

TALKING POINTS PREPARED FOR
 SECRETARY OF TRANSPORTATION FEDERICO PEÑA
 MASSACHUSETTS TRANSIT GRANT
 JULY 1, 1996
 WASHINGTON, D.C.

- Thank you, Leon. Four years ago during the campaign, the President rode a bus, and Leon, I suspect Sen. Kerry and Cong. Moakley will want him riding a commuter rail this time, is that right?
- The timing of this announcement is very appropriate. Yesterday, was the 35th anniversary of the law that has allowed the federal government to provide assistance for mass transit. It was Massachusetts' favorite son, John Kennedy, who made it all possible. President Kennedy said in 1961 that mass transit is as essential a community service as hospitals and highways.
- In 35 years, Washington has provided \$83 billion to our nation's transit systems, and it has proven, I believe, to be one of the most successful investments in our nation's history. We're not done yet.
- With this announcement today, we will help 30,000 people get to and from work everyday. So, let me give the specifics. The \$114 million is for three projects:
- First, about \$20 million is for the South Boston Transitway. This is Boston's growth area for the 21st century. And we're putting in the transit system now, rather than later, so it will shape the development and bring jobs to the area and be an important part of the neighborhoods. The line will run from South Station to the World Trade Center, where

I understand the Senator and Congressmen are at right now. I've seen that area first hand. Three years ago, I presented a check to Cong. Moakley to do design and initial construction work. Two years ago, President Clinton made the decision to fully fund this project, and the \$20 million is our 1996 contribution. Let me add, Cong. Moakley has been the motivating force for this, and we thank him and all the support Sen. Kerry has given.

- Second, about \$78 million is for the Old Colony Rail Restoration, which I know is a top priority for Boston and southeastern Massachusetts. These lines will run from Plymouth and Middleborough into the Boston South station. Once they are complete, if you get on at the end of the line in Middleborough, the ride to the Boston South Station will be 58 minutes. That same trip in a car, on your typical badly congested day, could take up to an hour-and-a-half. So, that is quite a savings in time. One more point on this project: to show you the irony of it, there used to be rail service on this line. Then in 1959 the Southeast Expressway was built and people didn't think they needed rail anymore, because highways could handle all the traffic. So, I say we've come full circle.
- Third, \$16 million is for the Boston Engine Terminal, where the commuter rail cars are repaired. This facility was built about 90 years ago and was in great need of repair itself. So, we tore it down, and started building a new

facility for maintenance, which is under construction. The new facility will become even more important as the area gets more and more rail cars, which will need to be well maintained for safe operation.

- So, that is how the \$114 million will be invested this year. In total, over the course of many years, these projects are a \$1.1 billion investment, which I think speaks volumes about the importance mass transportation plays in southeastern Massachusetts. And it speaks volumes about the efforts the President and Sen. Kerry and Congressman Moakley have made to invest in a way that improves the quality of life for Americans.

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U.S. Department of
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News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
FEDERAL TRANSIT ADMINISTRATION'S 35TH ANNIVERSARY
WASHINGTON, D.C.
JULY 1, 1996

Let me apologize for being late and missing many of your remarks. But I believe you'll appreciate my excuse. I was at the White House, providing \$100 million to Boston to build mass transit. Is that a good way to kick off a 35th birthday party?

It is hard to believe it was only 35 years ago that the federal government started investing in transit. The two questions I have are: one, how can something so young have seen so much progress? And two, what about the next 35 years?

Thirty-five years ago, the country had 11 rail transit systems. Now, we have 27. And in 35 years, as we're joined by cities like Dallas, where I opened a light-rail system last month, and San Juan and Salt Lake City, we could see 40 or more.

In 35 years, we connected downtowns to suburbs, so 25 million people now use mass transit regularly. And we upgraded rural services. Minivans that pick up rural residents are often their lifeline. In the next 35 years, I say we will link suburbs to suburbs (the Bethesdas of the world to the Silver Springs), and link those to the innercities and downtowns.

Thirty five years ago, the country had one downtown connected to an airport by transit. Now, we have 10. In 35 years, we will see more links to airports and seaports and intermodal centers.

- more -

Thirty five years ago, President Kennedy wanted transit to promote liveability. Now, we put child care centers and police sub stations in transit stations. I broke ground for a transit station in East Cleveland, where mothers who are getting off welfare, can drop children off at day care, on their way to work.

And we will see transit as the generator of economic development, where retail, and entertainment, and recreation centers and the jobs they bring are built around new transit stations.

Today, we can look back with pride on the past 35 years. But to be honest, it hasn't always been easy.

In 1961, when we started, we had just witnessed two decades of declining transit use. We saw a downward spiral of less service, less ridership, and higher fares. But the federal commitment to transit broke the spiral and attracted strong support at the state and local level.

And there have been opponents. Not every President, or congressional committee, or transportation group has supported transit.

But I'll tell you why transit has succeeded: 25 million people depend on transit to succeed. Transit is about people, who lead fuller and more productive lives because of METRO and BART and T.

It has succeeded because congressmen, on a bipartisan basis, from coast to coast, have supported transit; and in 1982 gave it, its own revenue stream.

John Kennedy told the story of how at an early mass transit hearing, a congressman was asked: "Why are you from Texas interested in helping the people of New York solve their traffic problem?" And the Congressman said: "I am interested because this is the United States, and the people of Texas are as involved with the people of New York, as the people of New York must be with the people of Texas."

Mass transit also succeeded because Washington took the responsibility to encourage a balanced use of all modes of transportation, so communities can decide whether they want highways or transit.

When I go around the country, and see communities tax themselves to pay for transit, it proves that the renaissance we have seen is a genuine grass-roots movement.

And it has succeeded since I have been Transportation Secretary, because we have a pro-transit President. President Clinton has invested more in transit than anyone in history, while, and this is what's remarkable, cutting the budget deficit by more than half. And this nation is very fortunate to have Mort Downey's and Gordon Linton's transit leadership. I thank them.

Given the trends I see in the next 35 years, I want to end by challenging all of you to continue to address these questions:

How can we develop far wider uses for transit than what we've seen in the past 35 years?

How can we use transit more as an economic tool to revitalize communities?

How can transit play a more strategic role in revitalizing the neighborhoods, downtowns, and economies of our communities so these communities can compete in the global economy? So our cities have what cities in Europe and Japan have.

How can communities better integrate land use and transportation decisions with their growth policy decisions?

How can we attract the private sector to invest in the financing of transit systems and the economic revitalization of communities along transit lines?

And how can we apply technology better so that rail cars and buses will be more efficient, economical, and ultimately more attractive to more users?

Whatever the problems American communities face today, imagine how much more difficult they would have been had our nation not supported mass transit and improved mobility for the American people.

