



U.S. Department of  
Transportation

# News:

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

**FOR IMMEDIATE RELEASE**  
Friday, December 1, 1995

Contact: Wendy Burt  
Lorie Dankers  
(202)366-5565

## MEDIA ADVISORY

U.S. Transportation Secretary Federico Peña and Federal Highway Administrator Rodney E. Slater will make a two-day swing through Southwest border states prior to the December 18 full implementation of the North American Free Trade Agreement (NAFTA), when borders will open for increased truck and commercial traffic.

They will observe demonstrations of Intelligent Transportation Systems (ITS) technology designed to enforce the high safety standards set for trucks and truck drivers in the United States. This technology will be used at border crossings to make it easier to monitor compliance on the part of international trucks and drivers as an increased volume of goods are moved across international borders.

Peña, who will be joined by U.S. Customs, Immigration and Naturalization Service, Trade Representative, State, Treasury and Commerce officials, will meet with Mexico's Secretary of Communications and Transportation, Carlos Ruiz Sacristan, to highlight U.S.-Mexico cooperation in implementing NAFTA.

### Monday, December 4

**9:00 -11:00 am**

#### **Otay Mesa, CA Border Station**

- Press conference with Mexican Secretary of Communications and Transportation Carlos Ruiz Sacristan.
- Demonstration of ITS technology

**2:15 - 3:35 pm**

#### **Mariposa, AZ Border Station**

- Demonstration of ITS technology
- Customs tour
- Media availability

-more-



**Tuesday, December 5**

**9:00 - 9:45 am**

**El Paso, Texas**

Ysleta border station

- Demonstration of ITS technology
- Media availability

**2:00 - 3:30 pm**

**Laredo, Texas**

Port of Laredo

- Demonstration of emergency response software system

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## **MEDIA ADVISORY**

U.S. Transportation Secretary Federico Peña and Federal Highway Administrator Rodney Slater will tour the Nogales border crossing station on Monday, December 4, 1995. They will tour an Intelligent Transportation Systems (ITS) operational test project designed to automate clearance of commercial traffic across the U.S. and Mexican borders. This new technology which will help facilitate trade and transportation at international borders will be demonstrated.

The Secretary and the Administrator will also meet with Arizona Department of Public Safety Inspectors and Customs officials on truck inspections.

The project is part of a cooperative effort between the U.S. and Mexico Departments of Transportation, Customs and Immigration to smooth the transition into full implementation of NAFTA in mid-December. Secretary Peña and Administrator Slater's visit is part of a two-day swing through southwest border states to demonstrate new technology to make commercial traffic safe and efficient and to highlight cooperation among U.S. federal agencies and Mexico.

**WHO:** U.S. Transportation Secretary Federico Peña  
Federal Highway Administrator Rodney Slater  
Senior U.S. Customs, State, Treasury, Commerce, Immigration and  
Naturalization Service and Trade Representative Officials

**WHAT:** Tour of Nogales Customs border crossing facility  
Demonstration of ITS operational test

**WHEN:** Monday, December 4, 1995  
2:15 p.m.

**WHERE:** Mariposa border crossing station  
Nogales, AZ

###



REMARKS PREPARED FOR DELIVERY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
TOWER OF DULLES AWARD  
DECEMBER 1, 1995  
WASHINGTON, D.C.

Good evening to all of you, and thank you, Ed (Zigo) -- what an honor this is.

I treasure it for two reasons. One, I'm sharing it with a great partner. I have no greater friend among my colleagues than Minister Young, and it's so good for Ellen and me to see you and Jacqueline.

Second, I value this because I value the work the Committee for Dulles does. As an ex-mayor, and one who has a little experience building airports, I know the key to a thriving airport is community support. You have understood for years what all communities are understanding today: you can't compete globally without a good airport. So I salute the men and women of the Committee for Dulles for your outstanding work in making Dulles a success.



#

Minister Young, if I can share a story. This airport was named by President Eisenhower in the late '50s to memorialize John Foster Dulles, who was his Secretary of State.

It made sense to name an airport for a diplomat who had travelled half a million miles in six years, which was unheard of back then.

How the world has changed. If Secretary Dulles were alive today, he'd be proud to know hundreds of diplomats travel that many miles each year to pursue peace.

Most of all, he'd enjoy knowing that diplomats have made it possible for you, and I, and the business people in this room to log hundreds of thousands of miles for commercial diplomacy.



In fact, both of us were just on separate trade missions in Asia, advocating for our respective businesses. I don't know about you, Mr. Minister, but I logged about 30,000 miles.

#

To describe recent world history, we've employed a phrase, the "Cold War." We don't have one for the post-Cold War, but if somebody wanted to call it "open skies," I wouldn't mind.

One of the proudest days I've had was when I was in Ottawa with President Clinton and Prime Minister Chretien, as Doug and I signed our aviation agreement.

It's no secret -- our countries disagreed for many years before we reached agreement. But in the end, we knew we'd both come out winners, and we have.

Before there were 3 daily round-trip flights between Washington and Toronto and Montreal. Now,



there are 21. Ask the almost 30,000 people a month taking those flights if they like open skies.

What's happening here is happening across our countries. Today, 38 American and Canadian cities have non-stop service. Flights are up almost 30 percent. Hundreds of jobs have been created.

Some countries, when they look at U.S. airlines, say it would be hard to come here and compete. Let me say this: Since I've been in office, 10 jet carriers have started scheduled service. These new entrants are a major reason why consumers are saving \$4.5 billion annually and why average fares are down 7.5 percent in three years.

The rest of the world, I believe, would gain by looking at us -- at Americans and Canadians. The lessons to learn are that the economic pie gets bigger when you open skies, not smaller. That jobs can be



created. That service can improve. And that both countries can be winners.

I have signed 26 aviation agreements with other countries. But the point I want to make is, with as many agreements as we've had, they only cover 15 percent of the world's population.

What about the other 85 percent?

So, I challenge other countries to look at Canada and the United States. To see that open skies works, and to understand there is so much more we can, must, and will do.

When John Kennedy dedicated Dulles Airport in 1962, he said the building symbolizes a great future. Tonight, I say to you, open skies symbolize a great 21st century.

