems we inherited focused on process instead of results. They didn't always give us the comprehensive, up-to-date information we need to make sound decisions and to serve the public.

Based on these evaluations -- and assessments of the practices at America's best corporations -- we're changing these systems into cutting-edge information management and customer service tools.

This video shows how we're empowering front-line employees to make decisions...

...automating routine administrative practices to save time and money...

...streamlining procedures...

...and cutting red tape.

Let's watch how DOT's financial managers are reinventing their operations to better serve the American people.

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6.23

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, June 5, 1995

Contact: Wendy Burt
202-366-5565

MEDIA ADVISORY

U.S. Secretary of Transportation Federico Peña will attend the 79th annual meeting of the Council of Ministers of the European Conference of Ministers of Transport (ECMT) on Wednesday, June 7 and Thursday, June 8, in Vienna, Austria. Following the ECMT session, Secretary Peña will travel to Paris for a speech to U.S. business participants in the Paris Air Show.

In Vienna, Peña will hold a number of private meetings with ministers from the nine countries participating in open skies negotiations. The United States is an associate member of the conference. Thirty-one countries are expected to participate.

Thursday, June 8

1700 local time — Secretary Peña will join the other transport ministers for a press conference at the Prinz Eugen Hall of the Wiener Hofburg.
Vienna, Austria
(On-site contact: Douglas Davidson, Information Officer, U.S. Embassy, 43-13-13-39-23-16)

Friday, June 9

1900 local time — Address to the US Aerospace Industries Representatives in Europe (USAIRE)
Talleyrand Palace, Plaza la Concorde
Paris, France
(On-site contact: Beth Rule, Information Officer, U.S. Embassy, 33-1-43-12-28-33)

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6133

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, June 9, 1995

Contact: Steven J. Akey
202-366-4570

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
U.S. AEROSPACE INDUSTRIES REPRESENTATIVES IN EUROPE
JUNE 9, 1995
PARIS, FRANCE

This morning, I left a meeting in Vienna of my European counterparts, the Ministers of Transport. I met privately with many of them and learned that, at least in aviation, many of us share the same point of view -- that sustained growth and success in the increasingly global marketplace depend on open markets.

As international business leaders in aviation, you already know this to be true. The products you will be exhibiting at the Paris Air Show -- and I look forward to visiting our national pavilion tomorrow -- bear witness to your competitive success.

President Clinton stands committed to do all he can to see that our companies in the field of aviation -- not only air carriers, but also manufacturers -- have full and fair opportunities to compete.

Our Administration's strong commitment to promoting our aerospace industry has been deep and longstanding. Within a month of being sworn into office, the President traveled to Seattle, Washington, to meet Boeing's workers and management. He assembled all the major airline and aerospace industry leaders to develop strategies to help the then-ailing industry. With the support of Congress, he formed the Commission for a Strong and Competitive Airline Industry which produced recommendations in a 90-day review. We are implementing many of those recommendations and they are working.

Together with the Commerce Department and other agencies, my department has extensively promoted U.S. aerospace products abroad.

- more -

Let me give you one example -- Saudi Arabia. After an initial trip by Commerce Secretary Brown, I made a trip to Saudi Arabia to talk with senior Saudi government officials about the quality of U.S. manufactured aircraft. I met with numerous Saudi officials and spent 1 1/2 hours with King Fahd. This week, it was confirmed that the Saudis will purchase $6 billion of aircraft from Boeing and McDonnell Douglas. That's good news for U.S. businesses and U.S. workers.

Asia is another huge emerging market. Last year, I traveled to Taiwan, again promoting sophisticated U.S. products and services. Within the next year, I plan another trip to Asia to continue these efforts, as huge new opportunities present themselves there for our aviation and aerospace industries.

Our goal is to see that these critical emerging markets are open to you, so that we can provide the world with the technologically advanced products that have long kept us at the forefront globally.

The importance of open markets extends equally to opening up opportunities for our international airlines. In this arena, Western Europe remains our most extensive market. It has therefore been one of my top priorities to expand our worldwide routes and access to European cities.

It is clear that liberalized markets serve consumers, serve competition, and ultimately serve to enhance and expand economic benefits for all involved -- both us and our foreign partners.

Our recent international aviation policy statement, the first in 17 years, made this clear. The actions of our airlines themselves -- in developing alliances and integrated systems -- is also testament to the positive impact of opening air services markets.

In February, I joined President Clinton in Ottawa to sign our new open skies agreement with Canada, the largest single bilateral aviation market in the world. In just a matter of three months, we've had an immediate 25 percent boost in service with major benefits to cities, consumers, and the economies of both our nations.

Our new agreement with the United Kingdom, reached just this Monday, will provide for new services. A second round of negotiations this summer will focus on broader liberalization in such key areas as cargo, pricing, charters, and additional access to Heathrow and/or Gatwick.

Many European transport ministers told me this week that they share our pro-competitive views. Regrettably, not all of them have demonstrated the willingness to move as comprehensively or as rapidly as we would like.

Some in Europe who espouse market liberalization have not yet acted to fully open their markets to U.S. airlines. But many have, and we are ready to proceed vigorously with them to open both their markets and our own.

We are confident that the result will be better service, greater options, and most importantly, better fares for all of you. For all carriers, it means expanded global access and networks.

Many of you are aware of our recent initiative with nine countries in Europe to enter true "open skies" regimes. These agreements have already been initialed, and we are signing the formal agreements. We look forward to the prompt completion of this process in the near future.

We will move forward with other countries in Europe that are ready and willing to proceed with fundamental liberalization of air service markets. And we do not exclude working with the European Union itself -- when it has the clear authority to negotiate with us and its members are prepared to fully open up their markets.

Indeed, we have a continuing dialogue with the EU on a broad range of matters. Yesterday, I met with the EU Transport Commissioner and reminded him of our two previous efforts to work with the EU on the liberalization of our air cargo sector -- efforts with which the EU could not proceed.

I must emphasize our long-held view that fundamental liberalization cannot be realized, and a truly level playing field cannot be reached when certain restrictive practices such as extensive government subsidization of airlines continues to be tolerated.

Such operating subsidies are not only unfair in a truly competitive market, but they ultimately lead to creating weaker competitors, an inevitable need for more assistance, and a further reluctance of the government to open the marketplace. Real liberalization is also not attained while other restrictions, such as those on ground handling, airport access and computer reservation services, continue.

Let me emphasize that the U.S. has no interest, nor any proper place, in becoming entangled in the current politics of the European Union, including debates over the esoteric issues of mandates, competencies, guidelines, and Treaty of Rome interpretations. Suffice it to say that we have plenty enough politics at home.

In any event, opening markets to full and free competition, true liberalization of air services, is just too important to countenance extended delays while officials debate the forms and mechanics of how to reach the goal. We would prefer to work together with those who genuinely wish to move forward.

Because some in Europe may have misunderstood or misconstrued our intentions and our approach, let me be straightforward: We will work with any European country or countries, either individually or collectively, where there is a real commitment to prompt and fundamental liberalization of air services with the United States.

Moving forward with liberalization will further the existing trend toward globalization of air services through efficiency-enhancing networks and alliances among airlines themselves.

Some air carriers engaged in these alliances have raised the possibility of seeking antitrust immunity from the Department of Transportation, asserting that such immunity is important, if not essential, to maximizing the benefits of integrated alliances. I can tell you that today, my Department is actively considering the question of antitrust immunity -- but only where the overall net effect of a particular transaction for which immunity is sought is pro-competitive and pro-consumer. The existence of an "open skies" environment, and the elimination of other competitive restrictions, would be important factors in any such consideration.

There is little question that the future will see enormous growth in the aviation marketplace. The opportunities will be great for both aerospace companies and airlines of all nations

which can meet the competitive challenge. The ultimate beneficiaries will be the world's aviation consumers.

Your industries are entitled to compete -- free of artificial or protectionist restrictions, and all of us in the Clinton Administration will continue to stand with you to reach that important goal.

Let me close with one more example of our efforts to promote U.S. transportation industries, because actions do speak louder than words.

I mentioned the emerging Asian market earlier. On Sunday, I will be back in Washington hosting the visit of the 18 transportation ministers of APEC, the Asian Pacific Economic Cooperation. It is the first time we've met, and many of the ministers will bring with them members of their industry, which is unprecedented.

We will spend Monday and Tuesday in consultations. On Wednesday through Friday, we will board a Boeing 777 to visit Denver, Seattle, and San Francisco to showcase American transportation technology.

APEC economies have already ordered five 777s, and if my crystal ball is working properly, I predict there will soon be more good news for U.S. businesses and U.S. workers.

I wish you great success in the Air Show and I look forward to working with you in the future.

# # # #

6.132

FP -- Sunday, June 11 -- 6:00 to 8:00 p.m. -- Air and Space
draft 3 -- 4 minutes (by Ilene)

Thank you, Dr. Hoffman (Provost, Smithsonian), and good evening, to all of you ... and on behalf of the President, a warm welcome to Washington.

Transport Ministers and Ambassadors of 18 APEC economies are here, and it is my great honor to be your host for the next several days. We also are honored by your willingness to devote so much of your time to the APEC meeting and leaving behind your daily complex issues.

I am standing in front of the actual Spirit of St. Louis, which Charles Lindbergh flew to Europe in 1927, the first solo crossing of the Atlantic. Just yesterday, I was in Paris at the Air Show; and I stayed at Ambassador Harriman's residence and slept in the

Charles Lindbergh Room. (Note: 1927 is correct year.)

The Air and Space Museum is a magnificent setting to begin our meeting. And it is symbolic. Here we preserve much history of man's effort to conquer time and distance. This week, our business is to overcome barriers of time and distance to bring economies and people closer together.

I was thinking about this on the plane ride home from Europe, where I met with nearly 20 of our European counterparts. There is no issue that I have spent more time on as Transportation Secretary, than the relationship between the United States and our trading partners.

More than ever, we in the United States appreciate how important a smooth operating, safe, and competitive transportation system is to our national economic vitality and to improving our international trade and cultural relations.

I have had interactions, or visits, or discussions with so many of you in the past. Mr. Young of Canada ... Mr. Irureta of Chile ... Mr. Kamei of Japan ... Mr Ruiz of Mexico ... Mr. Garcia of the Philippines ... and Mr. Liu of Chinese Taipei and with many of my counterparts from Europe, the Middle East, and Latin America to advance this cause. I look forward to renewing some good acquaintances this week. Note:I checked list with Flori. Arnie is still not reachable. If there is a change, will let you know.

And I want to make many, many <u>new friends.</u>

I look forward to meeting all of you and spending time together.

I want you to know something about the American people. We consider America a <u>Pacific economy</u>. We have a saying, that whenever you're looking for opportunities, you head <u>west</u>.

We do 50 percent more trade on the Pacific than on the Atlantic. Sixty percent of all the products we make are sold to APEC economies. Asia is a continent that economically could be larger than Europe and the United States combined within the next 15 years.

It will happen ... and our economies will stay vibrant and grow and produce jobs only if we have the infrastructure and the transportation systems in place to maintain that growth. It is for that reason that our leaders asked us to have this unprecedented meeting.

