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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AFRICA MINI ROUNDTABLE
DECEMBER 1, 1997
MIAMI, FLORIDA

President Clinton, and I, and all in his administration are deeply committed to bringing Africa and America closer together.

I will be visiting Africa in early January. So today I want to tell you briefly about the trip; about what else the President has been doing on trade; and then open it up for your thoughts on how I may advance your interests in my meetings with African leaders next month.

Trip to Africa

-- visit 5 to 7 countries

-- hold 3 regional meetings (southern, eastern, western Africa)

-- looking to expand trade and investment opportunities (trade with Africa has doubled in the last five years. We export $6 billion in goods to Africa -- more than we export to all the former Soviet republics combined. There is room for growth: Africans buy just 7 percent of their imports from the United States.)

-- transportation is the tie that binds.

  -- **aviation**: There is no direct service by our airlines to Africa, but with time that will come. In the last year, Kenya, South Africa, and Uganda gave approval to U.S. airlines -- to team with international partners -- for service. Today, you can fly from Miami to South Africa. But we need to improve the safety of the aviation system in certain parts of Africa. The FAA is prepared to offer technical assistance in that regard.

  -- **highways:** we opened a technology transfer center in South Africa and will open one in Tanzania to share information on highway technology; and we hope to bring attention to the safety problems on roads throughout the continent, as traffic crashes are the second highest cause of death for young Africans.

  -- **transit:** we are working with private taxis to improve service in South Africa.

-- **maritime:** we have been talking with the government of Ghana about their need for power barges to produce electricity; and we are concerned with the issue of the HIV virus among seafarers and understand that a conference on that subject will be held in Abidjan next week.

The President on Trade

-- We had a miss with fast track. But as the President says, this is not the last chapter in this story. He believes you will see movement early next year.

-- Keep in mind, 70 percent of the senators are in favor of extending fast track. And the President believes there is a working majority in the House who will see a good proposal through.

-- This President has completed more than 200 trade agreements. Since he took office, almost 2 million new export-related jobs have been created, on average paying 15 percent more than non-trade related jobs.

-- We drew the blueprint for trade in this hemisphere here in Miami, in 1994, at the Summit of the Americas, when we announced we will have a free trade zone in 10 years; in October the President visited South America to advance this agenda.

-- In 10 years, our exports in this hemisphere are expected to be greater than to Europe and Japan combined. This means a great deal to this city, and this state.

-- Since he has been in office, exports from Florida to the world, are up more than 50 percent.

-- But I want to see Miami as not just the gateway to Latin America, but in the next century the gateway to Africa, too. I am a road builder, and as I look on the horizon, the mighty nations of Africa are fertile ground for new pathways.

-- President Clinton will be visiting Africa next year. He recently appointed the Reverend Jesse Jackson as his special envoy to Africa. Secretary Albright will visit Africa this month; Secretary Daley will in April. Clearly, the excitement level about Africa is running very high in this Administration.

-- And President Clinton's message is clear and unequivocal: America wants Africa as a full partner in the cause for freedom, democracy, economic liberalization and prosperity. The marginalization of Africa is over, and over forever.

Questions

-- Let me open it to questions, and I want to know what I can do to help you make the connections you need to do business in Africa.

# # # #

U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Monday, December 1, 1997

Contact: Bill Adams
Tel.: (202) 366-5580
Contact: Mary Knapp
Tel.: (202) 366-0789

CORRECTED MEDIA ADVISORY
NOTE TIME CHANGE

Secretary Slater, FTA Administrator Linton
Take WMATA to MCI Center Opening

U.S. Secretary of Transportation Rodney E. Slater, Federal Transit Administrator Gordon Linton and WMATA General Manager Richard White will ride the WMATA Yellow Line from the L'Enfant Plaza station, near where the Department of Transportation is headquartered, to the Gallery Place station for the MCI Center opening to demonstrate the center's proximity to WMATA's subway stations.

Upon their arrival at the Gallary Place station, Slater and Linton will have a photo opportunity and media availability.

WHO: U.S. Transportation Secretary Rodney E. Slater
Federal Transit Administrator Gordon Linton
WMATA General Manager Richard White

WHAT: Media availability at the Gallery Place Metro station

WHEN: **Tuesday, December 2, 1997, 11:45 a.m.** Previously scheduled for 3:45 p.m.