I know, working together, we will make the next 35 years even better. Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
CONTINENTAL EMPLOYEE RALLY
JULY 2, 1996
NEWARK, NEW JERSEY

Thank you, (Continental Airlines) Chairman (Gordon) Bethune.

I'm delighted to be back in Newark. In fact, I enjoyed it so much when I was here last week (a week ago Monday) that I decided to come back again.

And I'm here again with my good friend Senator (Frank) Lautenberg. Last week we were at Newark's Penn Station delivering a \$79 million check for work on Secaucus' rail transfer station that we're helping build. But today, we're in Newark to talk about aviation -- a trillion dollar global industry employing 22 million working men and women -- and a pillar of New Jersey's economy.

Well, Chairman Bethune, in your business, you have frequent flyers. In my business, I have frequent callers. Senator Lautenberg, Congressman Torricelli, Congressman Payne (*invited*) and Congressman Menendez (who wasn't able to join us today) -- are some of the most frequent.

They're constantly reminding me why we must open new international air routes. And it is with their encouragement -- and your encouragement -- that I've opened the skies between the United States and Canada, and our trading partners in Latin America. And I thank you for the support.

(NEWS)

I have a lot of confidence in Newark and New Jersey. I know how hard you've worked to make Newark an international force in the world economy. You've done it by adding new air service to Toronto (which we're celebrating today). And no one knows the importance of competing across continents better than the airline with "continental" for a name.

You worked hard to win access to new markets in Latin America. You are now offering service from Newark to Lima, Peru. You've added service from Newark to Guatemala and El Salvador. And just last month, Newark to Quito, Ecuador.

So today, I'm happy to award new flights to Continental from Newark to Guayaquil, Ecuador. I know this is important to New Jersey because it will facilitate trade between the United States and Latin America.

And for Newark, the 90,000 passengers who will utilize these new flights will pump some \$30 million into the economy.

I work for a President who believes in fair trade and opening markets. President Clinton knows that to be successful in the 21st century, we must level the playing field around the world and open markets. He believes in the excellence and competitiveness of the American worker. He knows if American workers are given the same chance of competing with anyone in the world, American workers will win.

And they are winning. American exports in the past three years have grown by a third to new record levels. And much of the credit goes to creative companies like Continental Airlines, and to the commitment of your workers -- 8,000 of them here in New Jersey.

Just a few years ago, a lot of people were ready to write off Continental. They were wrong. You're back. You're strong. You've made extraordinary gains in customer satisfaction.

I visited your hub in Houston a year ago. I was part of a town hall meeting. We talked about our commitment to safety, and about the global economy and the future of aviation. I was impressed with your energy and ideas about how to make the industry stronger. And we both shared the same top priority of making our skies even safer than they are today.

I thank you for showing America, what American workers can do. And I thank you for inviting me today to participate in some way in this stunning comeback. I can't think of a better way to kick off this week of America's July Fourth celebration.

The airline industry has led the economy to the strongest it has been in decades. Since President Clinton took office, nearly 10 million new jobs have been created. That's good for your business because when Americans are working, they're also flying.

And hundreds of thousands of those new jobs were created by opening new markets and expanding America's export sector.

We've negotiated 38 international aviation agreements. I've tried to open the skies of the world for three reasons.

One is the economic benefits it brings to communities across the country.

Let me explain. Before I became Transportation Secretary, the U.S. and Canada had tried negotiating an aviation agreement 13 times (since 1980) -- 13 times, all unsuccessfully.

But in February of last year, we had a breakthrough. And the difference this time was that cities in America and Canada convinced both governments of the economic benefits of more flights.

And they were right. In the last year, since President Clinton witnessed the signing of the Canadian agreement, we have seen one million more passengers fly between our two countries. That's unprecedented. And increased

economic activity has pumped some \$2 billion into our economies.

Now, what does this mean to Newark? Well, Continental's new flights to Ecuador, and service to Toronto (which began yesterday) will create jobs and prosperity.

Continental believes this new service will bring nearly 140,000 passengers to and from Newark and Toronto. And that will generate \$45 million in new economic activity.

The second reason to open our skies is to allow U.S. airlines to become more global. Chairman Bethune says these new flights to Ecuador and Toronto will mean millions of dollars in profits.

Continental knows the importance of competing globally. Nearly a quarter of your business comes from international operations. And as the U.S. economy expands, you will see that the strongest growth will be in the lucrative international market.

And the third reason to open our skies is to help people doing business in other countries. New Jersey exports more than \$3 billion in goods and services to Canada. Canada is your largest market, and that will only keep growing. And Latin America is the second fastest growing market in the world for U.S. exports.

So, I don't have to tell Senator Lautenberg and Congressman Torricelli how helpful new routes are to your business people. In fact, they keep reminding me!

So, it's a proud time for Continental, and a proud day for Newark and New Jersey.

I'm delighted that you invited me to share it with you.

Now let me say a word about Senator Lautenberg. As I said, he and I were together just a week ago to deliver a check for New Jersey Transit. And I must say, during his many years in public service, it's not the first delivery he's made for New Jersey!

I know he's fought hard for New Jersey. He's a great friend to aviation, and he cares very deeply about one of

my biggest concerns: providing quality mass transit to metropolitan areas like Newark.

So, please welcome, Senator Frank Lautenberg.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
AMTRAK NORTHEAST CORRIDOR ELECTRIFICATION GROUND BREAKING
PROVIDENCE, RHODE ISLAND
JULY 3, 1996

Originally, I was not supposed to be here. But on Monday, I asked my staff to change my plans. And one very big reason is so that I could personally pay tribute to Senator Pell, the father of high speed rail, who after 36 years can finally see his vision coming to fruition. Thank you, Senator Pell.

I want to thank Senator Lautenberg, who I was with yesterday in New Jersey, and who has been funding this all along; and Senator Chafee, who has always been a friend. We have here a very able member of the House, Congressman Jack Reed, who has been a real leader in bringing high-speed rail to Rhode Island. And I brought with me Jolene Molitoris, whose leadership, especially on safety, I appreciate at the Federal Railroad Administration.

We're all here for one reason: to construct our rail link to the 21st century. But the train ride getting here has been the longest in history -- more than half a century.

In fact, I have on my shelf, in my office, Senator Pell's book, "Megalopolis Unbound." And in it, he quotes Lyndon Johnson, who on the day he signed Senator Pell's high-speed rail bill into law in 1965 said: "We have airplanes which fly three times faster than sound. We have television cameras that are orbiting Mars. But we have the same tired and inadequate mass transportation between our towns and cities that we had 30 years ago."

That was 1965, and he was talking about 1935's system.

My friends, today, finally, we write a new chapter.

I work for a President who told me from the day I became Transportation Secretary that we must build a transportation system for the 21st century.