Let me end on this. America has been involved in many worldwide organizations. In the United Nations ... in the G-7, in fact, President Clinton heads to Halifax this week for the Leaders Summit. We are in NATO ... NAFTA ... GATT ... now the World Trade Organization ... and the World Bank. I believe we have always been a partner you can <u>count on</u>.

There may be an ocean between us, but a <u>little</u> <u>water</u> did not stop Charles Lindbergh from meeting his counterparts across the Atlantic, and it will not stop us from crossing the Pacific to <u>meet</u> and <u>understand</u> each other.

HOLD UP GLASS

So, if you have anything left in your glasses, let us raise it in hopes that our maiden flight is as good as the Spirit of St. Louis's.

# # # #

6-131

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

Contact: Steven J. Akey
Tele: 202-366-4570

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
ASIA-PACIFIC ECONOMIC COOPERATION TRANSPORTATION MINISTERS
WASHINGTON, D.C.
JUNE 12, 1995

It is a pleasure for me, and an honor for the United States, to host this historic meeting of 18 APEC transportation ministers.

President Clinton and the other leaders asked us to hold this meeting because they know that in order for our economies to continue to grow, we must have the transportation and the infrastructure in place to support that growth.

There are a number of firsts today.

It is the first time we ministers have met.

It is the first time APEC transportation ministers have had the opportunity to have a dialogue with industry leaders. About 160 are here. They will help us have an exchange about real world issues, and lay the groundwork for a common understanding and approach to these issues.

And it is the first time a ministerial will be followed by our industries reaching out to do more across the Pacific. Starting Wednesday, many of us will be flying a Boeing 777 to Denver, Seattle, and San Francisco to view first-hand a showcase of American technology and know-how. That is an extraordinary commitment of time on the ministers' part, and I thank them for it.

Over the past three decades, Asia's share of world GDP grew from 8 percent to more than 25 percent. Asia is a continent that economically could be larger than Europe and the United States combined within the next 15 years. By 2000, before even taking Japan into account, economists forecast 75 million Asian households will have incomes comparable to middle-income Americans.

(more)

They will buy more cars, requiring more highways and roads and bridges.

They will travel more -- taking more plane trips in already congested airports and through crowded airways. We expect air traffic to grow by at least 7 percent in the region every year for the next 15 years.

Over the next two days, we have an ambitious agenda. We will spend about 20 hours together in consultations and related events.

First, we will discuss how to meet the region's massive infrastructure demands. APEC nations will spend $1 trillion in the next five years on infrastructure. I can put that in perspective for everyone. That's a new Denver Airport every week, week in and week out, for five years.

We will ask where should it be spent? Where are the bottlenecks? What would promote the most efficient movement of passengers and goods?

Second, we will discuss how to get the most out of that infrastructure by adopting market-oriented policies and efficient practices.

Third, we will ask what technologies would improve the flow of passengers and goods? Which would enhance safety and security?

For example, we need to improve data exchange so when cargo is shipped 100 pages of paperwork are not accompanying it. Rather, we will explore how to handle it electronically, which will be quicker and less expensive.

And we will explore the use of satellite-based air and ocean traffic managements systems, such as the Global Positioning System, and advanced passenger information systems.

Fourth, we will discuss what training will be needed by transportation workers, as the skills required to handle the complex technologies increase.

For me, what is engaging about this group, is that we all have had successes in transportation. I look forward to listening with great interest in what my colleagues report, and I know that I will learn from them. We can all learn from each other.

When the ministerial is complete, I will report to the President that we have identified what transportation policies are need to keep the Asian-Pacific region vibrant, and that we have a work plan to achieve it. Tomorrow, we'll let you know what that is.

# # # #

6:130

FP -- Monday, June 12 -- 7:00 - 10:00 p.m. -- Blair House
draft 3 (by Ilene) 3.5 minutes

Much of what we accomplished today in our meetings looks to the <u>future</u> -- provides a <u>vision</u> of where we will go and how we will journey there -- <u>together</u>.

Tonight, here at Blair House, I want to <u>reflect</u>, to look <u>back</u>, because Blair House is about <u>history</u>.

This is one of my favorite places in Washington, <u>first</u>, because it is where leaders made bold decisions that forever changed the course of the world and our APEC economies. Much of American foreign policy was shaped here 45 years ago.

You see, when Harry Truman was President the White House was undergoing major renovation, so this was his home and office. It is in Blair House that the

Truman Doctrine and the Marshall Plans were drafted.

Second, Blair House holds a special place for all Americans because this is where we host world leaders. This is the President's guest house. After the White House, there is not a house in America more famous.

Since 1988, eight of you have had leaders stay here. Minister Oh, when President Kim visits in July, and Secretary Ruiz when President Zedillo visits in the fall, this will be their home.

Third, I enjoy Blair House for its history. This used to be two houses -- the Blair House and the Lee House. The Blairs were friends of Abraham Lincoln. The Lee's were part of the Robert E. Lee family.

At the request of President Lincoln, Robert E. Lee was asked in the Parlor of Blair House, to command the Union Army. He turned it down

Instead he became head of the Confederate Army, which lost in the American civil war.

The two houses were bought by the government in the 1940s and were linked together by cutting doorways through the adjoining walls.

So, in my leader's official home for your leaders, I propose a very simple toast.

RAISE GLASS

To our high hopes that when we all return to our homes, we stay friends and partners, and link up to build transportation systems to lead all of our economies to growth and prosperity. Thank you.

# # # #

FP -- Monday, June 12 -- Luncheon, Ben Franklin Room
draft 3 -- by Ilene (5 minutes)
Note: Industry present, too. About 250 people.

Thank you, Joan (Spero), and please extend my warmest appreciation to Secretary Christopher for the help the State Department has provided. We look forward to seeing him tomorrow at the reception, and telling him the success we have had from our dialogue.

I also want to thank the Pacific Economic Cooperation Council and your members for sponsoring this luncheon.

You heard this session this morning on maritime. I though it was a good exchange. (Mr. Secretary -- these people will have all heard the morning session. Leaving you some space if you want to ad lib an observation.)

I look forward to this afternoon's discussion on aviation -- the benefits of using new satellite technologies ... the air cargo issues ... and developments at the new Seoul airport.

Two points strike me about the relationship between industry and government.

One, often times, because industry leaders are entrepreneurs, and creative, and so quick at making cutting-edge decisions -- they are able to break new ground, that we in government cannot.

Two, I am seeing industry joining together in more global alliances. You see it in the airline industry, where they can deliver services better if an airline from one country joins an airline from another.

Often times government policy makers are challenged to keep up with these changes. Yet we have to, so we can synchronize our policies with what you in industry are doing.

As today's turnout proves, industry understands our problem. APEC is unique in the universe of international organizations. More than any other, it embraces the private sector as full partners. We benefit from that relationship enormously: industry's participation lends an urgency and relevancy that would otherwise be missing.

Let me say something about this room, because we have so many international guests. This room is named after one of America's first statesmen -- Ben Franklin.

Look around, and there is not much transportation art and antiques, unfortunately.

Ben Franklin lived when there were only ships and wagons, although I must say to Mr. Huang that in Ben Franklin's day, those ships already were visiting China.

We're a very young nation. We're only two centuries old. But I believe if Ben Franklin were here today he would be proud that our Constitution that he helped write has stood tall for 200 years, with just a few amendments.

He would be proud to know about our transportation accomplishments -- especially, how man has walked on the moon -- because he was a scientist and a visionary.

And he would be proud to know we are meeting today, but I believe he might also be surprised. He spent his life pursuing <u>independence</u> for the United States.

Today, we spend ours pursuing <u>interdependence</u>, pursuing a strategy of involvement, and engagement, and cooperation. Without interdependence, we could never prosper and grow and develop the technologies we will talk about this week or provide jobs for our peoples.

I hope that in 200 years, should someone look back at this moment, they will see that the choices we make are the right ones.

And, Joan, if in a few years, there is a Warren Christopher Room in the State Department, could you include some transportation pictures -- maybe a Boeing 777 landing at Denver.

Thank you.

# # # #

6-129

FP -- Tuesday, June 13 -- PECC Breakfast for Industry
draft 2 -- 6 minutes (by Ilene)

Note: This is for industry; optional if ministers attend.

Thank you, Duane (Storms, Lockhead Martin) ...

and thanks to Lockhead and the Pacific Economic Cooperation Council for sponsoring this breakfast.

Yesterday, I heard someone say that our discussions set the standard for quality and thoughtfulness of APEC meetings. I am not going to argue with that.

It was a lively exchange. It was spirited, reflecting the dynamics of the real world transport environment. And ministers told me that we should incorporate the ideas we heard into our ministerial meeting today.

I was struck yesterday by several key points.

First, that as a group we cannot find a simple, single solution to our transportation challenges, because our economies are so diverse. Where some are developed, others are newly industrialized, while others are developing.

Where some focus their attention on new technologies, the strength of some currently is in providing valuable human resources. I did not realize that nearly 20 percent of world seafarers, for instance, are from the Philippines.

While there are no simple solutions in the area of training and education, a very powerful point that was made, and I believe it is a valid one, is that we must cooperate to upgrade and standardize curriculums.

So, if a mariner is trained in Indonesia, his certification would be accepted throughout the region -- and you can say that about any transportation-related professions.

The second discussion that was striking was about the degree to which businesses should <u>compete</u>, versus how much they should <u>cooperate</u> ... and how policymakers should regulate that relationship -- if at all. It was clear that there was no unanimity of views on this, but that it was a critical issue to us all.

To be honest, it reminded me of discussions we have in Washington sometimes between Democrats and Republicans. I can tell you, those discussions are healthy and I am glad we provided the forum.

We also heard yesterday from carriers that they want fair and equitable access to markets and to have the ability to invest in and operate over the length of the transport chain. Providing high quality, responsive service, they told us, demands this.

I believe they should be able to go door to door and not be stopped at the docks, or at the air terminals. I hope we will be able to address this important point at greater length in our meeting today.

Finally, we heard about the need to employ new technologies to expand system capacity, safety, and productivity.

Let me end on this. As you question your roles -- to cooperate or to compete -- there is a debate on what the policymaker's role is ... what we ministers can do.

When it comes to setting international policy, when it comes to opening markets, when it comes to bringing the players together, we must lead. This week I'm pleased to see we are stepping up to the challenge.

Our discussion yesterday and those to take place today have been greatly enhanced because industry is here. I wanted you here, to inject reality into our policy discussions, and you certainly did that, and I encourage you to follow up and keep doing that.

What we have this week is the kind of mixing together of cultures and business that I would like to see all around the region, all the time.

We are opening some new lines of communication. Some of the tasks ahead will not be easy. It will require continued consultation and consensus building, but we certainly are on our way.

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Now, let me introduce the Senior Vice President for Transportation Systems and Services at Lockheed Martin, Dan Brophy. Mr. Brophy?

-30-

6.12.98

FP -- Tuesday, June 13 -- State Department Reception
draft 1 -- 4.5 minutes (by Ilene)

I want to thank the Pacific Economic Cooperation Council ... and the generosity of your members, especially Boeing, United Airlines, Federal Express, Caterpillar, China Air, Evergreen, Lockheed-Martin, Raytheon, Trimble Navigation, Unisys, and UPS.