Thank you for this high honor.





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REMARKS PREPARED FOR DELIVERY  
U.S. SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
PRESS CONFERENCE WITH MEXICO'S SECRETARY OF  
COMMUNICATIONS AND TRANSPORTATION CARLOS RUIZ  
DECEMBER 4, 1995  
OTAY MESA, CALIFORNIA

We're here to kick-off my tour of our U.S.-Mexico border crossings. We're visiting Otay Mesa all morning; and then I'm heading on to Nogales, Arizona; Santa Teresa, New Mexico; and then to Texas, to El Paso and Laredo, which is my birthplace.

This year, 2 million trucks heading north will come through these five crossings, which is up 25 percent since NAFTA went into effect two years ago.

Today, Secretary Ruiz and I are here with one message: we're ready for December 18th.

Two weeks from today, as you know, the borders open up in the first phase of NAFTA market liberalization. American and Canadian truckers will be able to pick up and deliver internationally in the six Northern Mexico states -- Baja California, Sonora, Chihuahua, Nuevo Leon, Tamaulipas, and Coahuila. And Mexican truckers gain reciprocal access to California, Arizona, New Mexico, and Texas. This will create new opportunities for our trucking industries and improve the effectiveness of border commerce.

Because of NAFTA, there is more commerce. Even with the financial troubles Mexico has had, our exports to Mexico are higher than they were before NAFTA. The pie is larger for all, as total trade among all three trading partners grew \$50 billion in NAFTA's first year.

Here, in America, NAFTA has resulted in 340,000 new jobs. And as the Mexican economy starts to grow again, you will see more goods traded both ways --- and we'll be ready to handle the trucks moving the goods.

On December 18th, it won't be like turning on a switch, and suddenly thousands of Mexican trucks are headed to Los Angeles. You'll see a gradual increase in traffic.

- more -



And we're ready because from day one we've had a cooperative and coordinated effort at three levels.

First, there has been coordination between all three countries. For many, many months we've worked, together, to adopt the common inspection standard that goes into effect on the 18th; we've trained our inspectors, together; we've disseminated information to the motor carriers, together (they tell me we've put out 80,000 notices to drivers); and we've agreed to compatible standards for commercial drivers' licenses.

Second, there's been a coordinated effort among the U.S. federal agencies. Transportation, Treasury, Justice, and State are all working together -- something that didn't always happen in the past, but it's something President Clinton has wanted us to do and we are doing it.

Finally, there has been excellent coordination between the federal government and all of the local and state officials. Having been a mayor, I know how important it is to make certain that federal policies are tailored when possible to fit unique local circumstances.

By the way, let me say to the federal, state, and local officials how much I appreciate the hard work you've put into helping us implement this program. You have a difficult job and with the increase in business it will get tougher. I appreciate what you're doing here.

Having grown up on the border, I know we've had safety problems in the past. I've seen trucks with no brakes and cut tires that shouldn't be anywhere near a road, on roads. What NAFTA has done -- in a very positive way -- is draw attention to these problems and allow us to fix them, which would not have happened if there was no NAFTA.

I say to you, on December 18th, all three countries will be united in our efforts to make our roads safer.

We'll increase the number of inspectors for commercial vehicles, both at the border and at roadsides throughout the state. All trucks will have to have brakes operating on all wheels, and good tires, and steering components, and loads that are secure; all drivers will need insurance; vehicles will have to be properly marked; and hazardous materials must be properly packaged -- that's the law on both sides of the border.

Anyone not obeying the law and not passing an inspection will be placed out of service and not allowed to operate until violations are corrected.



Does this mean we'll never have an accident? Of course not. But let me repeat, our roads will be safe, and laws will be enforced. And no responsible trucking company would object to any of this, because for them it gets the irresponsible drivers and companies off the road.

Along with safety, I want the most efficient border crossings. So, today, Secretary Ruiz and I will see how technology can play a role in speeding up the processing of the trucks.

I know border congestion. I've seen many a backup. I don't want to see trucks in line for hours until they're inspected by Customs, Immigration, and transportation officials.

What we'll see demonstrated are ways the different agencies can share information, so the safe drivers and trucks, who are the great majority, can pass through very quickly and we can target the high-risk drivers and trucks.

Drivers are going to appreciate that, and they'll also appreciate what NAFTA has done, and that's to produce one set of rules. If you're a small entrepreneurial trucking company wanting to do business in all three countries, you don't have the time or resources to worry about three sets of rules -- and as we increase compatibility, you won't have to.

You know, last month, I spent a few weeks in Asia and had the opportunity to see many infrastructure projects -- and a lot of congestion. If you think Otay Mesa is crowded, you should see Jakarta or Bangkok. But it is mind-boggling to see how fast the Asians are building roads, bridges, railroad tracks, and airports. They're doing it, because to trade among nations, you need an infrastructure that supports the movement of goods and people.

Our challenge on this continent is to continue to ensure that we remain world leaders in infrastructure.

Last week, President Clinton signed into law a new infrastructure investment plan. It's a plan I introduced as a way to focus our investments better in times of budget cutting. It will provide money to maintain 160,000 miles of roads that make up just 4 percent of all roads, but handle 40 percent of all traffic. I am pleased to report today that California will be receiving half a billion dollars for 1996.

Let me end, by saying that the United States, Mexico, and Canada share a common interest in ensuring prosperity in this hemisphere. And we do that through cooperation, be it in law enforcement, the environment, education, or transportation.



But just as important as all the substantive issues we've worked on to prepare for December 18th has been the spirit of cooperation and friendship in which we have pursued our agenda. The relationships we have developed at all levels -- starting with my relationship with Secretary Ruiz and Canadian Minister Young, who I saw over the weekend -- has served all countries well.

As we open our borders, this spirit will help to ensure North America has the safest and most efficient transportation system in the world -- bar none.

# # # #



- Thanks, Bob Hathaway (executive director). Glad to be here. I'm taking a tour of 5 border crossings, where 2 million trucks pass through a year (up 25% since NAFTA), and I understand produce truckers make up 60,000 - 70,000 of them, so this is an excellent group for me to meet.
- Would rather listen, than talk. So I'll keep it short, then take questions.
- This morning met with my Mexican counterpart, Secretary Ruiz at Otay Mesa.