In every budget President Clinton sent to Congress, he has supported transportation

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infrastructure more than any President before him. With Congress's support, we are investing 10 percent more on our infrastructure, which I believe is all the more remarkable when you consider that the President has cut the budget deficit in half.

And this project is the most visible sign of the President's commitment. This is the building block of our transportation system in the Northeast, because this is more than about trains. This is about taking travelers each year off the crowded highways and airways in Boston and New York and Washington.

I have three criteria for transportation projects.

First, I believe they should improve the quality of life for Americans. Americans need more mobility and time. Why should someone who takes a train between Boston and New York spend four-and-a-half hours on the trip, when these trains can deliver them in three hours? And that ride will not only be faster, it will be safer.

Second, I believe transportation projects should be an economic engine. Everywhere I go I find developers want to be near train stations, or on train lines, so people can get to their jobs, or tourists can visit the communities easily. With quicker service, 3 million more people a year will ride trains up and down the east coast. Think of the economic opportunities those riders will bring to local businesses.

Third, I believe transportation projects should make our country more globally competitive. For years, Americans travelling throughout the world have seen the convenience and speed and comfort and asked: why don't we have high-speed rail here?

In the 21st century, we will. So, this is a proud day for me. And thank you for letting me share it with you.

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TALKING POINTS FOR JUNIPER COMMISSIONING
7/5/96

(draft 1 -- 2-3 minutes)

- Thank you. I'm delighted to be here.
- I know the ship now belongs to the men and women of the Juniper. But there's a piece of my heart that will always sail with her.
- Last summer I christened the Juniper in Marinette, Wisconsin. My husband, Federico, and I went up on a Saturday, and people from Marinette, and Menominee, Michigan across the river -- showed up. Maybe 3,000 people came, who may or may not have had any direct connection, were there watching and applauding, having a wonderful time.
- And Federico and I felt what an uplifting experience, full of hope and excitement ... standing there among families and their children and neighbors, all working to build better lives -- and succeeding.
- So to be here in Newport for the commissioning of the Juniper is really very special.
- And it is a great day for the Coast Guard. I know you and the designers and builders of this new high-tech-class of cutters have worked so very hard to get here. And I know the Juniper, and the other ships like it that will follow, will make your jobs easier. And you'll be able to better serve the people of America.
- So, Captain Sullivan ... if you'll come forward ... I have a gift I'd like to give you and the men and women of the Juniper ... from all the people at the Transportation Department.
- It's a hand-painted picture of one of my favorite places -- the Colorado Rockies -- and it'll remind you and the crew of what a beautiful piece of America looks like, while you're on the high seas.
- Thank you, and God Bless America this July Fourth weekend.

God Bless the Coast Guard and



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Washington, D.C. 20590

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
SIXTH ANNIVERSARY OF AMERICANS WITH DISABILITIES ACT
JULY 12, 1996
WASHINGTON, D.C.

President Clinton has a very clear vision for what he hopes the country will be like as we head toward the 21st century. He wants to create economic opportunities. He wants us to remain the strongest force in the world for peace and freedom. And he wants us to keep rebuilding the sense of unity and community around the shared values of responsibility and diversity.

Together, we've made a lot of progress in achieving those goals. Our economic strategy has produced: 10 million new jobs (500,000 in transportation), a 15-year high for home ownership, all-time highs in exports, a budget deficit half the size of what it was four years ago.

But today I want to talk to you about our country's future, especially about our first objective -- expanding opportunities for all Americans who want to make the most of their abilities.

NATIONAL DISABILITY POLICY

President Clinton challenged the nation four years ago to adopt a national disability policy based on three simple principles: Inclusion, not exclusion; independence, not dependence; and empowerment, not paternalism.

And we remain committed to that vision for the 49 million Americans with disabilities. And I want to thank everyone here for working so hard to make it a reality.

- more -

President Clinton believes very strongly in diversity and inclusion. He has appointed an impressive group of individuals with disabilities to high-level policy-making positions. And many are in key positions not directly related to disability issues.

Together, we've made progress. The first major piece of legislation the President fought for, and won, was the Family and Medical Leave Act which makes workplaces more accommodating for families with a disabled adult or child. He fought to preserve Medicaid coverage for 6 million people with disabilities including 1 million children. And we've doubled the number of disabled people receiving home and community-based services.

Our commitment to the Americans with Disabilities Act (ADA) has opened workplaces, schools, transportation systems, restaurants, and movie theaters to millions of people with disabilities.

And our commitment remains strong: the President's 1997 budget calls for an increase in funding for enforcing ADA at the Justice Department.

ACCESSIBLE TRANSPORTATION A MUST

As so many of us know, access to public transportation is the vital link that allows individuals with disabilities to lead independent and more productive lives. A job is the key to economic security for Americans, and this includes people with disabilities. But you can't hold down that job if you can't get to work.

The late Tim Cook, who we'll be honoring a little later, knew that. In advocating for ADA he frequently carried a single but powerful message: Despite all that could be done, opening up job opportunities, making public places accessible, and providing a public education all would be meaningless, unless we had an accessible public transportation system.

We've made a lot of progress since then. I just sent the White House a report which we're releasing today, on our progress at DOT. And we had a lot of good news to report.

- ▶ Transit bus accessibility -- Last year, 60 percent of public buses were wheelchair accessible.
- ▶ Olympics -- Over 90 percent of some 1,500 buses will be accessible.

- ▶ Paralympics -- All of the 200 buses will be accessible at the Paralympics next month.
- ▶ We now have two new light rail systems (in Denver and St. Louis) that are 100 percent accessible to people with disabilities.
- ▶ Amtrak is moving ahead, too. All but one of eight key rail commuter stations meet "ADA" accessibility rules. And by September 1997, the eighth station -- New York's Pennsylvania Station -- will be fully accessible.
- ▶ In Winston-Salem, the Federal Highway Administration is studying ways for disabled people to get around who are unable to use fixed-route transit. And the FHWA invested in an interactive information system for use at the Paralympics.

It's a great report, and I want to congratulate everyone who worked on it.

CHALLENGES AHEAD

But let me say there is more we can do.

First, we must make public transportation more accessible. By 2003, we want all 54,000 public buses in urban areas to be wheelchair accessible. Two-thirds of 680 key rail transit stations are wheelchair accessible, but only 20 percent are "fully" accessible. They lack such features as accessible vending machines, accessible farecard collection devices and text telephones. We must do better.

But you and I know that making our transportation systems more accessible alone will not achieve our vision of inclusion, independence and empowerment. We must do more.

We must preserve the guarantee of Medicaid coverage for people with disabilities. The President vetoed legislation last year that would have repealed that guarantee ... and he'll do it again if Congress sends him that legislation again.

We must maintain meaningful health benefits for people with disabilities, and, indeed, for all Americans. President Clinton is urging Congress to pass the Kassebaum-Kennedy health insurance reform bill. This legislation would not allow insurance companies to deny coverage for anybody with a pre-existing condition and will allow people to keep their insurance if they change jobs.