I am pleased that I will be able to report to President Clinton that this week we took a good first step in addressing transportation issues. We had a productive meeting.

What we have here is the kind of mixing together of cultures and business that I would like to see all around the region, all the time.

The ministers and I just held a press conference and issued a joint statement. We agreed to a set of priorities

for cooperation and further action.

It covers a number of items, such as encouraging more private capital financing of infrastructure projects ... addressing institutional constraints affecting transportation services (I want to see all our companies compete on a fair basis) ... developing new technologies and training people on their use ... enhancing aviation safety and security ... and developing transportation systems that are energy efficient and friendly to the environment.

We took the first step today, but the real test will be 10 years from now ... or 20 years from now. Then we'll see if we have the airports to handle the 7 percent increases we expect every year in air passengers, or the ports to move more goods, or the highways to handle all the new cars that will be sold.

On a personal note -- I believe what made the ministerial a success was the goodwill shown by my fellow ministers. We spent about 20 hours together. It was collegial. It was candid. I have made many new friends. Several have asked me to visit their homes, and I plan to make a trip to Asia later this year.

The job ahead is not easy. It will require continued consultation and consensus building, but we are on our way. We are opening new lines of communication.

Tomorrow morning, we will be heading to Denver on a Boeing 777 ... then to Seattle ... and San Francisco for a technology show.

I'm looking very forward to it.

Thank you very much

-30-

6-127

U.S. Department of Transportation

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REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PENA
ASIA-PACIFIC ECONOMIC COOPERATION FORUM
WASHINGTON, D.C.
JUNE 13, 1995

In November 1994, in Bogor, Indonesia, leaders of the APEC economies agreed that their Transportation Ministers should hold this Ministerial meeting.

For the last two days, we have met and discussed a number of transportation issues and challenges of common interest. On Monday the meetings included industry participants, and I thank them for bringing real world experiences into our dialogue.

I have been honored to host the meeting. We have a Joint Ministerial Statement that we developed and we're distributing. On behalf of my fellow ministers, I would like to point out the set of priorities for cooperation and further action we agreed to.

First, we agreed to do more to encourage both private capital and international institutions to finance infrastructure projects.

Second, we agreed to promote a more competitive transportation operating environment and to cooperate to address institutional constraints affecting transportation services.

Third, we heard much about technology, and we agreed our priorities should be to push useful technologies and to train people to use the new technologies. As a first step, we agreed to investigate the value of establishing a Technical Transportation Exchange Program. Just as we shared many experiences today, the region will be better off if our experts share their experiences.

Fourth, we agreed to work together to enhance aviation safety and security.

- more -

Fifth, we agreed to develop transportation systems that help reduce congestion and are energy efficient and friendly to the environment, taking particular note of the value of mass transit in achieving these objectives. To this end, we will set up a discussion group of urban transportation experts, which will look at operating methods, and policies, and legal issues and financing of projects.

We had other discussions, particularly in regard to liberalization, with a focus on aviation. We did not agree on specific steps to take, or how to get there, but we all know that we must get there and we will convene a group to explore options.

At Monday's session, with our industry leaders, the discussions were instructive. The business people talked about the need for carriers to invest in and operate at all links of the transport chain. And they recommended that economies cooperate to upgrade their navigation and air traffic management systems.

From here, we will ask the Transportation Working Group to draw on our principles and priorities as they develop the workplan to be presented to APEC Economic Leaders in Osaka in November.

The job ahead is not easy. We must continue to consult and build a consensus, and I look forward to working with my counterparts to achieve that goal.

Tomorrow, many of the ministers will be joining me on a transportation tour, going to Denver Airport in a Boeing 777, then heading on to Seattle and San Francisco for American industry to showcase its technology.

If I can end on a personal note, I want to thank my colleagues for their hard work and goodwill this week.

# # # # #

6:126

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
APEC: WELCOME AT DENVER INTERNATIONAL AIRPORT
DENVER, COLORADO
JUNE 14, 1995

* **I'm happy to be back in Denver for the first time since this wonderful new airport opened three months ago. I'm also happy to see my friend Governor Romer with us...**

* **...and Wellington Webb -- congratulations on your reelection last week...**

* **...and Jim DeLong, who's done such a superb job directing DIA's operations. I'm happy that the profits from this airport are more than *double* what had been expected.**

* **I'm here today with the ministers of nine economies that participated in this week's Asia-Pacific Economic Cooperation forum. President Clinton had asked me to host these discussions to help us move forward on a variety of international transportation initiatives.**

* **APEC, as it's known, focuses on this region's development. That includes an open trading system to encourage the flow of goods, services, capital, and technology between our economies.**

* That's important, because our economies are increasingly interdependent. APEC members already receive 60 percent of America's exports, and that expands each year. So the growth of these economies is essential to our own future prosperity.

* Over the past three days we've had fruitful discussions about how improved transportation can promote this trade.

* We've talked about building the infrastructure of ports and airports that's essential to moving people and products...

* ...about policies that simplify transportation, such as improved cargo processing and paperless documentation...

* ...and about how to support the human resources we need -- the trained air traffic controllers and stevedores needed for safe and efficient transportation.

* We've completed those discussions, and now these ministers are accompanying me on a tour to see the best in American transportation technology. It's a major commitment of their time that I deeply appreciate.

* We started by flying here on America's state-of-the-art jetliner -- the striking Boeing 777 -- a plane that entered

service just last week, but which five of the APEC members have already ordered.

* **And now we're here at America's state-of-the-art transportation facility -- Denver International Airport.**

* **Our fellow APEC members know the importance of investing in transportation -- that's why Japan has invested billions of dollars in its new Kansai Airport, and Korea in Seoul International.**

* **They're outstanding, world-class facilities -- but I hope that our guests won't mind a bit of home-town pride as I show off what *I* think is the world's best airport...**

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6.125

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
APEC: PRESS AVAILABILITY AT
DENVER INTERNATIONAL AIRPORT
DENVER, COLORADO
JUNE 14, 1995

* **I'm joined today by the ministers of the economies that participated in this week's Asia-Pacific Economic Cooperation forum. President Clinton had asked me to host these discussions to help us move forward on a variety of international transportation initiatives.**

* **APEC focuses on this region's development. That's important, because our economies are increasingly interlinked. APEC members receive 60 percent of America's exports, and two million American jobs already are generated by these exports.**

* **That interdependence will only grow in the future. Asian economies are growing at triple the rate of western industrialized economies, and within 15 years could be larger than those of Europe and the United States *combined.***

* **By then, Asia -- even without Japan -- will be the U.S.'s largest market. So the growth of these economies is essential to our own future prosperity.**

* **Over the past three days we've had fruitful discussions about how improved transportation can promote this trade.**

* **We've talked about building the infrastructure of ports and airports that's essential to moving people and products... ...about policies that simplify transportation, such as improved cargo processing and paperless documentation... ...and about how to support the human resources we need -- the trained air traffic controllers and stevedores needed for safe and efficient transportation.**

* **We've completed those discussions, and now these ministers are accompanying me on a tour to see the best in American transportation technology. It's a major commitment of their time that I deeply appreciate.**

* **Our guests will tour Denver's new airport -- which -- with all due respect to those who built the outstanding new airports in Japan and Korea -- is the one that *I* think is the finest in the world -- and one whose profits are more than *double* what had been expected.**

* **We'll continue on to Seattle tonight, where we'll tour the Boeing facilities that built the exciting new 777. And now, I'd like to take your questions...**

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6-124

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
APEC: LUNCHEON AT DENVER INTERNATIONAL AIRPORT
DENVER, COLORADO
JUNE 14, 1995

Good afternoon. I'd like to welcome you to this luncheon, which honors our guests from the Asia-Pacific Economic Cooperation forum.

We've just completed three days of intensive discussions in Washington that President Clinton had asked me to host.

Now they've joined me on a tour to see the best in American transportation facilities and technology. It's a major commitment of their time which I deeply appreciate.

I'd like to talk today about the potential of international trade for improving the lives of all of our peoples -- and begin by making a point that's often overlooked.

When we talk about the Pacific Rim, people sometimes take that literally -- and assume that the impacts of this growing trade are felt only in those areas -- like California -- that are right *on* the Pacific coast.

That's wrong. **The Pacific Rim begins at New York and Miami -- and it certainly includes Denver, just as it includes Asian cities a thousand miles from any ocean.**

The benefits of free and open international markets are shared *everywhere* in those nations that embrace them -- and which have the commitment to the policies and infrastructure that make those markets as efficient as possible.

The meetings we've held are an important step in building strong relationships among our economies -- relationships that are based on a common dedication to economic opportunity for all of our peoples. These relationships are in our own national interest.

Increased opportunities for trade directly benefit American companies by expanding available markets. That means increased business and more jobs here in the U.S. -- helping to maintain the long-term growth we need for continued prosperity.

The APEC economies are especially important in this regard, since they now receive 60 percent of America's exports.

Two million American jobs already are generated by these exports, a number that will only increase in the future, since the Asian economies are growing at triple the rate of western industrialized economies.

Free trade is also in our own national interest because peaceful economic competition increases the security of *all* nations.

That's why the Clinton Administration rejects protectionism. We believe in building bridges, not walls. We're building those bridges through multinational accords such as NAFTA -- through bilateral agreements such as our efforts to create "open skies" for air travel -- and through forums such as APEC.

Some of those bridges *are* literal -- part of the transportation infrastructure that's so essential to the efficient movement of people and goods. These systems have been the backbone of American economic growth from the colonial postal roads to the transcontinental railroads to the Interstate Highways of our own era.

Competitive nations everywhere understand this link between transportation investment and long-term economic growth.

The worldwide movement to create modern, efficient highways, ports, and railways presents every nation with a clear choice: improve your transportation systems -- or fall behind.

That's why the U.S. is committed to extensive new investment in our own infrastructure of roads, transit

systems, and -- increasingly -- our communications systems -- the "information highways" of the future.

We also strongly support improved transportation systems throughout the world. That's why we sponsor a wide range of transportation programs and cooperative arrangements with other nations, and why we've been so supportive of APEC's transportation initiatives.

In Washington over the past three days we've had fruitful discussions about how improved transportation can promote trade.

We've talked about building the infrastructure of ports and airports...

...about policies that facilitate transportation, such as improved cargo processing and paperless documentation...

...and about how to support the human resources we need -- the trained air traffic controllers and stevedores needed for safe and efficient transportation.

This is in the interest of all of APEC's member economies -- including the United States. Our efforts to help these economies to improve their transportation systems -- and therefore their potential for growth -- serve to sustain America's own national security and economic prosperity.

I'd like to close today by saying how much I've enjoyed the past four days of meetings and discussions with my fellow ministers. We've made a great deal of progress, and -- more importantly -- increased our understanding of each other's interests and the mutual challenges we face.

Over the coming years, we look forward to strengthening the relationships among the APEC member economies, and to developing the international transportation systems that will make sustained economic growth a reality.

Thank you.