WHERE: Gallery Place Metro Station
7th and F Streets, NW

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News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH BUSINESS LEADERS ON PRESIDENT CLINTON'S RACE INITIATIVE
DECEMBER 1, 1997
MIAMI, FLORIDA

On behalf of President Clinton, I am delighted to host this meeting on his initiative on race. This is the first of four regional meetings with business leaders. My colleagues in the Cabinet will host the others. And I can tell you what we discuss will be reported directly to the President, as he develops policies and talks to the American people about race relations.

The President spent his first term focusing on providing economic opportunity -- adding to the bounty. It has worked. Business have created almost 14 million jobs -- a million here in Florida since he has been in office. He has helped move almost 4 million Americans from welfare to work. He has dealt with the crime problem, it is down five years in a row, and he did it by providing for prevention, as well as punishment.

In his second term, he wants to focus on race relations; on trying to deal with an issue, where, as Southerners he and I know, progress is slow; but if we can make some differences, we can change the whole texture of life in America for the better.

The race issue began a long time ago for the President. When I first came to know of him, I was in law school at the University of Arkansas, in the late '70s, and he and his wife were law professors. I would hear other African American students tell me they were the professors doing the thinking on this.

And when he became Attorney General and hired a staff for the first time, he took many students with him. And what impressed me was that it was not just one African American, or one female, it was a number of students, because he knew you cannot integrate with one. Let me say, as President, he has built an Administration that also looks like America.

Since June, when he announced his effort to improve race relations, many people have said to him: why are you doing this? There are no riots in the cities. There is not a riot in Miami. And his answer is that it is a sign of strength if a society examines its problems before they

- more -

become a festering sore. And just because there is no civil discord does not mean we do not have serious problems.

You know that many of our race problems are when people are at work. In Akron, where the President will hold a race relations town hall meeting on Wednesday, the Beacon Journal did a poll. They found that of all the places where citizens thought racism was still most prevalent, it was not in housing, or the schools, but at work.

Look at the fact that no where does a place look less like America than at the top of the corporate ladder. We see disparities in income between races, even when people have the same education and are holding the same jobs. We are still wary of those different from us. Too often we talk less to each other and more at each other, if we talk at all.

Yet, no where do we have a greater opportunity to address racial division more than at the office. For many of us, after work we head home to socialize with friends and neighbors often of our own color or background. But at work is where Americans of all races have an opportunity to mix, to work together, to see each other's talents.

We know in the future, the rest of the country will look more like Miami does today. In 40 years there will be no minority in our country. And what we need to ask is: what are we going to be like? That is a decision we have to make. That is what the President is asking you to think about.

So, today we are here to learn and listen. We will ask several of you to give brief presentations, and then I want to have an open and very frank dialogue as we help the President chart a course for one America.

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2.11

News:

U.S. Department of Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Tuesday, December 2, 1997

DOT 201-97
Contact: Bill Adams
Tel.: (202) 366-5571

STATEMENT BY TRANSPORTATION SECRETARY SLATER ON PRESIDENT CLINTON'S SIGNING OF THE AMTRAK REFORM AND ACCOUNTABILITY ACT OF 1997

The President just signed the Amtrak Reform and Accountability Act of 1997. This is an important piece legislation that provides Amtrak with the three things it needs most to succeed:

Freedom to operate like a business. This legislation gets Amtrak out from under outdated statutory mandates, like the Congressionally-mandated route structure. Now Amtrak will be able to make business decisions based on its customers' needs.

Financial resources necessary to rebuild the railroad. The $2.3 billion in capital funds freed up by this legislation will allow Amtrak to replace its aging car fleet, tracks, and equipment, with real benefits for service.

Partnerships with employees. The legislation gives Amtrak the ability to negotiate with its workers over all benefits and work conditions in a way that will help the railroad and its employees to forge a partnership for shared success and reward.

This legislation is based on a proposal twice submitted to Congress by the Administration over the past three years. Notwithstanding the delay in passage, Amtrak has made some important strides on its own to reinvent itself as a vital, self-sufficient operation.

Today Amtrak recovers more of its operating expenses from farebox revenues than any passenger or commuter rail operation in the U.S., and outperforms major rail systems in Europe and Japan as well. Its repair costs are way down. And Amtrak now travels nearly 25 percent more miles per dollar of Federal assistance.