Finally, President Clinton has fought hard for an increase in the minimum wage, which will benefit millions of Americans with disabilities who face extra costs for accessible housing and personal assistance. We need that, and it looks like Congress agrees .

So, thank you all for coming. And thank you for all your hard work and commitment to making our transportation systems and America more accessible.

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STATEMENT OF THE HONORABLE FEDERICO PEÑA
SECRETARY OF TRANSPORTATION
before the
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
concerning
OVERSIGHT OF AVIATION SAFETY
July 17, 1996

Mr. Chairman and Members of the Committee:

Thank you for this opportunity to appear before the Committee today. Let me begin by thanking you, Mr. Chairman, for your flexibility in rescheduling this hearing so that I could attend. As you know, on the date the hearing was originally scheduled, I was in Montreal leading the United States delegation to ICAO as it deliberated a resolution concerning the Cuban shootdown of private U.S. aircraft last February. I am pleased to report that ICAO adopted a resolution deploring the Cuban action and condemning the use of force against civil aviation.

With me today is FAA Administrator David Hinson. I recruited Mr. Hinson to serve as the Administrator, and his extensive career--naval aviator, engineering pilot, and aerospace executive--has given him a set of aviation credentials that reflect an unusually varied professional resume. We have worked hard to reform the FAA and have taken aggressive actions to ensure that the nation's superior air safety record continues as we face the challenges of the 21st century.

Transportation safety is my highest priority. So is it the Administrator's. It has been so throughout our tenures. I know every member of this committee shares that priority. I remember my confirmation hearing before this Committee in January 1993. Each of you made it clear that you wanted the Department and its leadership to put safety first and to do everything possible to maintain and improve the enviable safety record we enjoy in the United States. We have worked hard to live up to that commitment. And we have done it with this Committee's help.

Mr. Chairman, your leadership on aviation safety is to be commended. In particular, I want to recognize your work, as well as others on this Committee, in pushing for increased safety standards for "public use aircraft." President Clinton was pleased to sign that important legislation into law in October 1994. Senators Hollings, Ford, McCain, and you have been leaders in all areas of air safety for many years.

Over the past three years, we have had an aggressive and wide ranging strategy to advance aviation safety and reform the FAA. The professional, committed career employees of the FAA have been vital partners in this

major effort. They have understood the need for change, and have been part of our effort to achieve it.

Essentially, you can divide our safety initiatives into four areas:

- (1) Strong new safety rulemakings.
- (2) Significant increases in funding for safety related activities.
- (3) Aggressive actions to control and refocus major contracts that were in disastrous shape when I took office.
- (4) Major legislative and administrative reform of acquisition and personnel practices.

Let me start with the first area--rulemaking.

We took the decisive step to ensure that the millions of Americans flying on smaller, commuter aircraft would have the same level of safety as on larger commercial airlines. This "one level of safety" initiative began an intensive effort, in which an FAA/DOT team produced a notice of proposed rulemaking for this complex set of rules in 100 days, much more quickly than any major NPRM had been developed in the past. The rules cover a broad variety of commuter airline functions, such as pilot training, dispatching capabilities, and emergency management. We also set ourselves an aggressive goal--just one year after issuance of the NPRM--for issuance of the final rule. On December 14, 1995, we met that goal and released the final commuter safety rule on schedule.

For the first time ever in the United States, there are now requirements for flight attendant duty period limits and amounts of rest. These new regulations set maximum flight and duty times and minimum rest periods for flight attendants, and are designed to reduce the possibility of dangerous levels of fatigue based on duty period limitations.

In just the last 18 months, we have acted on numerous other subjects: a final rule to increase use of flight simulators; final action on the "public aircraft" changes that your legislation mandated; an NTSB-recommended notice on flight-time limitations incorporating the latest NASA research on methods of combating fatigue; announcement of final decisions on the "age 60 rule;" final action on an NTSB-recommended change in air carrier and commercial operator training programs; a final rule on use of certain child restraint systems aboard aircraft; a proposal to upgrade pilot, flight instructor, and related training and certification requirements; a final rule on crash-resistant fuel systems; harmonization with European standards for small aircraft airworthiness; an NTSB-recommended proposal for additional flight data

recorder parameters to aid accident and incident investigations; and airworthiness standards for higher altitude operations.

As noted, some of these regulations have been in response to NTSB recommendations. The NTSB has issued more than 3,300 safety recommendations to the FAA since 1967. While the overall acceptance rate of NTSB recommendations by the FAA over time has been 84 percent, the acceptance rate over the past three years has been 90 percent. I'm proud of our record in responding to the NTSB.

We have seriously evaluated the NTSB's recommendations because we value input on how to improve the safety operations of the FAA and the entire system. We solicit employee recommendations. We've supported whistle blower legislation to ensure that airline employees feel free to express safety concerns.

In January 1995 Administrator Hinson and I called together over 1,000 aviation executives for a Safety Summit, at which the participants had frank and substantive discussions about what could be done to improve aviation safety. The summit resulted in an industry/labor/government commitment to improve safety and an Aviation Safety Action Plan detailing 173 initiatives which have now been incorporated into the FAA strategic plan. To date, 117 of those specific objectives have been implemented by the FAA. In December 1995, participants from the January session reconvened to build upon these initiatives.

One of the changes that came from the Safety Summit, in February 1995, was the airlines voluntarily establishing internal safety evaluation programs and naming top-level safety officials. At that time, 46 airlines had safety evaluation programs in existence. The number has more than doubled to 95 out of a total of 138 airlines. The Administrator also created a new top-level safety office, headed by a former NTSB member and reporting directly to him, to ensure that the best possible data about aviation safety is properly incorporated in all the decisions made by the agency.

The second area of the overall safety initiative I outlined is the budget. I know members of this committee are all painfully aware of the serious budget constraints facing the Department and the entire federal government. However, in spite of that, since I became Secretary, with the help of this Committee and others in Congress, funding for FAA's critical safety operations has increased by more than one-half a billion dollars. We have already hired close to 200 more inspectors and, this year, the President's budget proposes 258 additional aviation safety inspectors and certification safety personnel, 134 field maintenance technicians, and a net increase of 250 air traffic controllers. These increases will allow the FAA to handle the

growth in aviation activity and to make new air traffic control equipment fully operational.

The third area where we have made major progress is in getting control of critical programs that were in terrible shape when we took office. I am proud of what we have done to rein in the sprawling "Advanced Automation System." One of the first things I did when I became Secretary was to order an intensive review and analysis of the program and initiate a major overhaul. Administrator Hinson, Deputy Administrator Linda Daschle and I took a neglected modernization program that was billions of dollars over budget and years behind schedule when we inherited it, and turned it around. A new management team was brought in, and the program was entirely restructured. It is now back on track, and will deliver important safety improvements that will carry aviation into the next century. And, importantly, taxpayers saved \$1.6 billion. In addition, the agency is providing critical short-term relief to the air traffic control system with the installation of new computer systems to replace aging systems in five key air traffic control centers. Initial delivery of the systems is almost one year ahead of schedule.