-- Agreed:

- 1) ready on 18th when borders open up ( anticipate gradual increase)
- 2) safety
- 3) improve efficiency with technology (I know how important that is to you.)NAFTA -- a success even with financial troubles

- exports higher than without it (up 7% this year over '93)
- \$50b larger pie among 3 countries
- 340,000 new U.S. jobs
- Best test: how agreement works in bad times
- 1982 financial crisis: Mexicans imposed 100% duties on American products. Cut our exports in half. Took 6 years to recover. If same thing happened, this year would have lost \$25 billion in sales and not recovered until 2000.



- With NAFTA, Mexico cut tariffs in January. Now, down 4.4%. Mexico should recover sooner with NAFTA. 2-3% growth in GDP next year. That will help your business.

Ready on 18th because of cooperation

1) All 3 countries:

- adopt common inspection standard
- trained inspectors together
- information blitz (80,000 notices)
- commercial drivers' licenses.

2) Federal Agencies

3) Federal, State, Local

- former mayor, know importance

Safety

- NAFTA drew attention to problems.
- Increasing number of inspectors (border and roadsides)
- Same rules on both sides: brakes and tires ... secure loads... insurance ... vehicles marked properly
- No responsible truckers against. You appreciate it.

Efficiency

- Just saw technology demo
  - Customs, Immigration, Transportation
  - Pass safe drivers; target high risk

Our Challenge: continue infrastructure leadership:

- NHS --
  - 4%/40%
  - President



- Arizona: \$91 million
- 4 SW states combined: \$1 billion
- Intelligent transportation system
- Thursday: weigh stations on I-75

Questions

# # # #



FP -- Texas Business Leaders -- 12/5/95 -- Laredo, Texas  
draft 1 (by Ilene) --

- **Thanks,** \_\_\_\_\_ (note: probably Mayor will introduce you, but not confirmed yet..)
- **Glad to be home. Been 2 busy days for me: Visited Otay Mesa, Nogales, Santa Teresa, El Paso, in preparation for Dec. 18th opening of borders.**
- **5 cities -- 2 million trucks cross (up 25% since NAFTA went into effect)**
- **Yesterday, met with my Mexican counterpart, Secretary Ruiz.**
  - We agreed:
    - 1) ready on 18th ( anticipate gradual increase)
    - 2) safety -- enforcement
    - 3) improve efficiency

**NAFTA -- a success even with financial troubles**

- exports up (in Texas, up 17% last year; down about 8% this year because of financial problems, but still higher than without it)
- \$50b larger pie among 3 countries
- 340,000 new U.S. jobs
- Best test: how agreement works in bad times
  - 1982 financial crisis: Mexicans imposed 100% duties on American products. Cut our exports in half. Took 6 years to recover.. If same thing happened, this year would not have recovered until 2000 and would have lost \$25 billion in sales (to put in perspective, that's what Texas sells to Mexico).



- With NAFTA, Mexico cut tariffs in January. Now, down 4.4%. Mexico should recover sooner: 2-3% growth in GDP next year.

Ready on 18th because of cooperation

1) All 3 countries:

- adopt common inspection standard
- trained inspectors together
- information blitz (80,000 notices)
- commercial drivers' licenses.

2) Federal Agencies

3) Federal, State, Local

Safety

- NAFTA drew attention to problems.
- Increasing number of inspectors (border and roadsides)
- Same rules on both sides: brakes and tires ... secure loads... insurance ... vehicles marked properly
- No responsible truckers against. You appreciate it.

Efficiency

- Saw technology demo
  - Customs, Immigration, Transportation
  - Pass safe drivers; target high risk

Our Challenge: continue infrastructure leadership:

- NHS --
  - 4%/40%
  - President
  - Texas: \$379 million (money for I-69)
  - 4 SW states combined: \$1 billion

Questions

# # #





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**Tuesday, December 5, 1995**

**Contact: Wendy Burt**  
**Lorie Dankers**  
**202-366-5565**

## **MEDIA ADVISORY**

WASHINGTON - U.S. Transportation Secretary Federico Peña and Federal Highway Administrator Rodney Slater will be in Kenton County, Kentucky Thursday, December 7, 1995, to officially open an automated clearance system for commercial vehicles.

This Intelligent Transportation System (ITS) will be tested at 29 weigh stations in the U.S. and Canada, including a station in Kenton County. Trucks equipped with transponders can send information and receive signals electronically from weigh stations, allowing inspectors to check critical information on the vehicle without it stopping. The technology is being tested along I-75 in six states from Florida to Michigan and along Canadian Highway 401 in Ontario, Canada.

The technology was developed through ADVANTAGE I-75, a public-private partnership, and is the first of its kind in the U.S. It will make commercial truck traffic and the movement of goods more efficient, reduce traffic delays and cut air pollution without compromising safety.

**WHO:** Transportation Secretary Peña  
Federal Highway Administrator Rodney Slater

**WHAT:** Ribbon Cutting of Automated Commercial Vehicle Clearance System

**WHEN:** Thursday, December 7, 1995  
2:45 p.m.

**WHERE:** Kenton County Weigh Station

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**\*\*** The Kenton County Weigh Station is located on the southbound lanes of I-75 between exits 166 and 171. It is just south of the I-75/ I-71 split.





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**Contact: Wendy Burt**  
**Lorie Dankers**  
**202-366-5565**

## **MEDIA ADVISORY**

WASHINGTON - U.S. Transportation Secretary Federico Peña will be in Fort Myers Thursday, December 7, 1995, to officially open an automated clearance system for commercial vehicles.

This Intelligent Transportation System will be tested at 29 weigh stations in the U.S. and Canada, including a station in Fort Myers. Trucks equipped with transponders can send information and receive signals electronically from weigh stations, allowing inspectors to check critical information on the vehicle without it stopping. The technology is being tested along I-75 in six states from Florida to Michigan and along Canadian Highway 401 in Ontario, Canada.