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6.123

FP -- Wednesday, June 14 -- Welcoming Ceremony -- Seattle -- 5 p.m.
draft 2 -- 4 minutes (by Ilene)
Note: Audience is about 200, Boeing employees, press, community leaders, all those who were on the plane. Larry Clarkson (Sr. VP of Boeing, Vice Chair of PECC, and Vice Chair of National Center for APEC). Speaking before you is: Mayor Rice

Thank you, Larry (Clarkson) ... and thanks to my good friend, Mayor Rice. (You have the best educated Mayor in America -- a graduate of Denver East High School.)

Well, the ministers liked your plane!

I heard many adjectives on the flight to describe the 777 -- spacious ... quiet ... comfortable. (I heard that one a lot -- comfortable.)

If I can explain something to my fellow ministers.

In America, when you want to illustrate our economy is strong -- we have a saying: there's a chicken in every pot, two cars in every garage, and a 777 in every hangar.

Within a month of being sworn into office, the President travelled to Seattle, to meet Boeing's workers and management ... two years ago, he brought the APEC leaders to Seattle ... seven months ago, the President suggested to the APEC leaders that all of the transportation ministers get together.

I thought -- what better place to bring them than Seattle!

APEC economies are the most vibrant in the world. Over the past decade, Asia's economy grew twice as fast as the world as a whole. Here, in Washington, one in five jobs are trade related, and 9 of your top 12 export destinations are APEC economies.

We spent the last two days focusing on what transportation systems and infrastructure are needed to continue to grow our economies. We looked at where the bottlenecks and the congestion were at airports and ports and what actions we could take to solve these problems.

We also focused on the technologies we will need to enhance aviation and maritime safety, and how to train people to use them.

One interesting point about our meeting: we had 160 industry leaders from the APEC economies participate. They added real world relevance to our policy decisions.

This morning, I took the ministers on a tour of the new Denver International Airport ... and Friday, we will visit San Francisco for a technology exposition.

This is an extraordinary commitment of time on the ministers' part, and I've said this before to them, but I want to say it again: I thank you for it.

And we all thank you for our comfortable accommodations in the air and all that Boeing has done to support the meeting.

I look forward to touring your plant tomorrow and thanking the people who built our plane.

Thank you.

-30-

6.122

FP -- Wednesday, June 14, Welcome Dinner
draft 1 -- 3 minutes (by Ilene)

Note: Stan Savage (Chair of National Center for APEC and VP of Seafirst Bank will serve as MC. Larry Clarkson (Sr. VP of Boeing, Vice Chair of APEC, and Vice Chair of National Center for APEC), speaks; then Governor Michael Lowry speaks and offers toast. They envision this as an acceptance to his toast.

Thank you Governor Lowry, and on behalf of all the ministers, we appreciate the warmth and hospitality of the good people of Seattle.

We began the day in that other Washington with a baggage call 17 hours ago ... then, flying on Seattle's pride and joy, a 777, we stopped in Denver to see my pride and joy, the new airport ... then we landed at Boeing ... so we are all exhausted ... and the only thing between the ministers and bed is me -- so I will be brief.

Seattle is one of my favorite cities. I love to come here, because Seattle and the State of Washington are the showcases for what we envision all of America will be like one day -- doing more business across the Pacific.

Here, one in five jobs are trade related. Who knows -- one day it could be one in four, or one in three, or one in two.

What we have here in Washington is the kind of mixing together of cultures and business that we would like to see all around the region.

Tomorrow, I will speak to 500 directors of ports from around the world, who are meeting in Seattle this week. It is their organization's 40th anniversary.

Think about this: In the last 40 years, world trade has increased 50 fold -- 50 fold.

Forty years from now, it will increase another 50 fold, or 100 fold, or 200 fold -- only if we have the transportation infrastructure to sustain that growth.

It is up to us in government to set the right policies. I can tell you -- every minister here -- wants to make sure his economy will have the infrastructure.

I represent 250 million people, All together, all of us, represent 2 billion people, and I believe we can all go back to our economies -- with pride, knowing we took the right first step.

Governor, on behalf of all the ministers, we thank you.

-30-

6.121

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
APEC: WELCOME AT SAN FRANCISCO
SAN FRANCISCO, CALIFORNIA
JUNE 15, 1995

* **I'm happy to be here in San Francisco today with the ministers of the economies that participated in this week's Asia-Pacific Economic Cooperation forum -- which President Clinton asked me to host to help us move forward on a variety of international transportation initiatives.**

* **Now these ministers have joined me on a tour to see the best in American transportation facilities and technology. It's a major commitment of their time which I deeply appreciate.**

* **I'd like to keep my remarks brief this evening, and simply talk about the potential of international trade for improving the lives of all of our peoples. That's especially true here in California, which is America's number one exporter -- with more than $100 billion a year.**

* **We need to expand the opportunities for this trade. That's why we've worked for multinational accords like NAFTA -- for bilateral agreements like our efforts to**

create "open skies" for air travel -- and for forums like APEC.

* **The meetings we've held are an important step in building strong relationships among our economies -- relationships that are based on a common dedication to economic opportunity for all of our peoples. Of course, these relationships are in our own national interest.**

* **Increased opportunities for trade directly benefit American companies by expanding available markets. That means increased business and more jobs here in the U.S. -- helping to maintain the long-term growth we need for continued prosperity.**

* **The APEC economies are especially important in this regard, since they receive two-thirds of California's exports -- a number that will only increase in the future, since the Asian economies are growing at triple the rate of western industrialized economies.**

* **Free trade is also in our own national interest because peaceful economic competition increases the security of *all* nations. That's why the Clinton Administration rejects protectionism.**

* **We believe in building bridges, not walls. Some of those bridges *are* literal -- part of the transportation infrastructure that's so essential to the efficient**

movement of people and goods. Competitive nations everywhere understand this link between transportation investment and long-term economic growth.

* The worldwide movement to create modern, efficient highways, ports, and railways presents every nation with a clear choice: improve your transportation systems -- or fall behind.

* That's why the U.S. is committed to extensive new investment in our own infrastructure of roads, transit systems, and -- increasingly -- our communications systems -- the "information highways" of the future.

* We also strongly support improved transportation systems throughout the world. We sponsor a wide range of transportation programs and cooperative arrangements with other nations, and we've been supportive of APEC's transportation initiatives.

* Over the past three days we've had fruitful discussions about how improved transportation can promote trade.

* We've talked about building the infrastructure of ports and airports... ...about policies that facilitate transportation, such as improved cargo processing and paperless documentation... ...and about how to support the human resources we need -- the trained air traffic

controllers and stevedores needed for safe and efficient transportation.

* **This is in the interest of all of APEC's member economies -- including the United States. Our efforts to help these economies to improve their transportation systems -- and therefore their potential for growth -- serve to sustain America's own national security and economic prosperity.**

* **Much of this future prosperity will be based on the emerging technologies we'll see tomorrow. California is the world's leader in bringing tomorrow to life *today* -- and there's no better place to discover what the future holds. We're looking forward to doing so. Thank you.**

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6-120

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
APEC: WELCOME AT SAN FRANCISCO
SAN FRANCISCO, CALIFORNIA
JUNE 15, 1995

(Introduction to be made by Linda Mjelem, Director of Business Economics for San Francisco Mayor Frank Jordan's office)

* **Thank you, Linda, for that introduction. I'd like to thank you -- and Mayor Jordan -- and the host committee for your hospitality.**

* **I'm happy to be here in "the heart of the golden west[1]" with the ministers of many of the economies that participated in this week's first-ever Asia-Pacific Economic Cooperation transportation ministers meeting.**

* **Now these ministers have joined me on a tour to see the best in American transportation facilities and technology. It's a major commitment of their time which I deeply appreciate.**

* **We flew here on the new Boeing 777 -- an outstanding example of American technological know-how. Our flight went smoothly -- except for when our cabin depressurized yesterday. That was okay, because I didn't want my fellow ministers to think this tour was a high-pressure sales job.**

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[1] **From "San Francisco," the city's unofficial theme song.**

* I'd like to keep my remarks brief this evening, and simply talk about the potential of international trade for improving the lives of all of our peoples.

* That's especially true here in California, which is America's number one exporter -- with more than $100 billion a year.

* We need to expand the opportunities for this trade to grow. That's why the Clinton Administration has worked for multinational accords like NAFTA -- for bilateral agreements like our efforts to create "open skies" for air travel -- and for forums like APEC.

* The APEC meetings are an important step in building strong relationships among our economies -- relationships that are based on a common dedication to economic opportunity for all of our peoples. Of course, these relationships are also in America's own national interest.

* Increased opportunities for trade directly benefit American companies by expanding available markets. That means increased business and more jobs here in the U.S. -- helping to maintain the long-term growth we need for continued prosperity.

* The APEC economies are especially important in this regard, since they receive two-thirds of California's $100 billion in exports -- a number that will only

increase in the future, since the Asian economies are growing at triple the rate of the industrialized west.

* Free trade is also in our own national interest because peaceful economic competition increases the security of all nations.

* That's why the Clinton Administration rejects protectionism -- and supports an open trading system and cooperation on international economic issues.

* Indeed, at last year's meeting of the APEC leaders President Clinton led the consensus to move towards completely free trade between our nations by the year 2020.

* And today the President traveled to Halifax in eastern Canada to begin the annual summit meeting of the Group of Seven industrialized democracies, where he's leading the development of the international economic architecture that will produce prosperity into the 21st century.

* The basis of that architecture is building bridges, not walls. Some of those bridges are literal -- part of the transportation infrastructure that's so essential to the efficient movement of people and goods.

* Competitive nations everywhere understand this link between transportation investment and long-term economic growth.

* **The worldwide movement to create modern, efficient highways, ports, and railways presents every nation with a clear choice: improve your transportation systems -- or fall behind.**

* **That's why the U.S. is committed to extensive new investment in our own infrastructure of roads, transit systems, and -- increasingly -- our communications systems -- the "information highways" of the future.**

* **Our fellow APEC economies understand this imperative. They're investing a trillion dollars in infrastructure over the next five years.**

* **This shared commitment to developing the transportation systems and policies needed for economic growth is why APEC's members have supported its transportation initiatives so strongly.**

* **That's why they accepted President Clinton's invitation to convene this week's series of meetings. Over the past several days we've had fruitful discussions about how improved transportation can promote trade.**

* **We've talked about building the necessary infrastructure of ports and airports...**

...about policies that facilitate transportation, such as improved cargo processing and paperless documentation...

...about how to increase the safety and security of our transportation systems -- both for travelers and for transportation workers...

...and about how to support the human resources we need -- the trained air traffic controllers and port operations staff needed for safe and efficient transportation.

* This is in the interest of all of APEC's member economies -- including the United States. Our efforts to help these economies to improve their transportation systems -- and therefore their potential for growth -- serve to sustain America's own national security and economic prosperity.

* Much of this future prosperity will be based on the emerging technologies we'll see tomorrow. California is the world's leader in bringing tomorrow to life today -- and there's no better place to discover what the future holds. We're looking forward to doing so. Thank you.