We are pursuing many other technology infrastructure improvements, including advanced weather radar at major airports to help pilots avoid the deadly effects of windshear and other hazardous weather conditions, and airport surface detection to eliminate the danger of ground collisions at the nation's busiest airports. We are also vigorously pursuing the development of satellite technology for civil aviation use to provide precision guidance at airports even in bad weather. Coupled with data link, satellite technology also has enormous potential for system safety and efficiency, as we are already beginning to demonstrate in oceanic operations in the Pacific.

Our success in speeding up these critical safety acquisitions is directly related to the fourth area of our overall initiative -- reform of acquisition and personnel systems.

As you know, this Administration has aggressively worked with Congress and the aviation community to address acquisitions, personnel, and financing issues that have hindered FAA's ability to provide the best air traffic control system of which we are capable. In 1995, Congress granted the FAA the authority to develop innovative procurement and personnel systems and, in April 1996, we implemented a new personnel and acquisition system on schedule. Key among the many benefits of this reform is the FAA's new ability to hire safety personnel more easily and to shift them to positions where they can have maximum impact. We have also worked on streamlining rulemaking to increase the effectiveness of our programs.

Mr. Chairman, the FAA reauthorization legislation this committee reported June 13 is an important step on our path to reform. We have worked with you on it and will continue to work with you to ensure it becomes law. I would like to take a moment to address one of the provisions of the bill -- a provision advocated by Senators Wyden and Ford to address FAA's so-called "dual-mandate." I strongly support this effort and want to work with this Committee on some additional language to further clarify FAA's safety mission.

As you know, in 1958 Congress charged the FAA with the mission to promote safety and to promote air commerce. But since then, this dual mandate has caused some to believe that the FAA had to make choices between safety and promoting the industry it regulates. While both the Administrator and I believe strongly that safety was and is the FAA's top priority, we must remove once and for all any question about that. If any member of the flying public or any employee of the Department has any question about what the FAA's mission is, there is a one word answer: safety.

Let me turn to the tragic crash of ValuJet flight #592. In the hours and days following the ValuJet crash, Administrator Hinson and I made statements about ValuJet's compliance with safety standards that were based on the most current information provided to us by the FAA safety experts. When the FAA safety experts decided 5 weeks later that ValuJet has systematic problems, the FAA took appropriate steps and ValuJet ceased operations on June 17, 1996.

The Administrator and I have set a zero-accident goal for the FAA. In our mind, that is the only acceptable standard. Anytime we fail to meet that standard, we look hard at our operations to determine how we can improve. And there are hard and important lessons to be learned from the ValuJet tragedy.

Most important, the FAA must more directly confront the challenge of a rapidly expanding aircraft fleet, especially when combined with extensive contracting-out. Administrator Hinson can address this further. As to one possible cause of the accident--a fire caused by oxygen generators--we have taken forceful steps to preclude the mishandling of hazardous materials as appears to have occurred here. The FAA has underway an extensive program to evaluate the practices and the training by air carriers for accepting baggage and freight and for identifying undeclared hazardous materials. The FAA will examine all 155 Part 121 carriers, which represent over 95 percent of the passengers carried in the U.S. domestic market. We will do additional samplings based on this evaluation of as many other carriers as necessary to satisfy ourselves that the practices to address hazardous materials in the air transportation industry are proper.

On May 24, the Research and Special Programs Administration issued an interim final rule prohibiting the transportation of oxygen generators on passenger aircraft. We will consider extending this ban to cargo aircraft as well as making the ban permanent. The FAA and RSPA has also started a joint aviation strategy to address the other critical aspects of hazardous material transportation aboard aircraft.

Administrator Hinson will be pleased to address your specific questions about the ValuJet inspections and the chronology of FAA's actions leading up to the FAA's June 17 decision.

In conclusion, we have worked tirelessly to improve aviation safety. We have a strong record. But until we reach our goal of zero-accidents, we--the FAA, industry, labor--must continue to do better. I am committed to that, Mr. Chairman and Members of the Committee.

Thank you for your time.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, July 18, 1996

Contact: David A. Bolger

Tel.: (202) 366-0881

Statement by U.S. Secretary of Transportation Federico Peña On the Contract Settlement by the Coalition of Shopcraft Unions

I want to congratulate negotiators for the rail industry's coalition of shopcraft unions consisting of the International Brotherhood of Electrical Workers, the International Association of Machinists, and the Sheet Metal Workers' International Association and their management counterparts for their long and successful efforts to reach agreement on a new labor contract. The agreement, which is subject to rank and file ratification, provides wage increases, improved dental and vision coverage, and job stability for the employees, and efficiency enhancements for the carriers.

In May, President Clinton had moved expeditiously to convene a Presidential Emergency Board to prevent a threatened strike and investigate the dispute. The Emergency Board's recommendations formed the basis for the final resolution.

With this agreement, rail labor and management have demonstrated that settlements are within reach. We are urging the railroads and the remaining unions, the Transportation Communications International Union (TCU) and the Brotherhood of Maintenance of Way Employees (BMWE), to redouble their efforts to resolve their disputes.

Today's agreement with the Shopcraft Coalition, along with agreements negotiated by the United Transportation Union, the Brotherhood of Locomotive Engineers, and the Brotherhood of Railroad Signalmen, demonstrates that collective bargaining under the Railway Labor Act, which has served the rail industry for 70 years, continues to protect the interests of all parties and the American public at large.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
WOMEN'S TRANSPORTATION SEMINAR
JULY 18, 1996

SPEECH WAS CANCELLED

I. Joke: Denver Chapter/Ohio Honorary Citizen

II.. Women

-- Mayor: put in untraditional positions: public works

-- DOT:

Jolene, safety

Jane Garvey, innovative finance

Grace Crunican (Oregon)... Janette Sadik-Khan --

liveable communities

Linda Daschle -- FAA reform, commute rule

Judith Burrell, Olympics, buses, VP

Nancy McFadden -- top lawyer

Ann Bormolini, Katherine -- CoS

III. Great time to be Transportation Secretary

-- 500,000 jobs

- cut DOT 11,000
- Investments are up by \$2 billion
- Airline Resurgence (38 aviation agreements: U. S. Canada)
- High-speed rail (VP...Jolene)
- 18 new transit starts ... Texas!

IV. Challenges:

- A. Private sector: More women
(Story: coming to visit me)
- B. Communities -- Making a Difference
(Story Harlem -- Dr. Barbara Barlow)
- C. When my daughters enter workforce -- no women's transportation seminar. Just transportation seminar.