This year, Amtrak will carry over 20 million travelers annually, including critical service to rural communities and in heavily-populated urban corridors. It does this in a tremendously environmentally-friendly way. As our airports and skies become busier and as highways continue to fill up, and as we work to meet our goals for clean air, we need Amtrak more than ever.

DOT 201-97
Tuesday, December 2, 1997

Today's bill signing represents the President's recognition of the important role Amtrak plays, both from the standpoint of our national transportation system, and other important goals.

We will continue to work with the Congress to provide appropriate levels of funding, consistent with the balanced budget agreement and the shared commitment to make Amtrak operations self-sufficient by early in the next century.

With this legislation Congress has shown that it shares the Administration's confidence that Amtrak can be a vital, efficient component of our 21st century transportation system. We look forward to continuing this partnership with the Congress in the years to come.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SWEARING IN CEREMONY OF KENNETH R. WYKLE
AS ADMINISTRATOR OF FEDERAL HIGHWAY ADMINISTRATION
DECEMBER 2, 1997
WASHINGTON, D.C.

Mrs. Wykle ... Tony ... Gloria ... and to all my friends in the FHWA family -- it is good to be back.

Let me say, to Ken, it is an honor for the 13th FHWA Administrator to come back home, for the most pleasant of duties, swearing in our 14th.

Ken, as you know, the very first Administrator was John Volpe. And he was sworn in at the White House, with President Eisenhower holding the bible. President Eisenhower told him that he wanted him to get the Interstate system off to a (quote) "flying start."

Ken, I have but one request -- can you get ISTEA off to a "flying start" ... or if not flying at least a start?

When I stood where you stand, on June 16th, 1993, I knew that President Clinton had called upon us to rebuild America. For almost four years, as the head of FHWA, I watched as we invested more in our infrastructure than at any time in history.

I saw the innovative thinking going on here -- that rebuilding America did not solely mean building more highways.

It meant operating more efficiently. It sometimes meant getting people out of cars and onto subways. Instead of always widening highways, it meant synchronizing the lights. It meant managing the system better.

So, when it came time to pick my successor, I knew what we needed was not a person who could build a great system, but one who knew how to better manage the great system already built.

What I see in Ken is that person. A see someone who spent much of his life in transportation logistics. As the deputy commander in chief of the U.S. Transportation Command ... as President of the U.S. Transportation Center -- he clearly knows what it means to move people and goods -- quickly and efficiently.

As President Eisenhower's military experience helped us build the Interstate, I say that it will be Ken's skills developed in the military that will help us build a transportation system for the 21st century.

I want you to know, on a personal note, how much I look forward to working with you; and how much I look

forward to seeing you do wonderful things at the place that will always be my home, the FHWA family.

Let me now administer the oath of office. Please raise your right hand and repeat after me.

I, (state your name), do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation, or purpose of evasion; and that I will well and faithfully discharge the duties of the office, on which I am about to enter. So help me God."

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THIRD ANNUAL CONFERENCE ON TRANSPORTATION,
TRAFFIC SAFETY AND HEALTH DINNER
DECEMBER 2, 1997
WASHINGTON, D.C.

First, thank you all for coming. And let me say how very grateful I am to the lady who made tonight's dinner so very special -- Gun *(Goon)* Gorne *(Gor nay).* She labored behind the scenes for many days and is truly one of Sweden's finest.

I am honored to stand in this elegant state dining room, to toast all who are gathered tonight. This is where America entertains its special foreign guests.

It is the largest of our Diplomatic Reception Rooms. And it is named after America's first statesman -- Benjamin Franklin.

Benjamin Franklin lived when there were only ships and wagons. And he spent much of his life pursuing <u>independence</u> for the United States.

So he would be surprised by our modes of transportation -- planes, trains, and automobiles; but he would be even more surprised -- and proud -- to know that today the world pursues <u>interdependence</u>.

For without cooperation among nations, we could never prosper and grow. And we could never develop the technologies and the methods we discussed today that will make the global transportation system safer.

Many of you have come great distances to be here. And I look forward to doing the same -- visiting Africa next month, and other places around the globe.

So, I raise my glass to your historic journey, and the success of our efforts to make the world a safer place for people to travel.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THIRD ANNUAL CONFERENCE ON TRANSPORTATION,
TRAFFIC AND SAFETY AND HEALTH DINNER
INTRODUCTION OF LANCE GENTILE
DECEMBER 2, 1997
WASHINGTON, D.C.