The technology was developed through ADVANTAGE I-75, a public-private partnership, and is the first of its kind in the U.S. It will make commercial truck traffic and the movement of goods more efficient, reduce traffic delays and cut air pollution without compromising safety.

**WHO:** Transportation Secretary Peña

**WHAT:** Ribbon Cutting of Automated Commercial Vehicle Clearance System

**WHEN:** Thursday, December 7, 1995  
9:00 a.m.

**WHERE:** Charlotte County Weigh Station

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**\*\*** The Charlotte County Weigh Station is located north of Fort Myers off of the southbound lanes of I-75 between exits 27 and 28. Coming from Tampa, it south of Punta Gorda.





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# News:

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Washington, D.C. 20590

**FOR IMMEDIATE RELEASE**  
**Monday, December 4, 1995**

**Contact: Wendy Burt**  
**Lorie Dankers**  
**202-366-5565**

## **MEDIA ADVISORY**

WASHINGTON - U.S. Transportation Secretary Federico Peña and Federal Highway Administrator Rodney Slater will be in Laredo, Texas, on Tuesday, December 5, 1995. They will view a demonstration of a high-tech system designed to alert emergency response units to hazardous materials spills and leaks.

Operation Respond, a national partnership of railroads, chemical manufacturers, emergency response units and the U.S. Department of Transportation, designed the system that links railroad and motor carrier computer centers which aid in emergency response calls.

Secretary Peña and Administrator Slater's visit is part of a two-day swing through southwest border states to demonstrate new technology.

**WHO:** U.S. Transportation Secretary Federico Peña  
Federal Highway Administrator Rodney Slater

**WHAT:** Demonstration of emergency response system

**WHEN:** Tuesday, December 5, 1995  
2:00 pm

**WHERE:** Port Conference Room  
Port of Laredo

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**\*\*** Media should go to the Import Lot at the U.S. Customs Facility located near the Lincoln Juarez Bridge to receive clearance into the Port of Laredo.





U.S. Department of  
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# News:

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

Contact: John Swank  
Tel.: (202) 366-5807

STATEMENT BY SECRETARY OF TRANSPORTATION  
FEDERICO PEÑA  
MARITIME SECURITY ACT OF 1995

December 6, 1995

I welcome the bipartisan action in the U.S. House of Representatives today to help ensure America's future as a maritime nation.

The Maritime Security Act of 1995 will phase out an existing subsidy program, deregulate the foreign commercial activities of U.S.-flag merchant ships and encourage the use of modern vessels by U.S.-flag ship operators.

The program makes good sense for America strategically and economically. It ensures that the world's greatest trading nation will continue to participate in the ocean transportation of its international commerce. It also ensures that U.S.-flag merchant ships and skilled American civilian seafarers will continue to be available to support our armed forces, whether in times of conflict or in support of humanitarian and peacekeeping efforts.

On behalf of the President, I thank Members of the House from both sides of the aisle for their cooperation and for their support for this measure, which truly is in the best interests of our nation. In the very near future, we look forward to similar action in the Senate, and stand ready to work with members of both parties toward that end.

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REMARKS PREPARED FOR DELIVERY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
FEDERAL AVIATION ADMINISTRATION SAFETY SUMMIT  
NEW ORLEANS, LOUISIANA  
DECEMBER 6, 1995

Just 11 months ago over 1,000 aviation industry leaders met in Washington at an unprecedented two-day Safety Summit. Leaders from labor, airline management, the National Transportation Safety Board, the Federal Aviation Administration (FAA), all came together united in common purpose. We called that meeting because I believe, as I know you do, that safety is a shared responsibility. A mutual effort that makes passenger safety the responsibility of everyone who flies, builds, regulates, services, inspects or repairs aircraft.

And now today industry is taking the lead in reviewing what's been achieved since January and in setting the agenda for the months and years ahead. It shows the aviation community's uncompromising commitment to safety. I salute you for this effort.

All of us understand the vital importance of the airline and aviation industries to our country, not only in economic terms but, more significantly, in human terms.

Each and every one of us with any connection to the industry recognizes the serious responsibility we share, day-in and day-out, of protecting the lives of some 500 million passengers who fly our airlines every year. In 10 years, we'll be protecting 800 million people. We must prepare today to deal with the effects of tomorrow's rapid growth.

Safety is an awesome, demanding responsibility that none of us can ever lose sight of. Not for a day. Not for a minute. Not for a second.

We can have but one goal: zero accidents! Minimizing accidents is no longer good enough.

At the January summit, never before had air travel safety been the focus of so much of our attention, and that of the public.

We had just ended a year in which we experienced seven fatal crashes in commercial aviation -- tragedies that cost 264 people their lives. Because airplane crashes always consume the attention of the national and international media and the general public in a unique way, each of us faced many difficult questions.

- more -



You know the questions. "Is it true that financially strapped airlines have compromised the commitment to safety?"

"Has deregulation caused such intense competition and turmoil that safety has suffered?"

"Are pilots flying fatigued and without adequate training?"

"Are commuter airlines unsafe?"

In short, public confidence in airline safety was eroding, and people were asking questions.

I called for that Safety Summit last January as part of a three-step safety initiative to respond to those concerns, to develop an action plan, and to restore the public's faith in the safety of our aviation system-- one which we know is the safest in the world. I believe that the success of the summit and our collective actions since then, have done just that.

The initiative included a special airline safety audit, which we will complete later this month, to supplement the 400,000 safety inspections that FAA already conducts each year. It also includes our comprehensive efforts to raise commuter airline safety standards to the level of major carriers.

I wanted honest, frank opinions from the top leaders at the summit about what we were doing right and what we were doing wrong. I said I wanted "a ruthlessly honest self-evaluation," a "gut-check" of the state of airline safety.

At the time, there were a few skeptics who said what we were doing was mere window dressing, public relations gimmickry designed to score a quick but hollow victory with the public.

Well, they were wrong.

The fact is we're here today and tomorrow to build on the initiatives identified earlier this year, a clear sign of an active, ongoing government/labor/industry safety partnership. We're here to take stock of what's been achieved so far under our Aviation Safety Action Plan.

And this time, these are industry-led meetings that bring together the nation's top aviation safety experts from industry, labor, and government. You are the people in the trenches. The men and women who are taking the Aviation Safety Action Plan we developed, and putting it into effect.