# # # # #

6-119

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

Contact: Steven J. Akey
Tel: 202-366-4570

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS CONFERENCE
SEATTLE, WASHINGTON
JUNE 15, 1995

Seven months ago, President Clinton proposed APEC transportation ministers meet for the first time. But nobody imagined we would be sharing lunch with hundreds of port directors and harbor officials from around the world. I speak for all the ministers -- we are delighted.

APEC represents 18 Asian-Pacific economies -- 2 billion people -- in the fastest growing region in the world.

On Monday and Tuesday we met -- in the other Washington -- then we stopped in Denver to see the new airport, and from here we're headed to San Francisco to see a showcase of American technology.

All week we looked to the future -- determining what kind of transportation systems we will need in 10, or 20, or 40 years.

Today, I will talk about that future, but first I want to look back. After all, this is your 40th anniversary.

Take it from someone who is in his 40s, you are a young organization!

I grew up in a port town, Brownsville, Texas, and I would watch ships steam in, as I worked in my father's cotton business.

- more -

But 40 years ago, who would have thought that trade among the world economies would increase by 50 fold? Yet it has -- 50 fold. Of course, no one understands that more than ports -- the gateways for international commerce.

Forty years ago, who would have thought that the world would see productivity and the standard of living rise faster than in any 40-year period, meaning more people are consuming more goods.

We talked about this on the plane coming over. In the last 40 years, I believe the biggest changes in American ports have been caused, first, by government initiatives to liberalize the transportation regulatory climate; and second, by technology.

In 1978, we deregulated airlines; then in 1980, we deregulated railroads and trucks; then in 1984, we liberalized the regulatory environment in shipping, so carriers could contract directly with their customers. The combined effect made door-to-door intermodal service possible.

And technology made intermodal transport cost effective. Intermodal freight containers could be transferred from ship to truck to rail. Then came double stack rail cars for containers. So when goods came into the United States from our friends in Asia, they could pass through our west coast ports and head east through a land-bridge, saving at least a week versus moving through the Panama Canal.

Now, we even have intermodal trade between three continents and three modes. We have Asian goods coming in marine containers through the North American ports of Seattle and Tacoma, then transferred by truck to SeaTac Airport, for delivery by air to European consignees.

If that isn't an intermodal man's dream, I don't know what is?

We are proud intermodal transportation began here and that our U.S.-flag carriers have led in adopting technology to intermodal transportation.

But what about the next 10, or 20, or 40 years? How do we prepare for a world that may not look anything like it does today? A world, that at least in the coming decade, will have three-fourths of the growth in trade coming from transitional countries.

I say to you, and I believe my distinguished colleagues would agree, regulatory policies and new technologies will have a big impact on ports, just as they did in the past.

So, too will private investments in infrastructure, and training people on using the technologies. But the biggest impact will come from all of our governments' desires to open markets. It is not easy to open markets. People the world over are scared that with increased trade, they will lose their jobs.

President Clinton has worked harder than any American President to liberalize trade -- he's in Halifax working on it right now with our G-7 partners.

And look at the trade commitments made in just the last year by all our leaders. Who would have thought 100 economies from Europe and Asia and the Americas would sign up for GATT, lowering tariffs by a third on manufactured goods?

Or that 34 nations in this hemisphere would commit to a free trade zone within 10 years (and we already have one between Canada, the United States, and Mexico -- NAFTA). From the European community, we learned the benefits of regional trade.

Or who would have thought that APEC leaders would commit to free trade by 2020?

As fast paced as this sounds, I will tell you -- governments are behind our industries. As part of our APEC discussions, we had 160 industry leaders with us, and some are here today. They are entrepreneurs. They are so quick at making cutting-edge decisions that they are able to break new ground faster than we in government can.

My challenge is to keep up with them, so we can synchronize our policies with what our industry is doing. Let me tell you what impressed me most about my fellow transportation ministers. After they heard the industry leaders talk, they said: we must incorporate their ideas into our planning.

You, as port directors, know that. You cannot build facilities unless you have some reasonable expectation private sector carriers are willing to use them.

This week, we deepened our appreciation for each other -- and for just how important transportation systems will be to continued growth in the APEC region.

On Tuesday, we issued a joint statement to conclude our meetings. I am happy to report that we set a number of priorities.

First, we want to encourage more private capital financing of the $1 trillion in infrastructure projects the Pacific Rim will see in the next five years. We particularly want to identify bottlenecks, such as crowded or inadequate ports.

Second, we want to address institutional constraints affecting transportation services, so all our companies can compete on a fair basis. One issue that concerns our carriers is to have the ability to invest in and operate over the length of the transport chain. They should be able to go door to door and not be stopped at docks or air terminals.

Third, we want to adopt new technologies and train people on their use. A very powerful point that was made is that we must cooperate to upgrade and standardize curricula across the region.

Fourth, we want to enhance aviation and maritime safety and security.

Fifth and finally, we want to develop transportation systems that are energy efficient and friendly to the environment. We started the process this week, and we're going to build on it.

Let me end today, where I started -- looking back. Forty years ago, when this organization was born, you had a slogan: World Peace Through World Trade, World Trade Through World Ports.

As you begin your next 40 years, the world is more peaceful, we trade 50 times more than we did, and our port cities are vibrant. Do we have problems? Of course. That's why we meet.

As for the next 40 years, it is up to us in government to set the right policies. And it will be up to you to make sure you have the technology and the training and the investment in your transportation systems to keep up with all of this growth.

I am confident you will meet the challenge. On behalf of my fellow ministers, thank you for letting us visit.

# # # # #

6-118

FP -- Thursday, June 15 -- Photo Op and Press Available
draft 1 -- 1 minutes (by Ilene)

- No speech; here to answer your questions.

- But, first want to introduce the ministers.

- Also, want to thank our Host Committee in Seattle, especially people at the National Center for APEC, who worked so hard. Our only regret is we cannot stay longer, but we are off to San Francisco for a technology exposition.

- This morning, the ministers visited the Boeing Plant; at lunch, we attended the International Association of Ports and Harbors meeting; and as you know we just heard a presentation on marine technology.

- Who's first with the question?

-30-

6.117

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
APEC: TOUR CLOSING AT SAN FRANCISCO
SAN FRANCISCO, CALIFORNIA
JUNE 16, 1995

(Introduction to be made by Mayor Frank Jordan)

* **Thank you, Mayor Jordan, for that introduction. I also want to thank Lou Turpin for his kind remarks.**

* **I hope I can speak for everyone who has participated in the APEC discussions and this tour when I say that the past six days have been tremendously helpful for me.**

* **I've enjoyed the meetings and discussions with my fellow ministers. We've made a great deal of progress, and -- more importantly -- increased our understanding of each other's interests and the mutual challenges we face.**

* **The tour has been highly informative -- updating all of us on major initiatives in aviation, maritime services, advanced technologies, and other areas. I'm proud of the American transportation industry's excellence -- and I'm happy that we can showcase their achievements to our APEC partners.**

* **Over the coming years, we look forward to applying their achievements to the international transportation**

links that will make sustained economic growth a reality.

* We also look forward to the continued strengthening of the relationships among the APEC member economies -- progress that will improve the quality of life for all of our peoples.

* Before I close my remarks, I'd like to thank Mayor Jordan and the San Francisco committee for their hospitality over the past two days. You've been gracious hosts, and I'm sure that you've inspired your guests to make return trips to "the heart of the golden west."

* I won't be able to join you for your visit to the Emerging Transportation Technologies Expo, but I know that the exhibitors there have some marvelous examples of advanced technology on display. I'd like to thank XXsys Technologies... Calstart... Raytheon... Hewlett Packard... and Parsons for their participation.

* Let me close by saying that I look forward to meeting with all of you again, and to continuing the work that we've begun. I wish you all a safe journey home.

# # # # #

b.116

U.S. Department
of Transportation

Federal Highway Administration

400 Seventh St., S.W.
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, June 19, 1995

CONTACT: Jim Pinkelman
Tel.: 202-366-0660

M E D I A A D V I S O R Y

Federal Highway Administrator Rodney E. Slater and Thomas J. Donohue, president of the American Trucking Associations, will take part in a nationwide truck safety inspection effort at 10 a.m. on Wednesday, June 21, in College Park, MD.

The inspection is part of Roadcheck '95, a round-the-clock, 72-hour effort in which some 70,000 vehicles and drivers will be inspected at 290 roadside sites in the United States and Canada that are staffed by 3,000 officers. The College Park inspection will demonstrate how safety inspections of trucks, buses and their drivers are conducted throughout the year.

WHO: FHWA Administrator Rodney E. Slater
ATA President Thomas J. Donohue

WHAT: Truck and driver safety inspections

WHEN: 10 a.m.
Wednesday, June 21

WHERE: Maryland inspection facility
"Park & Ride" lot
Capital Beltway and I-95
College Park, Maryland

NOTE: Mr. Slater is available to members of the media at the inspection

# # #

b-115

REMARKS PREPARED FOR TAPING
NATIONAL SOBRIETY CHECKPOINT WEEK VIDEO MESSAGE
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
WASHINGTON, D.C.
JUNE 20, 1995

(For a June 28 Raleigh, North Carolina National Sobriety Checkpoint Week event. Introduction tentatively to be made by Governor Jim Hunt.)

Good morning. I'd like to thank Governor Hunt for inviting me to speak with you about National Sobriety Checkpoint Week.

Although my travel schedule prevents me from joining you again this year, I want to reaffirm my commitment to the battle against drunk driving.

That battle has been carried forward for 15 years by Mothers Against Drunk Driving, led by their National President Beckie Brown and their National President-elect, North Carolina's own Katherine Prescott.

They haven't been alone. Over the years, they've received tremendous support from police and sheriff's departments...

...from businesses such as Nationwide Insurance...

...from industry and safety advocates such as the Insurance Institute for Highway Safety...

...and from state and local officials across the country who have stepped up to the plate with tough laws to fight drunk driving.

Nowhere has the commitment been greater than in North Carolina.

Under Governor Hunt, programs such as "Click it or Ticket" and "Booze it and Lose it" have set the pace for the nation on highway safety.

That's why it's appropriate that you're in North Carolina to kick off this year's effort for a safe Fourth of July.

This is a time when we gather to celebrate our nation's founding. It's also often the most dangerous weekend of the year, as these gatherings sometimes end in senseless tragedy on our highways.

One of the most effective tools against this carnage is the sobriety checkpoint, which stops drunk drivers *before* they cause tragedy.

Law enforcement officers are setting up checkpoints around the country. They'll catch some drunk drivers -- and deter many others from driving intoxicated in the first place.

National Sobriety Checkpoint Week is only one week a year, but we can make every week safer for ourselves and those we love by continuing the fight against drunk driving.

With the help of the millions of Americans who are increasingly concerned about the safety of their families, friends, and neighbors, we'll continue to save lives *today* -- *tomorrow* -- and *every* day.

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6-114

June 20, 1995; 1:00 p.m.

Mr. Pena: "Hello, I'm Secretary of Transportation Federico Pena.

The United States has the largest and best transportation system in the world.

Americans depend on this system every day for everything from getting to school and work on time...

...to traveling on vacation.....

...to having fresh products available in stores.

The Department of Transportation serves as the steward of this system.