#



**U.S. Department of
Transportation**

News:

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

**For Immediate Release
Wednesday, July 18, 1996**

**Contact: DOT Public Affairs
202/366-5580**

**STATEMENT BY
U.S. SECRETARY OF TRANSPORTATION
FEDERICO PEÑA**

"I join with the American people in expressing my profound sadness over the crash of TWA Flight #800. My thoughts and prayers are with the families and friends of the passengers and crew."

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<H3>White House Press Release</H3>

<H4>Press Briefing By Chief Of Staff Leon Panetta, Director Of Government And Public Affairs Of Ntsb Peter Goelz , Faa Administrator David Hinson, Secretary Of Transportation Federico Pena </H4>

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<PRE>

The White House

Office of the Press Secretary
(New York, New York)

For Immediate Release

July 25, 1996

Press Briefing
By
Chief Of Staff Leon Panetta,
Director Of Government And Public Affairs Of Ntsb Peter Goelz

Faa Administrator David Hinson,
Secretary Of Transportation Federico Pena

Holiday Inn at Jfk Airport
New York, New York

2:55 P.M. Edt

Mr. Panetta: Good afternoon. What I would like to do is to summarize very briefly the President's meetings that he had today, and then introduce Peter Goetz, who will speak specifically to the meeting with the families; then ask Secretary Pena as well as David Hinson from the Faa to speak to the additional security measures that the President announced today.

First of all, the President went to a briefing that lasted approximately a half hour on the issues related to the Flight 800 incident. He met with officials from the Transportation Safety Board. He also met with members from the FBI, those directing the FBI investigation; members of the Coast Guard; obviously, other federal, state and local officials, including both Senators, the Governor, Mayor Giuliani, and congressmen who were also present as well that represent the area where the accident took place -- or the event took place.

The discussion included the recovery efforts, talking about the recovery efforts, talked about the state of the investigation, discussed the situation related to the families and the various efforts being made to try to deal with the family situation. And, in addition, we requested that all resources that were necessary would be made available to both the Navy, the Coast Guard, as well as to local officials to ensure that we do, A, find out what the cause of this accident was -- again, the cause of the crash -- but beyond that, also asked what could be done to try to better service the families.

The President then went to the Ramada Inn where he spoke to the families. He began with approximately a half hour of remarks. Those remarks, the reason they lasted that long was because they were interpreted both by a French interpreter and an Italian interpreter for those families from those countries that were affected.

He basically began by expressing condolences on the part of himself and Hillary, as well as the United States to those families from abroad. He assured them that the first priority was the recovery of their loved ones and the identification of their loved ones; that, while a good job had been done with regards to the search efforts and with regards to the investigative effort, that not a good job was done with regards to communicating with the families. And as a

consequence, it was extremely important that our first priority be to ensure that the families are informed first and foremost of any news regarding the cause of the crash.

In addition to that, he made clear that James Lee

Witt would be assigned -- James Lee Witt who is the Director of the Federal Emergency Management Agency -- would be assigned the

responsibility of working with the families, working with the National Transportation Safety Board officials, the Red Cross and other officials, state and local, to try and coordinate the effort to provide that information to the families, as well as provide whatever necessary support needed to be provided for the families.

He then closed by asking that Hillary and he have the opportunity to be able to meet individually with each of the family members to hear their concerns, and to be able to express their condolences personally to each of them, which he did for approximately two hours.

Let me just conclude by saying we have announced specific steps, as you know, to better coordinate the information related to this investigation. All coordinated information will be done through Bob Francis, who is head of the National Transportation Safety Board, who is the person responsible for the investigation under the National Transportation Safety Board here. They will have two briefings each day. All information is to be coordinated through those briefings of all of the agencies, both federal, state and local that are involved.

Information will be provided to the families prior to those briefings so that they will have advance notice of any information and will not have to rely on secondhand information. So they will have that kind of expedited information. And lastly, as I said, the families will be dealt with through James Lee Witt as his personal assignment.

It is extremely important that in addition to this we made announcements with regards to further security steps as well as with regards to the formation of the Gore Commission. And I will let the Secretary speak to that specifically.

Let me right now introduce Peter Goelz, who will provide a summary of the specific discussions that were made with the President and the family members.

Peter.

Mr. Goelz: Thank you. As Mr. Panetta said, the

President met individually for over two hours with the family members who were there, and he had a private word for every one of them. Many of them brought their family -- their extended family members because this kind of tragedy touches more than just one person, it touches a whole variety of members of the family.

There was one family that was flying to Paris for a wedding, and that wedding will never occur now. The family members wanted to show the First Lady and the President pictures of their loved ones. It was a somber, sorrowful morning. But on top of that, to a person, the family members were deeply appreciative of the President and the First Lady's visit. And they were comforted that the President was watching over this, that he was applying more resources to this effort and that they knew that the Chief Executive of this country cared about them.

It was also important that he met individually with the family members from both France and Italy. They have been here in the United States since shortly after the accident. This is a foreign country, there are always language problems; and the President had translators with him and he spent a considerable amount of time answering their questions and answering their concerns.

I thought it was a tremendously helpful morning. I have been here since early Thursday morning of the accident and have been briefing and working with the families virtually non-stop since that tragic morning, and I was -- I felt tremendously

heartened, and I had many, many other family members who I know personally come up and say how much it meant to them that the President and the First Lady came.

Mr. Panetta: Secretary Pena.

Secretary Pena: Before Peter leaves, I want Peter to know how much we appreciate his extraordinary work. He has been wonderful in working with the families. And, Peter, we thank you. Cynthia Coogan from my office has been here with you and I know the both of you have worked very hard on this. So, thank you very much for your hard work. Thank you, Peter.

Aviation safety and security is our highest

priority. Last year the President issued a directive to all departments in the government to review our security measures and to increase them. In August of last year, the Faa took the first step by providing additional security measures throughout our airports in our country. In October of last year, it was further increased. And today's announcement by the President is an additional increase of those security measures.

Now, I am not at liberty to describe the details of all of those increased security measures announced today. But let me give you a glimpse of what passengers and the public will be seeing, generally.

Number one, you will be observing increased inspection of bags as they go through the check-in facilities at airports. There will be observed increase intervention of passengers. You will observe that curbside checking of international flights will no longer occur. To the extent that off-airport hotels currently have permission to transfer luggage, that will no longer occur. And so those are some of the obvious things that traveling public will see. There are many other measures that are being put in place which I cannot describe today for obvious reasons.

In that vein, we are asking that the traveling public -- and we very much appreciate the support of people in the last couple of years when we have had heightened security measures in cooperating with us to get the job done -- but we're asking people to do the following things when they come to airports.