Now I may be jumping the gun a little since you won't complete your review of the initiatives until tomorrow afternoon, but your track record looks impressive.

The Safety Summit identified 173 initiatives. Of some 90 we set out to complete this year, I'm happy to announce today that 77 percent are in place. That's about a half dozen a month since January. Congratulations, that's impressive.

Some are ongoing initiatives, such as consolidation of FAA's Aviation Weather Division and its continuing efforts to improve how we predict the weather. And about a third are longer-term strategies slated for action over the next several years.

Many of these initiatives and those undertaken by my department answered one or more of five tough questions I put to the Safety Summit.

Question one. "Is there something more that we should be doing?" I asked.

The result: Within ten days we'll make good on a promise to issue new commuter airline standards that set "one level of safety" for all commercial flights on aircraft with 10 or more seats.

The airlines renewed their long-standing commitment to safety. In February they agreed to create internal safety evaluation programs. Before there were just 46 such volunteer programs, now there are 95. And 108 of our 138 air carriers now have safety officers, compared with 60 in February.

Question two. "Is there anything that we have not anticipated?" There will always be something we didn't think of. But we're creating a framework for the aviation community to begin building an ongoing process to improve aviation safety.

The key element for the framework is active partnerships, alliances that enhance commitment and accountability for achieving zero accidents.

Question three. "Are we achieving our expertise and training and technology fully?" Again, we've been very successful.

For example, the new National Airspace Data Interchange Network uses high-speed data communications to make it easier and quicker to pass information along to pilots. And the FAA and Qantas Airlines began operational trials of a new oceanic satellite-based communications, navigation and surveillance system.



Question four. "Are training, supervision, and inspection programs the very best that they can be?" I believe this might be the most critical area to achieving our goal of zero accidents, and, again, we are seeing results.

Flight Operations Quality Assurance programs are a promising development that allow the FAA to analyze in-flight recorded data collected by airlines to look for ways of improving safety in a number of areas. Several major airlines are already using these programs to improve flight crew performance, training, air traffic control, and maintenance.

Finally, question five. "Are we absolutely sure that we are flying by the book?" The result: Our new Air Transportation Partnership for Safety Programs is a voluntary program that allows industry workers, without fear of legal enforcement, to report possible violations of FAA regulations.

These are just a few of the successful actions you'll be reviewing over the next two days. I believe these and other actions we have taken send a clear signal to the American people and to ourselves that each of us -- in government and industry -- do take their -- and our -- concerns for airline safety very seriously.

A year ago the public eye was on the airlines, and we've made a lot of progress in making them even safer. This year, the focus is on us, the government. And in particular the air traffic control system we manage.

Since this is a partnership, we have our job to do, too. Improving the air traffic control system is our responsibility. It's our top priority.

We've been installing new air traffic control equipment more rapidly than ever before. The FAA reforms just became law and by April we'll have all the personnel and procurement forms in place.

Since my first day on the job, I have worked diligently with President Clinton's strong support to make this industry more competitive, safer and more ready than ever for the challenges of the 21st century. And I haven't worked alone, but with you, this industry, as partners.

Together in partnership, government and industry have built the safest and most economically vibrant aviation system anywhere.

I just returned from a trade mission to East Asia where many of the economies I visited are in the early stages of building competitive aviation markets. And from the discussions I had there, I can tell you our system is the envy of the world.



And despite everything we're doing we can and must do more to keep our industry the best in the business. We owe it to our industry, to our customers, to ourselves.

In closing, let me renew our commitment to work in a constructive and cooperative partnership in every way possible to get the job done.

Together we have made tremendous strides in just a few short months. Not only have we moved effectively and swiftly toward our no accident goal, but I believe we now have a permanent safety-first mindset in the aviation industry.

I have to tell you how much I appreciate that, especially after last month when Congress overwhelmingly voted to eliminate a national speed limit on our highways.

We lose more people in car accidents in three days than we lost in major airline crashes in all of 1994. In fact, more people die on our highways every four months than all the lives lost in 81 years of commercial aviation history.

I hope we have as much success in our national crusade to reduce the highway slaughter of thousands of our fellow Americans as we're having with airline safety.

Now I'll be here this morning at some of your workshops, listening and learning, and facilitating where I can. I know you have a lot of work ahead of you and I deeply appreciate your dedication to these very important issues.

I look forward to our continuing shared undertaking and thank all of you in advance for the contributions you are about to make here in New Orleans.

Thank you.

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<http://www.dot.gov/affairs/index.htm>*



TALKING POINTS PREPARED  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
I-75 RIBBON CUTTING  
DECEMBER 7, 1995  
KENTON COUNTY, KY.

-- (10 minutes)

- Thanks, Secretary Kelly. Great to be here. Just came from Ft. Myers, Florida where I opened front end of Advantage 75. Made great time, but have to admit we cheated a little ... we flew ... commercial. So this is my second ribbon cutting today for Advantage I-75 ... that's probably a record of some kind for the same highway project!
- Want to acknowledge years of hard work. Some of you here this afternoon ... Secretary Kelly, chairman of the I-75 Committee, heart and soul of project since conceived at an industry/government meeting in Lexington, Kentucky in summer 1990 ... Gus Pocatello representing good friend Minister Doug Young of Canada. Cal Grayson (I-75 operations center director) ... Gene Bergoffen (President, National Private Truck Council) ... and Rodney Slater (FHWA Administrator), who this morning opened northern American end of this new super "truckway" outside Detroit.



- Someone told me event would be held "out in the middle of no where." True, isn't the kind of place you'd expect President Clinton to send one of his Cabinet officers.
- But driving here ... reminded that this is where President Clinton wants us to be. Out of Washington and in the heartlands of America
- And Advantage I-75 project is results-oriented public/private partnership ... kind President wants us to support. Even better, Canada's involvement makes this an international trade partnership.
- Technology that makes this project work is part of a larger federal program called Intelligent Transportation Systems. Federal Highway Administration invested \$8.4 million in this operational test.
- Money's going for practical electronic and communications technology that will make roads safer, traffic more manageable, trucks more cost-efficient.
- What really makes this project unique: high degree of cooperation among industry and government, especially state governments. Six states (Florida, Georgia, Tennessee, Kentucky, Ohio, and



Michigan), Canada's Ontario province, and the U.S. federal government all joined hands together with the trucking industry.