May I have your attention please.

Thank you.

Let me say a word about our dinner speaker.

By day, he is Dr. Lance Gentile *(Gen teel).* He is trained as an emergency physician, and practices his trade at the University of California's Los Angeles/Santa Monica Medical Center Emergency Department.

But he is better known for his night job, as head writer and producer for NBC's hit TV drama *ER.*

Here to tell us what it is really like behind the scenes, in the emergency room, and how Hollywood can help in the cause for safety, is Dr. Gentile *(Gen teel)*.

Let's give him a warm round of applause.

# # # #

U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE THIRD ANNUAL CONFERENCE ON TRANSPORTATION
TRAFFIC SAFETY AND HEALTH
DECEMBER 2, 1997
WASHINGTON, D.C.

I know many of you have traveled great distances to be here. To me, that shows not only your dedication to the cause, but demonstrates how very important transportation safety is becoming throughout the world.

So I am very thankful to the main organizers of this third annual conference -- all of whom are from Sweden: Dr. Hans von Holst of the Royal Institute of Technology; Dr. Ake Nygren of the Karolinska Institute; Dr. Ake Anderson of the Institute for Futures Studies; and finally, Dr. Arne Wittlov and Lars Anell of AB Volvo.

And let me give a special welcome to our friends from Africa. I will be visiting a number of African nations in January. And while my main mission is to promote trade and investment with the United States, we will be talking about safety, too.

Airline safety, for example, is a big concern, as Africa grows and prospers and the demand for air travel expands. We discussed it during recent meetings of the International Civil Aviation Organization in Montreal several weeks ago. And we will do so again during my trip.

Also, we plan to talk about how my department can help the many nations of Africa improve highway safety. Africa relies heavily on road transportation. But highway fatalities are very high. And the economic costs are very steep, especially for Africa's fragile, emerging market economies.

So I am very much looking forward to my trip.

- more -

Traffic safety, no matter the mode -- car, airplane, bicycle, train, bus -- is a serious global problem. And it is a problem that is killing and injuring too many people, while imposing a heavy economic cost on society.

Clearly, this is not just an American problem or a European problem, or an African problem or an Asian problem. And it is not just a problem for industrial nations, nor for emerging countries.

Make no mistake, every nation is affected.

And if we don't act with vigor and with fortitude, traffic accidents will be a leading killer, worldwide, in the 21st century, even surpassing the scourge of infectious disease.

A recent study by the World Health Organization predicts that by 2020 -- just two decades from now -- highway traffic accidents will be the world's third biggest cause of death and health problems, after heart disease and mental depression. For men under the age of 44, traffic accidents already are the greatest health risk.

That is a dire and troubling prediction. Traffic crashes are preventible. There are many things we can do to reduce the carnage, the pain and the suffering.

That is our challenge at this year's conference: To attack this problem like we do any other world health problem, such as AIDS or Tuberculosis.

There are some 30 nations represented at this conference. Our safety needs, like our transportation systems, differ to varying degrees. But we have one thing in common: we are all human and we all suffer when a life is lost, no matter where it happens.

Here in the United States, President Clinton's top transportation priority is safety. It is my North Star at the Department of Transportation.

In 1967, 50,000 people died on our highways. Today, 42,000 do. So after 30 years, 10,000 fewer die in spite of the enormous increase in traffic.

And if there had not been a vigilant Department of Transportation, if lawmakers had not enacted laws so Americans buckle up, if automakers had not worked to make cars safer, today we would be seeing 120,000 deaths a year.

But in 10 years, Americans will be driving even more. And while this is a sign of prosperity, it also means a greater risk of traffic accidents. The number of

deaths will rise by 50 percent by the year 2020, if we fail to improve our current safety performance.

Clearly, this is unacceptable. This is a public health problem that we must and will keep pounding at every day and in every way.

We have a very active national safety program. We work very closely with state and local transportation officials, police officers, safety groups, private businesses, and many others. Ours is a community-based, team effort because we believe a bottom-up approach is most effective.

We also believe in national leadership. So early next year I plan to announce new Department of Transportation goals for reducing the number of highway-related fatalities. And we are working on a federal strategic safety plan for all surface transportation.