Firstly, clearly label your luggage and be prepared to answer questions about your luggage. Have photo identification available. Be prepared to have your carry-on and your checked baggage inspected. Arrive early, and after checking your bags, proceed promptly to departure gates.

So by doing those things, I think whatever inconvenience and delays that we will see will be at least mitigated to some extent if people come prepared to the airports.

The second announcement the President made today has to do with the Gore Commission. The Vice President will be in charge of putting together a very broad-based commission of industry, government officials and others to review both aviation

security and safety in three areas. The Vice President will terminate his review of security matters within 45 days and issue that report to the President.

We believe that this is a very appropriate thing to do in light of the questions being asked. And of course, a number of government agencies from Justice, Dot, Faa and others will be working with the Vice President in that regard.

So that summarizes the President's announcement today. I'll be happy to answer more specific questions. At this point, perhaps we'll have the Faa Administrator make some comments if we haven't answered those. Let me have David first talk and then we'll answer your questions.

Mr. Hinson: Ladies and gentlemen, the security measures -- the additional security measures the Secretary has outlined will be given in more detail in a briefing in Washington this afternoon at a later time, and we will be able to answer more detailed and specific questions. But as the Secretary said, there are a number of measures which we cannot discuss for security reasons. So those details will be made available at that time.

I think it's appropriate now for the Secretary and myself to take your questions. So I'll step back.

Q Secretary Pena, there's indication now that upon the first reading of the two black boxes there's nothing apparently on those two black boxes that show anything new. Is that what you're hearing upon your -- of the first inspection of those two black boxes?

Secretary Pena: As of today, and as we've tried to do all during this investigation, the only person speaking on that matter will be the National Transportation Safety Board. So Mr. Francis will be responding to all questions regarding the investigation. We believe that will be very helpful in ensuring that we have consistent and clear information. So please address that question to the Ntsb.

Q Secretary Pena, can you say what the overall cost of the security changes will be and what you think that cost is eventually going to be in terms of when it's passed down to

the consumer?

Secretary Pena: Well, for obvious reasons, we can't give you a detailed estimate of cost because that might give a better understanding of what we're actually doing. But let me say this: There will be additional costs, and there will be inconvenience to passengers, and there will be delays. But we have found that every time we have increased security in our airports and with our airlines that the traveling public has been very supportive and very cooperative. And we very much appreciate that support. And I believe the American people will understand why these measures are being taken, will cooperate, will come prepared. And we will find a way to make this as convenient for people as possible.

Q When you talk about increased inspection, what sorts of inspection are you talking about? Are you talking about manual? Are you talking about increased use of X ray? Could you tell us what measures --

Secretary Pena: With all due respect, I cannot discuss publicly all of the specifics of the heightened security measures we are putting in place. I alluded to the ones that are the most obvious because you'll be able to see them. But beyond that, I would prefer not to give you any additional details on any further measures we are taking. And there will be some, and there are some.

Q If I could follow up, then what would be the criteria for having someone's luggage hand-searched? Would this be a hit or miss, ad hoc basis?

Secretary Pena: Again, I will not be able to answer that question because if I give you the criteria, then people who are going through the lines will know what the criteria are. So for security reasons, I cannot give you the criteria.

Q Can you give us some feeling for how many bags will now be subject to inspection? I mean, is it one in 100? Is it one in 10,000? I mean, how --

Secretary Pena: I hate to repeat the same answer but, for obvious reasons, I cannot give you the actual number because that will give you a sense of what we are actually doing.

Let me simply say that there will be more inspection of bags. There will be more interviews of passengers. There will be delays. There will be inconvenience. There will be longer lines. And so we're asking people to come prepared with photo IDs and prepared to have their luggage -- particularly when it is checked in -- to be inspected.

Q How long have you been considering these measures?

Secretary Pena: Well we are continually reviewing our security measures throughout the country based on overall threat assessment that we get from various agencies. So I would suggest that this is something that is the next generation of the increased security that we started last year in August and then in October, and now.

Let me make one point that you haven't asked about. The security measures that are announced today by the President have no connection to this investigation. Let me repeat that. The President has said that we do not know the cause of this tragedy, so the security measures that are being put in place are simply prudent and responsible measures to institute in light of a long standing security threat in our country. When the investigation is completed or when the Ntsb determines a cause, we may then adjust those security measures accordingly.

Q Mr. Secretary.

Secretary Pena: Yes, ma'am.

Q One of the considerations is to get new machines that can detect the plastic explosives. But Congressman Oberstar has estimated that could cost between \$1.5 billion to \$3 billion --

Secretary Pena: Million.

Q Billion. How would the U.S. pay for that?

Secretary Pena: First of all, we have in place today a number of those machines -- the Ctx 5000 -- in a couple of airports. They had been tested from November of last year. Depending on how many you order, the cost of those can come down. Today, the estimate of those costs is about one to \$1

million to \$1.3 million apiece. So if we make a decision -- and this is going to be reviewed by the Gore Commission -- to increase those machines in other parts of the country, I think, presumably -- and the commission will look at this -- there will be an initial responsibility on the part of the government to pay for that.

But long-term, the overall long-term question being asked is who ultimately has responsibility for paying for heightened security, for example, for the remainder of the decade, in the next century. And that question, finally, has not been addressed. The Gore Commission will address that.

Q Of course, you would probably need about 75 of those machines, he has estimated.

Secretary Pena: No, we have not yet made a determination of how many more we would install. Remember, we are still testing the ones that we have in place today.

Q How much additional delay should airline passengers expect, especially on international flights, given these new procedure?

Secretary Pena: Let me have the Administrator address that.

Mr. Hinson: It would be, first, a function of the size of the airplane. So a 200-passenger airplane would incur less delay, probably, than a 400-passenger airplane. I know that seems simple, but it's important. I would suggest, depending upon the time of day and the day of the week, from 15 minutes to a little over a half hour.

We had some experience with this in Los Angeles during the Unibomber incident, you will recall. And what the airlines had expected did not materialize and, in fact, there were very few delays. The airlines were very capable and able to deal with the issue. So, obviously, the delays will go down as the air carriers and the airports become more facile, I guess is the word I would use, in dealing with the issue -- more experienced with these new measures.

Q Mr. Hinson, will commuter aircraft also be

involved in these new regulations?

Mr. Hinson: Yes, these regulations cover both international and domestic flying. And there are no longer any different rules, Wolf, for large airplanes and small. We put into place last year one level of safety for all air carrier aircraft with more than 10 seats -- 10 or more seats -- in the United States.

Q When you suggest that there's no connection, Secretary Pena, to the Twa crash, the timing of this announcement, though, today must be connected to the Twa crash, isn't it?