- And what we've created today is a 1,000 mile, one-stop trucking corridor from Ft. Myers to Ontario, Canada ... a "free-trade trucking zone," you might say. No other road like it in the world.
- Puts us ahead of our global competitors in the new global economy where transportation costs increasingly are the margin between a profit and a loss.

-- Just returned from a trade mission to East Asia. Many of the economies I visited are in the early stages of building competitive transportation markets. From my discussions, I can tell you they are very much aware of the importance of controlling transport costs in preparing their economies for the 21st century.

- More than three-fourths (79 percent) of U.S. goods ... at cost of \$350 billion a year ... move by truck.
  - Anything we can do to hold down those expenses makes us more competitive as a nation.



- Right now trucks must stop every time they cross a state border.
  - First they probably have to wait in line.
  - Then get re-weighed and re-credentialed. Wastes a lot of their time and fuel, and from state inspectors' points of view, they can't stop every truck for a total safety inspection.
  - By agreeing to use this technology as an alternative to weigh stations, we can make the movement of goods across our land more efficient and cheaper.
- Example: DFT Trucking, Inc. based in Columbia City, Indiana. By signing up to Advantage I-75, company says, it gains edge in "just-in-time" delivery service from an auto parts maker in Ontario to an auto assembly plant along I-75 in Kentucky.
  - Pattern to be repeated up and down the corridor. Some of the most popular cars are made in plants along I-75: the Ford Taurus ... Toyota Camry ... Honda Accord ... Chrysler Jeep ... Mazda MX6 ... Ford Probe ... GMC truck.



- Cost savings: Of 4,500 trucks expected to sign up for the operational test phase of the program, they will, on average, shave off 30 minutes per trip. That's a \$30 savings.
  - May not sound like much ... but add it all up, trucks in the program will save a combined \$18 million over two years.
  - And potentially an all-truck, one-stop I-75 could save \$300 million a year. No matter where you come from, that's real money.
- Roads protected: We can actually protect our roads better with this new system.
  - Frees state inspectors to spend more time chasing after overweight trucks or illegal drivers and less time in the scale-house weighing rigs of law-abiding truckers.
- Safety, top priority. In closing, I want to highlight the safety aspect of this project.
  - Motorists too familiar with sight of long lines of trucks waiting to be weighed. Too often motorists have to deal with hazard of trucks exiting and entering weigh station at low speeds.



-- Advantage I-75 will shrink lines, and one day, when fully operational, may eliminate altogether.

- National speed limit. But last month Congress took a wrong turn on safety ... by overwhelmingly voting to end the national speed limit on our highways.

-- As a result, effective tomorrow, Kentucky and neighboring Ohio will be able to set their own speed limits for the first time in two decades.

-- I'm concerned what will happen to drivers if limit raised.

+ Kentucky -- speed was a factor in one-quarter of highway fatalities that killed 218 people last year. Cost factor: \$372 million.

+ Ohio -- speed a factor also in one-quarter of highway deaths that killed 345 people last year. Cost factor: \$588 million.

- Neither President Clinton nor I favor raising the speed limit. And we don't want to see an increase in the carnage on our highways.



- Hope to have as much success in national crusade to reduce the highway slaughter of thousands of our fellow Americans as we're having with building a safer and more efficient trucking system.
- Look forward to continued shared undertaking. Look forward to seeing Advantage I-75 become pace setter.
- Thank you.

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U.S. Department of  
Transportation

# News:

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

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REMARKS AS PREPARED FOR DELIVERY BY  
TRANSPORTATION SECRETARY FEDERICO PEÑA  
NATIONAL DRUNK AND DRUGGED DRIVING PREVENTION MONTH  
KICKOFF  
DECEMBER 14, 1995

Good morning to all of you.

I'm happy to join you again as we kick off this year's events to highlight National Drunk and Drugged Driving Prevention Month.

Tomorrow, millions of Americans will participate in the second annual Lights on for Life Day, the nationwide remembrance of those killed and injured in alcohol- and drug-related crashes.

I hope seeing all those headlights across the United States tomorrow will remind each and every American citizen of the enormous cost, the human tragedy, of driving drunk. I hope it will strengthen our commitment to preventing these tragic deaths and injuries.

And this weekend, our law enforcement agencies across the country will underscore the message with their National Holiday Lifesavers Weekend, as they fan out in full force searching out intoxicated drivers.

I also look forward after the press conference today to tying red ribbons to cars outside the building as part of the Mothers Against Drunk Driving (MADD) annual campaign to raise public awareness of the crime of driving drunk, especially during the holiday season.

These efforts spearheaded by some 50 organizations that make up the National 3D Prevention Month Coalition have been very successful at saving lives and preventing injuries.

It's the leadership of such groups as – the National Commission Against Drunk Driving, MADD, the International Association of Chiefs of Police, the National Sheriffs Association, the National Highway Traffic Safety Administration and many other public and private groups – that are helping win the battle against drunk driving.



We can make a difference. And we are making a difference.

Just a dozen years ago, more than 25,000 people died each year in fatal auto crashes involving alcohol. Since then, the rates have dropped steadily, saving thousands of lives.

Last year's total was 16,600 – one-third less than in 1982.

But impaired driving still costs us far too much – one death every 30 minutes, an injury every two minutes. We need to do more to reduce the carnage. We must do more. We owe it to our families, to our friends, to the American public.

President Clinton pushed the Congress to approve additional incentives for states to enact "zero tolerance" laws, which were included in the National Highway System Bill he recently signed into law. These state laws have been very effective in reducing drinking and driving among our nation's youth.

Half of the states have enacted "zero tolerance" laws, which set a "no alcohol" limit for drivers under 21. These laws have already reduced alcohol-related crashes of young drivers by as much as 20 percent.

But just like we've focused on underage drinking, we must now use our public research and outreach talents to identify other problem groups, and devote additional prevention energies to these groups.