We protect Americans by setting--and enforcing--safety standards for aircraft, boats, automobiles and trucks.

We provide traffic management services for the nation's airspace and waterways.

We pay for the construction and operation of highways and airports, ...

...and support mass transit.programs...And we help to carry out broader Federal mandates in such areas as water quality and national security.

We do all this with a budget which in 1995 was $38 billion. Managing that budget effectively is absolutely critical to successfully carrying out our missions. And as budgetary constraints increase, our need for better financial management does, too.

So when President Clinton asked Vice President Gore to launch the National Performance Review, financial management was among the key areas we analyzed--everything from budget execution to cost accounting to financial reporting.

We found that--all too often--the systems we inherited focused on process instead of results. They didn't always give us the comprehensive, up-to-date information we need to make sound decisions and to serve the public.

Based on our evaluations--and assessments of the practices at America's best corporations--we're changing these systems into cutting-edge information management and customer service tools.

This video shows how we're reinventing administrative systems....empowering front-line employees to make decisions.....automating routine administrative practices to save time and money ...streamlining procedures.....and cutting red tape.

Let's watch how DOT's financial managers are reinventing their operations to better serve the American people."

6-113

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

Embargoed Until Passage of
National Highway System Act
June 22, 1995

Contact: Steven Akey
Telephone: 202- 366-4570

STATEMENT BY SECRETARY OF TRANSPORTATION FEDERICO PEÑA ON PASSAGE OF THE NATIONAL HIGHWAY SYSTEM ACT

With the Senate's approval of the National Highway System legislation, we took a major step to keep America's highways the best in the world.

I like many provisions. The President urged zero-tolerance laws to prevent teenagers from drinking and driving, and particularly thanks to the leadership of Senator Byrd, the measure passed. I endorse the innovative financing aspects that provide flexibility to finance infrastructure, and the provision allowing states more flexibility to use highways funds to support Amtrak. I applaud the Senate's leadership on eliminating highway demonstration projects. I thank the senators for providing my Department with authority to modify the system in the future. Without it, we couldn't meet changing transportation demands.

But I'm disappointed with the safety aspects. The Senate took a wrong turn. I don't understand the repeal of the national maximum speed limit and motorcycle helmet provisions. That's a ticket for more deaths on the highways.

I hope the House does right, when it comes to safety.

-30-

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

For Immediate Release
June 21, 1995

Contact: Steven Akey
Telephone: 202-366-4570

STATEMENT BY SECRETARY PEÑA
ON SENATE VOTE TO REMOVE MOTORCYCLE HELMET LAW PROVISIONS

I'm very disappointed by today's Senate vote on motorcycle helmet provisions.

Doesn't anyone have a memory? We've been down the road of repealing motorcycle helmet law provisions before. We did it in the 1970s -- we said let the states decide. Twenty - seven states repealed their helmet laws. What happened? Deaths increased 61 percent.

I saw what happened in Colorado. When we had a motorcycle helmet law, deaths decreased 24 percent. When it was lifted, deaths increased 61 percent.

If we change the helmet law, we're just asking for trouble.

-30-

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
JUNE 20, 1995

CONTACT: STEVE AKEY
(202) 366-4570

STATEMENT BY U.S. TRANSPORTATION SECRETARY FEDERICO PEÑA

I am deeply disappointed by today's Senate vote affecting our nation's highway safety.

As we approach the Fourth of July holiday weekend, last year's deadliest holiday weekend on our highways, we need to move forward, not backward, in the battle for safer highways.

Last year, 520 people died during the Fourth of July weekend and this holiday weekend, the National Safety Council estimates that 636 people may die in highway crashes.

And, last year, more than 40,000 people died and more than 3 million more were injured on our nation's highways. I'm concerned that not only that the number of fatalities went up from 1993, but also that the fatality rate remained steady.

Excessive speed is a factor is many of these accidents. The repeal of the national maximum speed limit law would result in nearly 5,000 lives lost every year.

The cost of these deaths and injuries will be borne not only by the victims themselves, but by us all. The economic costs alone of speed-related crashes total $24 billion each year, including health care costs that could reach $2 billion annually.

We need to continue to advance -- not retreat -- in the fight for highway safety, and to prevent more senseless tragedies on our roads, especially as drivers seem to act more aggressively and less courteously in their driving behavior.

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6-112

TALKING POINTS
PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDRICO PEÑA
JUNE 22, 1995
WASHINGTON, D.C.

- Thanks Cong. Mineta -- good friend -- created airline commission -- always been with us on safety.
- Busy week on Hill for transportation issues. Hasn't gone all our way. Thought I'd give a report on 1) budget, 2) highway legislation, 3)international activities (spent last week and will spend next week on trade issues and jobs they create). Then open for questions.

1. BUDGET

- 1996 DOT appropriations

-- marked up yesterday in House subcommittee

-- Positive: no new highway demos and most accounts frozen.

-- But in these budget cutting times, increased highway infrastructure and airports by $1 billion. Go figure!

-- It's not balanced. To pay for it, cut operating programs like Amtrak ... transit subsidies (means higher bus fares for working people) ... intelligent transportation systems ... and all of our research programs.

-- Hard freeze on FAA Operations and cuts in Coast Guard, may undermine <u>safety</u>.

- <u>Multi-Year Budget</u>

-- President says balance in 10 years. Republicans say 7.

-- Serious cuts in domestic programs. President wants to protect medicare and invest in education and training. We'll take hits in transportation.

-- Already: cut 5,000 ... saving almost $600m/year in the future.

-- In next five years:

  -- $212b if auto-pilot

  -- $190b President

  -- $184b House

  -- $165b Senate ($25b below President -- too draconian -- no money for transit, highway, airports, if no ATC.) ATC is Catch 22.

Need to re-think DOT

-- consolidation

-- unification

-- reduction

-- ATC reform

2. LEGISLATION

- National Highway System

-- Funding to up-grade 160,000 miles of roads. **Passed Senate yesterday.** *(Check)*

-- We proposed it ahead of schedule ... need to do by September 30th, or withhold $6b ... delayed because attached amendments.

-- Zero Tolerance Amendment-- President feels strongly. 24 states have. Teenager has one drink he's considered drunk. States that have, 10-20% fewer accidents'. Sen. Byrd introduced. **Passed** *(Check)*

-- Speed Limit and Motorcycle Helmet Amendments -- We lost our senses. Highway safety laws save 10,000 lives a year. $19 b. Say state's rights issue. Tried state's rights before ... in 1970s ... retreated on motorcycle helmets ... 27 repealed ... deaths increased 61 percent.

-- Colorado helmets: deaths decreased 24%; repealed, up 29%.

-- What about state's <u>responsibility?</u> You and I responsible for tab: one-third of hospital costs of injured crash victims picked up by medicaid and medicare.

-- Doesn't make any sense to me: Republicans want to cut medicare, and they just raised its costs.

-- Prospects in House don't look better. Need Cong. Mineta.

<u>3) INTERNATIONAL</u>

- Last week:

  -- APEC 18 ministers, 1st time

  -- fastest growing: 2 times faster than world as a whole

-- Asked: What infrastructure needed to keep growing? $1 trillion in five years (DIA a week) Where are bottlenecks? What ports can be improved?

-- Set of priorities for action: encourage private capital financing of infrastructure; ease institutional restraints that blocks goods coming from ports or airports; enhance safety; adopt new technologies.

-- Industry involved: At meeting.

-- Toured Boeing (more than 40% of sales to these countries) ... Trimble Navigation(GPS) ... tech expo with HP, Raytheon, Parsons.

-- The cabinet: Bring customers to your door.

- Next week:

-- On Tuesday: Domestic: President, Portland

-- later in week: Hemispheric summit in Denver with Brown, Kantor, Reich

-- 2nd fastest growing part of world

-- In last 10 years, exports to Latin America jumped from $30b to $80b -- 600,000 new U.S. jobs. What about next 10 years? Free trade zone.

-- Discuss infrastructure ... transportation services (give carriers full rights)

- So, been busy weeks for me. 2 little girls want to know when will they see daddy? Can't explain -- this year's easy. Next year is a campaign.

- Any questions?

# # # #

6.111

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
CHRISTENING OF THE USCGC *JUNIPER*
MARINETTE, WISCONSIN
JUNE 24, 1995

(Introduction to be made by Admiral Kramek, Commandant of the Coast Guard)

Senator Kohl[1], Congressmen Roth and Stupak, Mr. Gulling, Admiral Kramek, Captain Chadwick, Captain Gracewski, Commander Sullivan -- I'd better stop there, or Ellen will *never* get to smash that bottle.

I feel like President Kennedy did when he and *his* wife visited Paris -- I'm the man who accompanied Ellen Peña to Marinette.

This is a momentous day. Not since the launching of the *Island* patrol boats a decade ago has a Secretary of Transportation been privileged to introduce a new class of Coast Guard vessels.

I'm proud that the *Juniper* is on my watch, because it shows the President's commitment to provide the men and women of the Coast Guard with the tools they need to do

---

[1] Senator Herbert Kohl of Wisconsin. Congressman Toby Roth (9th-Wisconsin). Congressman Bart Stupak (1st-Michigan). Captain Al Gracewski (*Gruh-ces-skee*), emcee and officer in charge of the shipyard project. Captain Thomas Chadwick, Chaplain of the Coast Guard. Daniel Gulling, President and CEO of the Marinette Marine Corporation. Commander Tim Sullivan, commanding officer of the *Juniper*. If length is a concern, you may wish to acknowledge only the civilian attendees and Admiral Kramek.

their jobs -- even in a time of downsizing and budget constraints.

The *Juniper* class cutters represent a quantum leap forward in revitalizing the Coast Guard's fleet. Their size, speed, and advanced technology will enable them to better maintain buoys and other navigational aids.

I've been aboard several buoy tenders -- such as the *Red Birch* and the *Acacia* -- and I know how important they are for ensuring the safe passage of our mariners.

These cutters are also equipped to fulfill such vital Coast Guard missions as search and rescue and marine environmental protection -- protecting man from the sea, and the sea from man.

Ships such as the *Juniper* and the "Keeper" class of coastal buoy tenders that Marinette will launch in October will ensure that the Coast Guard remains -- in the words of its motto -- *Semper Paratus* -- "always prepared."

Today I'd also like to talk about America's shipbuilding industry.

Our shipbuilders -- *you* -- produced the finest naval fleet in history -- the ships that won the Cold War.

But the end of the Cold War sharply reduced the demand for naval vessels. Commercial orders dropped as well -- partly because of competition by foreign shipbuilders.

The impact was devastating: we went from 112,000 shipyard workers in 1980 to 70,000 in 1993 -- with predictions that there would be just 28,000 by the end of the century.

President Clinton and I want to reverse this trend. We believe that the United States *needs* a domestic shipbuilding capability to ensure that we can meet our national security needs, without relying on foreign powers to build our vessels.

The U.S. shipbuilding industry can also be an engine of economic prosperity for Marinette and cities like it around the nation.

And I believe that this nation owes a debt to the men and women of our defense industries, whose contributions were so vital to winning the Cold War.

I believe that you should -- *and can* -- construct civilian commercial work. The opportunities are there.