By working to reduce crashes involving trains and motor vehicles, for example, we are taking a bigger picture approach. We are coordinating the effort among the different modes of transportation. And this is good because in today's world I believe all transportation issues must be approached this way.

I am proud that President Clinton has taken an active role in promoting highway safety. He wants to spend 25 percent more on safety over the next six years.

Early this year, the President called for a plan to increase seat belt use nationwide. We looked around the world -- at Canada, at Australia, and at Western European nations -- and saw that 90 percent of their citizens wear belts.

Sadly, one in three Americans do not buckle up.

So in April we announced a bold strategy to increase seat belt use to 90 percent by 2005. Our strategy focuses on increased public education and more active enforcement of seat belt laws.

Seat belts, as most of you know, are the number one way to save lives, so we are asking everyone to buckle up for life.

Let me also note that President Clinton is backing a national campaign for tougher drunk-driving laws. This would require all states to reduce the legal blood alcohol limit to .08 percent from .10 percent. Some of our states already use the

tougher limits. And they are significantly reducing the number of alcohol-related accidents.

This new law would save many lives, and President Clinton is ready to sign this legislation.

Let me end on this.

I believe transportation is about more than concrete, asphalt and steel. It is truly about people and providing them the opportunity to be successful, responsible individuals.

But what good is that opportunity if it is unsafe and costs lives? This is the challenge: providing opportunity for all and to all, a safe journey.

Working together, as global partners we can rise to this calling, because I believe our best days are yet to come.

Thank you very much

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MCI CENTER TRANSIT EVENT
DECEMBER 2, 1997
WASHINGTON, D.C.

I just wanted to stop by to make sure all is well for tonight; and Dick White assures me it is. Let me say to Dick, I am meeting the President in a few hours, and I will pass on the word. The First Fan will be visiting tonight; and if he did not live seven blocks away, he would be riding Metro with everyone else to the game.

As all of you know, getting called for traveling in basketball is bad. But in my business traveling is good. And the travel to this arena is the best it gets.

10,000 people will get off the subway in what is now the MCI Center's basement, take a few steps, enjoy the game, then leave here, with no bumper-to-bumper gridlock to contend with.

The MCI Center was built in downtown Washington for a reason: the Metro.

And let me say, we have re-built this Gallery Place Station, expanding the entrance way, with more escalators, more elevators, more fare gates, and new stairs to handle the rush.

And within five minutes are four other Metro stations. So, there are five stations fans can use.

Let me make one last point. We have about a $10 billion investment in Metro; and in the last two decades we watched the suburbs develop around it. And that has been good.

But what I like seeing are developments downtown. The Metro has attracted this arena, and with it will come jobs, will come fans who will spend money in local restaurants, and will come a new and vibrant downtown. When I say transportation is about more than concrete, asphalt, and steel, it is about people and providing them opportunity, this is what I mean.

Thank you.

2.10

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MODEL WORK ENVIRONMENT CONFERENCE
DECEMBER 3, 1997
CRYSTAL CITY, VIRGINIA

Jane and I go back many years, so we know each other very well. And I discovered early that she is very direct.

So when she started the job as FAA Administrator, I asked her what she wanted to achieve. And she said she wanted to enhance safety and security, to improve the efficiency of the air traffic system, and to make the FAA an even greater institution.

And typical of Jane, she then added: Mr. Secretary, if I achieve all that, I expect to be named Pope.

Well, Jane, I am happy to announce that your nomination has been sent to the Vatican. But I told them they can't have you until your term is up.

Jane is a great manager with boundless energy and vision.

And that is good because these are the qualities we need in government, to handle the challenges of the 21st century.

Now I know you have spent the last day on managing diversity in the workplace. So instead of a long speech, I want to make a few remarks and then -- like President Clinton is doing today on race relations in Akron -- I want to hold a mini-town hall meeting on diversity.

I want to hear from you. I want to learn and listen.

Let me begin by asking the first question.

How many of you plan to be working at the FAA a year from now?

- more -

A lot of you, just as I thought. Okay, how many of you plan to be working here in two or three years?

My point is, you are the future. And you should have a tremendous interest in the future shape, and tone, and mission of the FAA.