But we also need to target a different group – drivers aged 21 to 34. A new study – funded by the National Highway Traffic Safety Administration – by a Harvard University team led by Dr. John Graham being released today – gives the reasons.

More than half of all alcohol-related fatal crashes involve a male driver aged 21-34.

These young adults, according to the study, are the most resistant to changing drinking and driving behavior.

For example, while the number of underage drinking drivers in fatal crashes decreased nationally by 41 percent since 1982, those aged 21-34 fell by just 9 percent.

Who are these young adults?

They are mainly white males. They often are binge drinkers, both on the weekends and during the week. They have heard all the messages about driving and drinking – but continue to do it.

How do we reach them?



By combining strong laws, effective enforcement, and targeted media campaigns. Legislation -- such as administrative license revocation, which takes away a drinking driver's license immediately. High visibility and targeted enforcement, such as the Holiday Lifesaver Weekend that begins tomorrow.

And public information that speaks to this group. Through wives and girlfriends -- people the young driver knows and respects, and who care about him. And through media that speak his language.

So beginning today, I urge you to focus more attention on combined strategies to reach this critical group -- to convince them that alcohol and driving is a dangerous, often deadly, combination.

Also, we can work through our "safe communities" program to develop innovative and creative ways of reaching these young men. This program is very effective because the broad-range of interest group that participate can tailor their efforts to local needs.

And we can work through other channels, such as the National Conference of State Legislators, which NHTSA Administrator Dr. Martinez will be addressing later today.

Few popular movements have attracted such broad public support as this partnership between government and citizens to take drunk drivers off the road.

And, in fact, I understand we have a new member -- Recording Artists Against Drunk Driving, represented today by David Niven, Jr. -- which has just released a new CD to help the cause. Thanks!

Let me close on this.

By the time we finish this press briefing, two people will have lost their lives because of drinking and driving. That's intolerable.

We must keep making progress in reducing these tragic, senseless deaths. So let's go to work.

Thank you.





U.S. Department of  
Transportation

# News:

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

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REMARKS PREPARED FOR DELIVERY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
AIRLINE COMMUTER RULE  
DECEMBER 14, 1995  
WASHINGTON, D.C.

Good afternoon to all of you.

Thank you for attending this historic announcement -- a one year anniversary -- because exactly one year ago today, I announced my intent to have one level of safety for airlines.

Whether you fly on a jumbo jet or a 10-seat aircraft, I want all Americans flying on planes with the same high-level of safety.

This we owe to the American public: Total confidence that when you buy an airline ticket, every flight is as safe as the next.

So today it is time to make this commitment. No more studies. No more contemplation. President Clinton wants us "to put people first," and that's what we're doing with a single safety rule.

One level of safety for the 500 million people who fly each year.

I asked David Hinson, Katherine Hakala, and David Harrington from the FAA to join me, because they're the experts and they've done much of the work on this rule. They have accomplished something very important to travelers.

The commuter rule we're releasing today is really a commuter safety initiative with several parts.

First, under a commuter specific rule, we're tightening operational procedures, improving aircraft performance specifications, and increasing on-board safety equipment.

- more -



Next, we're requiring new training for all pilots, not just for commuters, that incorporates the latest technology while emphasizing communication and coordination among crew members.

Finally, I'm announcing a new proposal -- new flight and duty rules -- to ensure pilots have adequate rest to perform their duties more safely.

President Clinton also wants government to work better -- and it is. The Federal Aviation Administration has worked in record time to complete these complex rules we're issuing today. Taken together, they are the most comprehensive aviation rulemaking in 25 years.

I salute the entire team at the FAA and the DOT for this extraordinary accomplishment

The new commuter safety package is one of three broader initiatives I announced last December to improve aviation safety in America.

First, an aviation industry summit on safety that met in January produced 173 steps to improve air travel. At a follow up meeting just last week in New Orleans, we announced that 77 percent of some 90 steps slated for action this year are now in place.

Second, I promised increased surveillance of all airline safety programs, including a special airline safety audit, to assure that all carriers were aggressively addressing safety concerns. That FAA audit will be completed this month.

And finally, today, we have the new commuter safety rule package.

Why tougher rules even though commuter aviation safety is improving?

The answer is simple: I won't be satisfied until we have zero accidents. That's our goal.

Since 1980, the number of passengers flying commuter airlines nearly tripled from 9.5 million to 27 million today.

In ten years, the number of travelers using commuter airlines will jump to some 40 million.

That's another reason why we need these new rules -- to continue improving public safety -- and to maintain total confidence in our system in the years ahead.



In crafting these rules, we applied common sense. First, the public benefits exceed the increased costs to industry. We focused on new standards which would deliver the greatest safety gains.

The cost of the commuter specific rule is just 30 cents per passenger on 20 to 30 seat aircraft, and 62 cents on planes with 10 to 19 seats.

Administrator Hinson will provide you with more details, but let me highlight several key changes included in the new rules.

One, is operational requirements -- very important because 80 percent of accidents are related to human factors. This is the area we must focus most of our attention and effort -- operational factors.

Commuter airlines must now: appoint a safety officer, have certified dispatchers and a dispatch system, allow pilots to serve only until the age of 60 and have safety manuals and procedures for flight and ground personnel.

And as I said we're also proposing new flight and duty rules that, for example, would require more pilot rest time between flights and require duty limits for maintenance workers.

Two, is equipment requirements. We will now require first-aid kits, improved fire protection, and weather radar on board all aircraft. Common sense told us you needed to tailor standards to each type of aircraft, so we developed with appropriate requirements.

For example, since every seat on a small airplane is within a few feet of an exit, we didn't require special, expensive floor lighting. But to have the same level of safety, floor lighting is required on larger aircraft since your seat could be many feet from an exit.

Let me close on this. As Transportation Secretary, I'm more than an overseer of airlines. I'm a consumer.

Just last week, I flew between Orlando and Ft. Myers, Florida on a 19-seat commuter airplane. As a consumer, I'll gladly pay 62 cents more to have one level of safety, and to have total confidence in all the planes I fly on.

During this holiday season as millions of American families fly, like mine, to visit loved ones or to vacation, they can fly with the confidence that our's are the safest skies anywhere.