Secretary Pena: Wolf, that's why I made the point because that is an obvious question to ask. I simply want to emphasize again -- and the President has emphasized this time and time again -- we do not know the cause of this tragedy. It is premature to speculate. However, in light of the fact that we started to install heightened measures last year, this new incremental measure, we believe, is prudent and responsible in light of the overall generalized threat to our country. But, again, there is no connection to this tragedy.

Finally, if and when -- and we know that the Ntsb will make a determination here of where this is likely to head -- depending on that determination in the future, we will be prepared to make additional or other security measures if appropriate and if necessary.

Q If you can't tell us how much needs to be spent on these immediate new security measures, can you tell us if you have to seek additional funding from Congress for these steps?

Secretary Pena: No. As respects the immediate steps that were announced today, no additional funding is required from the Congress. These costs will essentially be borne by the airlines. To some extent the Faa will have some additional costs in terms of its inspectors. But it will not require any supplemental funding for the Faa's budget. So these are measures that primarily will be -- the costs will be borne by the airlines and the airports involved.

Q So does that mean additional ticket -- add-ons to the ticket prices and or ticket price wars?

Secretary Pena: Again, realize that we have been doing this now for some time. We started this back in August.

We increased it again in October, and now today. And I don't think ticket prices have been affected one way or another by those measures. So we should not see any significant change there. In fact, some airlines are involved in reduced pricing at the current moment.

Q It's still unclear what difference it's going to make to the average passenger. I mean, you said bring photo Id; you already are supposed to bring photo Id. You say have your bags checked; you already are. So it's arriving 15 minutes earlier at the airport or --

Secretary Pena: Let me be a little more specific on the things you will observe. First of all, you won't have curbside checking for international flights. So that will be an inconvenience and a further delay. Secondly, when you're physically standing in line going through the check provision, there will be additional inspection of bags and there will be additional inspection and interview of passengers. So you'll see more questions being asked, more analysis being done.

And then, things like off-base -- off-airport base hotels which now have checking facilities, that will no longer be permitted.

So those are some observable things that you'll be able to see. Beyond that, there are other things which will cause some additional delays. But again, we believe the American people understand the need for these. They have always been very supportive of these measures when we have put them in place. So we're trying to provide some advance notice to passengers to be prepared when you come to the airport. And in that fashion, working together, I think we can minimize the disruptions and the delays. But we think these are prudent things to do today.

Thank you very much.

The Press: Thank you.

End

3:15 P.M. Edt

**TALKING POINTS FOR SECRETARY PEÑA'S
MEETING WITH HACU INTERNS
July 26, 1996**

CONTACT: Miriam Vega, manager of the FAA HACU program. (267-8459)

This is an opportunity for you to meet and greet some of the students participating in this year's Hispanic Association of Colleges and Universities summer internship program. The students are also looking forward to having their picture taken with you.

Although the meeting will be relatively brief, the students would like to hear you make any of the following points during your visit:

- ▶ Personal experiences as Secretary and in politics.
- ▶ What you see as your greatest challenge as Secretary.
- ▶ The impact of education on your career.
- ▶ The importance of education for Hispanics and other minorities.
- ▶ Any advice you might have for the students on the challenges facing them in the future.
- ▶ Explain to the students the importance of public service and why DOT supports such programs as HACU.
- ▶ Since most of the students you will be visiting with are interning at the FAA, explain the importance and value of the work the FAA is doing.

Attached is a list of the 16 students participating in the HACU program at the FAA.

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION FEDERICO PEÑA
INTRODUCTION OF VICE PRESIDENT AL GORE
JULY 31, 1996
WASHINGTON, D.C.

Good afternoon everybody. Thank you for coming.

Today, the Vice President was quick at work in reviewing aviation safety and security in the context of the Commission President Clinton asked him to chair.

The Vice President wanted to begin by meeting with employees who help protect our aviation system everyday -- and he will tell you more about what we've learned ... and how the Commission will work ... and he has some news to announce.

The President formed the Commission, because safety and security of the flying public is a top concern. We will continue to be vigilant, and we will take

whatever steps are needed to protect the traveling public.

Last week, as all of you reported, the President issued a new directive for me to increase airport security. It was the third time in the last year I have done so. I know it will mean longer lines and delays, but we've found most Americans are appreciative of this increased attention to security.

Now, in introducing the Vice President, I want to make two points.

One is, he is experienced with aviation issues. For the past three-and-a-half years, we have worked -- together -- to improve our aviation system.

Maybe some of you remember, I was with the Vice President at National Airport, two years ago, to talk with air traffic controllers, as we worked to modernize

technology for the controllers. In April, we started new procurement and personnel procedures at the FAA, which allow us to buy technology faster and hire people quicker. None of this would have happened had it not been for the Vice President and his leadership in re-inventing government.

That is my second point. He has made his mark on re-inventing government. The President knew that the person who could take on the challenge of rallying our country to combat threats to our security ... the person who could bring industry, many departments within government, security people, and private citizens all together to address this challenge quickly ... is the person who for three-and-a-half years has led the charge to re-invent government across the board.

Having watched what the Vice President has already done in trying to make government work better, I know that our country will be the better for this Commission.

So, it is my honor to introduce, the Vice President of the United States ... Vice President Gore.

#

FP
Pequot River
Shipworks (by Ilene)
... 75 seconds

Sat *talked to*
On Friday, I called
Chairman Hayward
and Cong. Gejdenson
explain that I can't
to say how sorry I
am with you today.
am I can't be with
you.

I'm pleased that
Admiral Herberger
is there (he'll
talk about
shipbuilding) and I
know you'll have a
wonderful ceremony.

Let me congratulate
you for 2 reasons.

One, you're
investing in a *ferry system*
X ~~facility~~ that will
diversify our
transportation
system. That is
something President

Clinton and I want
very much.

Ferry service is
~~If you go to harbor
cities around the
world, you find
ferries.~~

becoming more prevalent
around the world. And we
I want ferries
need to
across America. *use ferries*
more in the U.S.
It's a safe and

clean way to
travel. And taking
people off
highways, relieves
congestion.

35 states now have
ferry service. And
as we move into the
next century,

~~millions~~ more
Americans will *discover* find
the benefits of
travel
ferry ~~boats~~.

(Pause
change tone)

In fact, I just
hope you can meet
all the demand!

Second, I want to
congratulate you,
and the Congressman
for bringing jobs
to Connecticut.

There are many
highly-skilled
workers here who
have been building
defense vessels.

They are eager to
use their skills to
build commercial
boats. Now they
can.

(Pause)

In June, the
President and I

were in New London,
at the Coast Guard
Academy.

I know the Coast
Guard will work
with you to make
sure the ferries
you build are safe.

You have a
community filled
with sea
traditions.

I want to end by
saying I hope the
success you've had
in bringing in
tourism, can be
duplicated many
times over in
bringing
shipbuilding to ^{again} ~~the~~
area.

Thank you. -30-