It's estimated that the international commercial market will need between seven and 10,000 ocean-going ships in the decade ending at the turn of the century -- with three-quarters of them needed in the next several years.

President Clinton set forth a National Shipbuilding Initiative with five strategies to help our shipbuilding industry take advantage of this market. *It's working.*

First, we wanted to ensure a level playing field for American companies by eliminating unfair subsidies that foreign powers use to keep their own shipbuilders afloat.

We signed an agreement with most of the other major shipbuilding nations to phase out these subsidies beginning next year.

[We're about to send Congress the necessary legislation to carry out that agreement, and we look forward to their passing it.]

Second, we've made a major commitment to converting advanced technology developed by the defense industry to civilian maritime uses.

We proposed the MARITECH program to apply technologies to increase the cost-effectiveness of ship design and construction.

In MARITECH's first two years we've committed over $60 million to 44 separate ship design and production projects -- projects that will reduce costs and increase efficiency across the industry.

Third, we're eliminating unnecessary regulations that burden shipbuilders and drive up costs -- something that's consistent with President Clinton's broader effort to cut red tape and introduce common sense into federal regulations.

Fourth, we're aggressively promoting guarantees for long-term loans at fixed rates to buyers of ships.

Since the President announced his initiatives, we've approved loan guarantees for projects valued at $787 million -- including $167 million in export vessels -- the first commercial exports by U.S. shipyards in a generation.

Fifth, we've expanded overseas marketing assistance by the government. U.S. embassy staffs are identifying sales opportunities, and giving shipbuilders help in making the most of them.

We're already seeing this initiative's results in increased orders and more jobs.

This progress will continue. Our nation is charting a new course, restoring our heritage as a great maritime power and supporting our interests as the world's leading international trader. It's a return to our hallowed nautical traditions.

That is proper. The sea is with us always, reminding us of something deep inside of ourselves -- a very American

yearning for the endless open spaces and the freedom that comes on the deck of a ship, where the sea and the sky merge as one.

So today I salute those who protect our seas -- the men and women of the United States Coast Guard.

And I salute those who sustain our traditions of excellence and craftsmanship in shipbuilding -- the men and women of Marinette Marine.

Now, I'd like to return the platform to Captain Gracewski, so we can move on to what everyone *really* came here to see: the christening of the *Juniper* by my wife, Ellen.

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6-110

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
COLUMBIA SLOUGH RAILROAD BRIDGE EVENT
PORTLAND, OREGON
JUNE 28, 1995

(Introduction to be made by Mike Thorn, Executive Director, Port of Portland)

Thank you, Mike. It's great to be here with you -- with Bob Ames -- with Gerry Grinstein -- and Rodney Slater[1]. I want to congratulate you all for putting together an ingenious solution to the Port's transportation problems.

I also want to acknowledge upfront the contributions of three people who couldn't be with us, but who helped secure federal funds for this bridge: Senator Mark Hatfield, Congressman Ron Wyden, and Congresswoman Elizabeth Furse.

And I want to thank Federal Railroad Administrator Jolene Molitoris, who has worked to make this project a reality.

It's great to be back in Portland -- *again*. Someone from the *Oregonian* asked, "Haven't you been out here *an awful lot* lately?"

---

[1] Bob Ames, President, Port Commission; Gerald Grinstein, CEO, Burlington Northern.

Well, *I have* -- because this is a city that's consistently on the cutting edge in transportation -- and if Portland keeps coming up with outstanding projects like this one, I'll *keep* coming back.

The Columbia Slough rail bridge is a winner for the economy *and* for the quality of life here, and let me tell you why.

Some of you attended the President's economic summit here in Portland, and heard how his policies are laying the foundation for long-term economic growth.

This growth is going to be based partly on expanded international trade -- especially with the other Pacific Rim nations.

These countries already account for two-thirds of our exports and two million American jobs. Their importance is magnified in those cities -- like Portland -- that are the gateways to the Pacific.

Exports through Oregon are growing at a rate of 18 percent annually, and increasing those exports and the high-wage jobs that go with them is the surest path to prosperity.

But we can't make the most of the opportunities that the President's policies are creating without having efficient transportation systems to move freight.

Our partners on the Pacific Rim understand the linkage between quality transportation and economic growth: they're investing a *trillion* dollars in transportation over the next five years.

If we want to keep up, we've *got* to make the same commitment to our own systems.

That's going to be hard, because transportation projects have usually been supported by federal grants -- but these are going to be limited as we cut the deficit.

One promising solution is to give state and local governments more flexibility to use innovative financing strategies and build partnerships with the private sector.

That's what's been done here and around the country through the Partnership for Transportation Investment.

This pilot program has jumpstarted more than $2 billion worth of projects in the six months since we announced it -- the latest of which is the Columbia Slough bridge.

Shippers here already face heavy congestion because of past growth -- with much more expected as Pacific trade increases.

***Without this project* you'd see more delays.**

Without this project **you'd see higher costs for companies like Columbia Grain, Granpac, and Boise Cascade -- and less business for Portland.**

The rail bridge is the solution -- and having the Port of Portland and Burlington Northern provide the local share makes possible a project that's going to have *tremendous* benefits for Portland.

With this project **the port's capacity will be dramatically increased by improving the links between the systems that are already in place and by enabling more efficient movement of railcars.**

And *with this project* the quality of life will be better throughout the entire region. Although it increases transportation *capacity*, it also reduces truck and rail *congestion* -- and that will improve air quality.

Having a project with so many diverse benefits isn't unusual here in Portland -- a city which understands that economic progress and a high quality of life *aren't* incompatible -- *but instead are linked.*

We see that in this project, which maximizes growth without compromising the things that make this city so special.

Our support is part of a continuing federal commitment to Portland -- a commitment that has included funding light-rail, advanced technologies to keep Portland's airport open even in bad weather, and such road improvements as the new North Marine Drive right here in the port -- towards which the FHWA contributed nearly $18 million.

So I'm happy to join you as you go the last mile to make transportation improvements to ensure this region's long-term prosperity.

And now I'd like to join Bob Ames and Gerry Grinstein in signing the agreement between the Port and Burlington Northern that will make this project a reality.

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FP -- UPS -- Ontario -- Thursday, June 29, 1995
draft 1 -- 9 minutes (by Ilene)

Good morning, and thank you for having me. I won't talk long, because, first, we have a 747 landing soon ... and second, I'm keeping you from work, which means next time I see Oz Nelson, I'm sure I'd hear about it!

I'm a lawyer by training, so I think rather logically. Whenever I prepare to give a speech, I always think to myself -- now, what's the message I want to leave? What's the message I want you to take back?

Today, after seeing what I've just seen, after visiting this impressive operation, it's you who sent a message to me. I heard it loud and clear: you want to compete globally.

I see it in the millions you've spent on technology ... in your employment numbers -- going from 1,200 when you opened to almost 2,300 today (by the way, President Clinton will like that) ... and I see it in you international volume -- up 16 percent in a year.

I hear you. I get it. You want to compete globally and in the business you're in -- it's the only way to compete.

I remember the first time I visited Europe as Transportation Secretary, one of the European Transportation Ministers said to me: "Secretary Peña, we Europeans are afraid of your integrateds." I didn't have the foggiest idea what he was talking about. But I quickly learned -- it was UPS and FedEx.

I believe others around the world hear your message, too, although they may not always <u>like</u> what they hear. The reason is <u>self interest</u>. They have an interest in helping their own trucking and delivery companies. That's the way the world works.

You can work your hearts out every day in Ontario to deliver goods to your customers on time and at the least cost -- but that's just <u>half</u> the battle.

The other half is what happens in Washington, or Tokyo, or Mexico City when governments negotiate agreements that allow you to compete in the 200 countries UPS serves.

I don't care if you're a Democrat or Republican -- trade is a <u>non-partisan</u> issue. President Clinton has made that point very clear, and he's had bi-partisan support from Congress.

There can be nothing partisan, when 11 million workers in our country -- over a quarter of our economy -- is now dependent on trade.

Look at it this way: America has a mature economy. We have only 4 percent of the world's population, so if we want our economy to grow, we have to find opportunities in the other 96 percent.

In the last two years, the Administration has negotiated more than 70 trade agreements. We've passed NAFTA and GATT. Last December, the President convened an historic summit. All the leaders of our hemisphere (all but Castro) came to Miami and surprised everyone: they agreed within 10 years the hemisphere will be a free trade zone.

The Asian-Pacific leaders have said that within 25 years, the Asian-Pacific region will be a free trade zone.

If you wonder what a Transportation Secretary does, I've spent most of the last month on the road pursuing free trade.

I was in Europe, opening skies for our air carriers in nine smaller European countries.

I spent a week with the transportation ministers from the Asian-Pacific countries, determining what bottlenecks and congestion problems at ports and airports we better solve as we move to a free trade zone. Then I took the ministers to see Denver Airport, and tour Boeing in Settle, and to a technology show in San Francisco to showcase American know-how.

Next time, I'll have to bring them here.

This afternoon, I'm headed to Denver with Mickey Kantor and Ron Brown to meet their counterparts in this hemisphere.

I'll be honest -- all these negotiations can be frustrating at times. I'm a former Mayor. I'm used to walking into a room ... getting straight down to business ... not leaving the room until you're ready to shake hands ... then calling UPS in and saying, we have a deal, can you deliver the documents to the lawyers tomorrow.

In the real world it doesn't happen that way. I am extremely concerned by what has happened to UPS in Mexico.

I want to end today by talking about that. As you know, the Mexican government does not want to provide U.S. companies with national treatment. Mexico allows domestic small package delivery companies to operate using any size truck, but UPS, which offers the same type of service, can only use a delivery truck about the size of a minivan.

This unreasonable and irrational restriction limits efficiency and productivity and increases operating costs for UPS vis a vis its Mexican competitors.

NAFTA obligates Mexico to extend U.S.-owned small package delivery companies national treatment. That means nothing more than creating a level playing field so companies can compete fairly, no matter who owns them.

We have discussed this issue with Mexico's transportation and trade officials for more than a year, and, I am disappointed to report that we're not much further along now than when we began.

Resolving this issue is among my highest priorities. On April 25th, Ambassador Kantor, with my concurrence, requested initiation of a formal NAFTA dispute resolution proceeding. We hope that this will provide a structure and a negotiating schedule, so that we can get this resolved -- finally.

If it's not resolved, NAFTA includes provisions that would permit the United States to impose sanctions on Mexico and its motor carrier industry. Let me assure you that the United States will insist that Mexico honor its NAFTA obligations.

So just as I heard your message today -- you want to compete globally -- I hope you've heard mine: I'm trying to help you compete.

The President and the Cabinet are doing everything we can to open markets, to make sure the same rules apply to every carrier in every country.

And with a level playing field, I have no doubt, UPS can win -- isn't that right?

Thank you very much.