-4-

And with this new commuter rule, the skies are becoming safer.

Thank you, and it's my pleasure to turn it over to the pilot of this rule, FAA Administrator David Hinson. David?

# # # #





**U.S. Department of  
Transportation**

# News:

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

**FOR IMMEDIATE RELEASE**  
Monday, December 18, 1995

Contact: Wendy Burt  
202-366-5037

## **MEDIA ADVISORY**

Secretary of Transportation Federico Peña will hold a press briefing at 11:30 a.m., today, Monday, December 18, in the Marx Media Center at the Department of Transportation. Secretary Peña will provide an update on the implementation of NAFTA provisions regarding commercial trucking traffic between the U.S. and Mexico.

**WHAT:** Update on the status of implementing NAFTA trucking provisions

**WHO:** Secretary of Transportation Federico Peña  
Federal Highway Administrator Rodney Slater

**WHERE:** Marx Media Center, Room 2201  
U.S. Department of Transportation  
7th and E Streets SW  
Washington, D.C.

**WHEN:** 11:30 a.m.  
Monday, December 18, 1995

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U.S. Department of  
Transportation

# News:

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

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REMARKS PREPARED FOR DELIVERY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
NAFTA BORDER OPENING REMARKS  
DECEMBER 18, 1995  
WASHINGTON, D.C.

Beginning today the borders between the United States, Mexico, and Canada open up in the first phase of NAFTA market liberalization.

Because of NAFTA, there is more commerce. Even with the financial challenges Mexico has faced, our exports to Mexico are higher than they were before NAFTA. The pie is larger for all, as total trade among all three trading partners grew \$50 billion in NAFTA's first year.

Here, in America, NAFTA has resulted in 340,000 new jobs. And as the Mexican economy starts to grow again in the future, I believe you will see even more goods traded both ways -- and we'll be ready to handle the trucks moving the goods.

For many, many months we've all been working cooperatively to lay the foundation for safe and efficient cross-border trucking. An enormous amount has been done to prepare for the border opening. Since day one, we've had a cooperative and coordinated effort.

First, my Mexican counterpart, Secretary Carlos Ruiz and Minister Douglas Young of Canada have met many times to prepare for today.

Over the last two years, a special technical working group -- the Land Transportation Standards Subcommittee -- set up under NAFTA to coordinate safety standards has achieved a number of goals.

They approved uniform criteria for performing commercial truck inspections among all three countries. And we've agreed to uniform standards for commercial drivers' licenses.

- more -



There's been a coordinated effort among U.S. federal agencies. Transportation, Treasury, Justice, and State are all working together because President Clinton has wanted us to work as a cohesive team to make our borders operate safely and efficiently.

We even formed a new trinational Border Clearance Planning and Deployment Committee, which includes representatives from those agencies in all three countries. The panel's job is to look for ways to expedite traffic and improve procedures at the border.

And in cooperation with the International Association of Chiefs of Police, we agreed to a 10-point strategy for conducting motor carrier safety and weight enforcement along the border.

Some of you know I am a product of the border. Most of my family still lives there. So I know we've had safety problems in the past. I've seen trucks with inadequate brakes and worn tires that shouldn't be anywhere near a highway. What NAFTA has done -- in a very positive way -- is draw attention to these problems and allow us to fix them, which would not have happened if there was no NAFTA.

Therefore, we are increasing the number of inspectors for commercial vehicles, both at the border and along highways throughout the states. Texas, for example, is hiring over 100 new motor carrier enforcement officials.

Last weekend we reached an agreement with the state of Texas, the Texas Department of Public Safety, the Texas Transportation Department, the U.S. Customs Service and local elected officials on a strategy to beef up safety enforcement in the commercial zones along the border region.

This strategy takes effect today.

We've also provided additional federal highway funding to states along the southern border.

For example, \$3.1 million was provided in fiscal years 1994 and 1995 for enforcement and NAFTA-related activities along the border.

In California, we're building a new high-tech safety inspection and weight enforcement facility at Otay Mesa using \$11.1 million in federal funds and \$1.5 million in state funds -- I was there just 10 days ago. A similar facility is being built at Calexico.



Just as important as these efforts, is educating truck drivers and the public about what we're doing.

We've disseminated information -- in Spanish and English -- to the motor carriers, together; some 80,000 notices and other pieces of information went to drivers. And we're enlisting radio and television stations to get the word out about stepped up safety activities.

The United States, Mexico, and Canada share a common interest in ensuring prosperity in this hemisphere. And we do that through cooperation, be it in law enforcement, the environment, education, or transportation.

And in that spirit, Secretary Ruiz and I have agreed to redouble these efforts by beginning new consultations this week to further improve safety and security measures.

Effective today, the NAFTA parties will begin accepting applications from foreign motor carriers for the purpose of operating in international commerce in the Mexican and U.S. border states.

Building upon the many measures already taken by both countries, the United States and Mexico will immediately begin consultations to further improve their motor carrier safety and security regimes. Therefore, final disposition of pending applications will be held until those consultations have been completed.

Let me be very direct. Currently, Mexican trucks can drive 10-15 miles within designated commercial zones. This practice will continue and these trucks will be inspected under the tighter rules we have agreed to.

In the meantime, we'll accept applications for trucking companies to do business beyond the commercial zones and into the four border states. Therefore, these applications will be processed but not finalized.

This means no new Mexican trucks will pass out of the existing commercial zones until these consultations are completed.

Also today, the NAFTA liberalization of motor carrier investment provisions will take effect. This will allow Mexican citizens to invest in U.S. carriers engaged in international commerce. And U.S. carriers can invest in Mexican truck companies.



Finally, the safety enforcement program within the commercial zones of each border state will proceed as planned by federal, state and local officials. This plan puts into place a cohesive, effective and sustainable enforcement program on both sides of the border.

The relationships we have developed at all levels -- starting with my relationship with Secretary Ruiz and Canadian Minister Young, has served all countries well.

As we open our borders, this spirit will help to ensure North America has the safest and most efficient transportation system in the world -- bar none.

Thank you.

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<http://www.dot.gov/affairs/index.htm>*