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6-105

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
BREAKFAST WITH LOCAL BUSINESS LEADERS
ONTARIO, CALIFORNIA
JUNE 29, 1995

(Introduction to be made by Pamela Catlett of Kaiser Resources, Inc, co-developers of the California Speedway in Fontana, California)

* **Thank you, Pamela, for that introduction. I'm happy to join you here in the Inland Empire -- where Southern California's future lies. Although the President and Vice President have been here, this is *my* first visit -- and I have to say I'm impressed by the vision of this region's government officials and business leaders.**

* **This region's energy and vitality are shown in the proposals for a world-class convention center -- a regional mall -- upgrades to Ontario National -- and the California Speedway. And Pamela -- although I've supported the 55 mile-an-hour speed limit, let me make it clear that I *don't* mean to apply it to the Speedway.**

* **It's good that we can laugh, because I know that California's been through some rough times. That's changing: the President has cut the deficit by $600 billion -- and that's money the government doesn't have to borrow to pay its bills. Instead, that money is available for businesses to expand their operations and for Americans to afford the new houses and cars that increase their standard of living.**

* **The lesson is clear: when businesses and people can spend and invest with confidence, the economy booms. We see that today: more than 6.7 million new jobs over the past two years, including nearly 160,000 here in California.**

* **This *isn't* a "quick-fix" recovery: *it's real.* The Misery Index -- unemployment plus inflation -- is the lowest in 25 years, productivity growth is double that under the previous Administration, and the business investment growth rate is nearly nine times greater. In California, business incorporations are growing by 12 percent a year, and the economy here will grow *faster* than that of the nation as a whole over the next two years.**

* **And -- for the first time in nearly a decade -- the U.S. economy has been ranked as the world's most competitive. *California and the nation are on the path to solid, long-term economic growth.***

* **I was in Portland at the President's economic conference earlier this week where we heard what people up there think of the recovery. Today, I'm interested in hearing what *you* have to say -- so I'll follow Franklin Roosevelt's advice to speakers: be sincere, be brief, be seated.**

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6-107

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
HISPANIC CHAMBER OF COMMERCE
DENVER, COLORADO
JUNE 30, 1995

(Introduction to be made by James Mejia,
President, Hispanic Chamber of Commerce)

Thank you, James, for that introduction. I'm happy to be home again -- especially since it's to participate in the Western Hemispheric Trade Conference. The fact that it's being held here recognizes Denver's central place in the emerging global economy.

This evening I'd like to talk about *America's* economy -- and how the President's programs are laying the foundation for long-term prosperity in the global economy. Then I'd like to talk about affirmative action, an issue that affects our ability to thrive in the new economy.

Over the last two years we've had a strong economic recovery because President Clinton has cut the deficit by $600 billion.

That's money the government doesn't have to borrow to pay its bills -- money that's available for businesses and consumers.

The lesson is clear: when businesses and people can spend and invest with confidence, the economy booms.

We see that today, with more than 6.7 million new jobs over the past two years.

Nor is this a "quick-fix" recovery: *it's real*. The Misery Index -- unemployment plus inflation -- is the lowest in 25 years, productivity growth is double that under the previous Administration, and the business investment growth rate is nearly nine times greater.

And -- for the first time in nearly a decade -- the U.S. economy has been ranked as the world's most competitive.

That's going to let American businesses take advantage of the opportunities the President has created in opening up markets through NAFTA and GATT, and through such initiatives as this week's auto agreement with Japan.

We're on the path to solid, long-term economic growth.

The President plans to continue cutting the deficit, reducing it to zero over the next 10 years. His isn't the only deficit-reduction plan out there -- *but it's the best one*.

Unlike the Congressional proposals, his doesn't start with an arbitrary date for a balanced budget and then force policies to meet it.

Instead, he chose policies that promote long-term growth and let the date for balancing the budget flow from them.

Moreover, the Congressional budgets would slash investment in education -- in job training -- in scientific and medical research -- and in infrastructure to help pay for tax cuts whose benefits largely go to people who simply don't need them.

That's not going to drive our economy into a rut; it's going to drive it over a cliff.

That's the *wrong* way to balance the budget. The *right* way is to preserve investment -- to cut the federal bureaucracy -- to sensibly control health care costs through reform -- to reform welfare -- and to stress greater efficiency and market-based reforms in other programs.

The budget process that's now taking place is part of a larger debate on our nation's priorities, and I hope that all Americans will take part in this dialogue.

The second topic I want to speak about tonight is directly related to economic growth. As I said, the nation's economy *has* turned around.

However, there's a real feeling of insecurity. Some of the gains in productivity and competitiveness that have helped to generate this turn-around have forced changes that are threatening to many Americans.

Automation, downsizing, and other changes often are necessary and -- in the long run -- good for the economy, especially as we compete for a share of global markets.

But the need for greater competitiveness in the future doesn't mean these actions aren't painful today, or that they don't create uncertainty and concern.

And there are those in this nation who would feed on that insecurity. They'll try to use people's honest fears as a way of dividing them for political gain.

We see that happening today on immigration, and on affirmative action.

Well, I'll tell you tonight that's *wrong*. Exploiting the fears of good people who feel threatened is *contemptible*.

It goes against everything we stand for as a nation -- the sense of community, of decency, of striving -- *together* -- for a better tomorrow for all Americans.

We need that spirit, and not destructive divisiveness or scapegoating. Unfortunately, that's part of what the current debate over affirmative action is about.

There *are* valid concerns about how effective or how fair these programs are -- but some people are simply using affirmative action as a wedge to divide our country.

That, too, is wrong -- because we should be *proud* of what we've done to provide opportunity to women, members of racial and ethnic minorities, and the disabled.

This country is a fundamentally better and fairer place than it was a generation ago -- and affirmative action is part of the reason for that.

It's opened doors, and let America benefit from the talents of many who otherwise would have been shut out.

We need to keep these doors open -- and at the same time we have to be sensitive to the concerns of other Americans.

We don't have to support government-mandated benefits for unqualified people. Nor do we have to stand by in the cases -- however rare -- of reverse discrimination.

We *do* have to look at these programs -- and ensure that they're fair and that they're effective.

That's what the President is doing through the review of federal affirmative action programs that he ordered.

And we have to make any changes that are found to be necessary -- but without apologizing for doing right by empowering people to improve their lives and to contribute to our nation's prosperity.

We shouldn't close doors for *some* Americans -- but instead open them for *all* Americans.

Opening those doors -- through education and training -- will give us the talented, flexible workforce we need to compete and win in the new global economy.

Increasing educational opportunity also helps us to grow together -- enabling more and more Americans to enter a strong and prosperous middle class and realize the American Dream.

I'd like to close my remarks tonight by telling you what that dream means to me.

To me, the American Dream is about a sense of possibility, of opportunity.

It's a dream that all Americans who work hard and play by the rules -- who take responsibility for their own lives -- should have the chance to build a better future for themselves and for those they love.

That's the kind of hopeful, optimistic America that my generation was privileged to grow up in.

We realized *our* American dreams -- and now a new generation is working to fulfill *its* dreams.

You have a role to play in ensuring that the American Dream prospers into the 21st century.

I ask you to support economic programs that strengthen America for the future -- so that our children will inherit the same opportunities we have had, instead of debts.

And I ask you to make your voices heard in the debates over affirmative action, so that all Americans will continue to have the opportunity to make the most of their innate abilities.

I believe that America's best days are yet to come -- and that the American Dream is much too young to die.

Let's work -- *together* -- to show the world that the American Dream remains alive.

Thank you. And now I'd like to take any questions you may have.

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6-106

TALKING POINTS
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
LUNCHEON WITH LOCAL OFFICIALS AND BUSINESSMEN
COPPER MOUNTAIN, COLORADO
JUNE 30, 1995

(Introduction to be made by Harry Mosgrove, President and Chief Executive Officer, Copper Mountain Resort and Ski the Summit)

* Thank you, Harry, for that introduction -- and thank you all for the warm welcome. When Thomas Wolfe wrote "you can't go home again," it was clear he'd never been to Colorado. I'm here for the Western Hemispheric Trade Conference, but I'm always happy to have a reason to return here and meet with fellow Coloradans.

* Well, God gave us one mouth and two ears so we could listen twice as much as we speak. So today I'm going to keep my remarks brief, and then ask you to share your thoughts with me.

* I'd like to talk about one of your critical concerns: enabling visitors to reach Copper Mountain and the surrounding area. We're committed to working with Governor Romer and Bill Vidal to help Colorado meet the challenges posed by growth.

* For example, the FHWA is cooperating on studies of how to meet traffic growth -- now running about 5 percent annually -- along I-70. We want them to explore things like Intelligent Transportation Systems -- the advanced

facilities that can improve highway efficiency *and* highway safety.

* Those of you who were with me at the I-70 Eisenhower Tunnel earlier today saw one of these systems in action. You know that trucks can go out of control if they leave the tunnel at too high a speed, and out-of-state drivers don't always realize the danger. It happens a couple of times a month, and that can cause crashes which cost lives and delay travelers.

* The new system that we saw today will weigh trucks as they travel through the tunnel, clock their speed, and then calculate how much they need to slow down to descend safely. Within seconds, electronic signs will alert drivers. The tests so far show that it's working. If it continues to prove itself, we're going to explore other high-tech safety devices.

* By increasing the efficiency of a highway, ITS can effectively expand capacity. However, that may not always be the right solution. We're still going to have to build new roads, or expand existing ones. For instance, we're supporting the state on projects like the improvements to the I-25/I-70 "Mousetrap" interchange, the Broadway Viaduct, and E-470 improvements. And we're examining ways to handle congestion along the State Highway 82 corridor.

* I want you to know that we're going to work with the state to ensure that Colorado has the projects it needs to move

people and goods quickly and safely -- and that we'll do it in ways which protect the quality of life which draws so many visitors.

* I'd also like to talk today about DIA. I know that some of you have concerns about whether the higher fees are going to discourage travelers to Denver.

* Well, you should know that the project managers have done everything they could to economize and keep costs down. For instance, they scrapped DIA's baggage system -- but it's not going to waste. Instead, they want to convert it into an airport people mover. Denver will be the only airport where you can buy flight insurance for your travel *inside* the airport.

* I'm just joking about that, but I'm serious when I say that DIA is going to have one of the highest payoffs of any transportation project ever. It's already ahead of expectations: profits are double what had been anticipated, and flight delays -- in Denver and across the country -- are down.

* The real impact is going to be felt next winter. I *guarantee* you that Stapleton's delays and closings will be a thing of the past. That's going to get skiers to the slopes faster and more dependably than before. Once that becomes apparent, I think you'll see increased service levels as well.

* And in future years, we're going to see its importance increase as DIA serves the growing Denver regional

economy. We now have an airport for the 21st century -- with the facilities to meet our needs for decades to come, and the room to grow after that. I promise you that our grandchildren will look back to us -- much we did to Ben Stapleton -- for an investment that would serve the city well for generations.

* We're going to need DIA and the other transportation improvements, because Denver is going to be on the front-line of the global economy that will dominate the next century. The fact that Hemispheric Trade Conference is being held here recognizes Denver's central place in this emerging economy.

* Taking full advantage of the opportunities it's going to bring is only going to be possible if we have the tools we need -- the roads, railroads, airports, and transit systems to move people and freight. We in the Clinton Administration are committed to providing those tools.

* And now, I'd like to take any questions you may have, and hear your ideas.

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