You have many challenges ahead. Aviation is one of the most dynamic industries in the world, offering many opportunities. It is a high-tech industry. It is a rapidly expanding industry. It is America's strongest export sector. And aviation will be the mass transit system of the 21st century, with a billion people flying every year.

But to succeed in the future, we must prepare today.

With the support of Congress, we are streamlining the FAA and reworking the personnel system. And on my plate next year, is settling your financing needs, so you have the resources you will need in the years to come.

And today, we are tackling another challenge: diversity in the work place.

Clearly, eliminating discrimination -- whatever the brand -- is a top priority for the entire Department of Transportation. All the modes are working on this thorny problem.

I want the best and most productive department in government. When people feel good about their jobs, and enjoy coming to work and believe they are being treated fairly, they are more productive.

And this means the office must be a discrimination-free zone.

I believe very strongly that the FAA's Model Work Environment is an excellent plan for managing diversity in the workplace. And I support it 100 percent.

It is forward-looking, and it is comprehensive. It deals with race and gender, and it addresses differences in communications styles and styles of thinking, and differences in educational backgrounds and personalities.

And I want to be honest with you, we need this plan.

Unfortunately, in the last five years, EEO complaints, department-wide, have doubled to over 650 a year. And 80 percent of these cases involve the FAA.

And in October, we heard very disturbing congressional testimony about sexual harassment by former and current FAA employees.

This is not acceptable behavior. We can and must do better.

But I say to you, do not look at this only as a problem, but as an opportunity to do better.

We must create a positive workplace environment in which diversity is a strength -- not a weakness -- and hope and harmony fill peoples' hearts.

And you are not alone in coping with diversity. It is a major challenge for the private sector, too.

On Monday, I was in Miami, hosting the first of several White House regional forums on race relations in the corporate world. Over 50 corporate leaders came from such companies as American Airlines, Burger King, CSX railroad, Bell South and UPS.

And their experiences are directly related to our efforts here today.

Here is what they told me.

First, diversity works. It makes good business sense, and it adds to the bottom line. All agreed that the workforce should look like their customer base. And that means diversity.

Second, making diversity work must start with a commitment from the top. And you are getting that today from me, from Administrator Garvey, from all our senior managers.

And third, creating a diverse workforce is a step-by-step process that does not happen overnight.

These steps include: aggressive recruitment; mentoring programs for new employees to help them fully develop their skills; diversity management training on an ongoing basis; and holding managers accountable for achieving results.

None of this is going to be easy. I know that. But we must forge ahead.

In forty years America will be a nation of minorities. There will not be a dominate race. We will look as Hawaii does today, with its wonderful mix of cultures and peoples.

So what we need to ask is what are we going to be like? That is a decision we have to make. That is what the President is asking all of us to think about.

And that is what Administrator Garvey and I are asking of you.

Thank you very much.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Wednesday, December 3, 1997

Contacts:
DOT: Carrie Hyun, 202-366-5565
OPIC: Allison May Rosen, 202-336-8680

Media Advisory

TRANSPORTATION SECRETARY SLATER TO PARTICIPATE IN LAUNCH OF $150 MILLION AFRICA FUND

Continuing President Clinton's Africa Initiative to help create new economic partnerships between the United States and the nations of Africa, U.S. Secretary of Transportation Rodney E. Slater at 1:30 p.m. Dec. 4, 1997, will join U.S. Reps. Charles Rangel, Philip Crane and William Jefferson, and George Muñoz, president of the Overseas Private Investment Corporation (OPIC), to launch a new $150 million Modern Africa Growth and Investment Company Fund. Secretary Slater, who will lead an economic development and transportation mission to Africa in January, recently announced aviation safety and related initiatives and participated in the African-African American Summit in Harare, Zimbabwe.

WHO: U.S. Secretary of Transportation Rodney E. Slater
U.S. Rep. Charles Rangel (N.Y.)
U.S. Rep. Philip Crane (Ill.)
U.S. Rep. William Jefferson (La.)
George Muñoz, president and CEO, OPIC

WHAT: Launching of the new $150 million Modern Africa Growth and Investment Fund.

WHEN: 1: 30 p.m., Thursday, Dec. 4, 1997

WHERE: OPIC Board Room
1100 New York Ave., N.W.
Washington, D.C.

* News media representatives unable to attend this event may call (212) 346-0292 before 1:45 p.m. Dec. 4 to listen in by phone.

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OVERSEAS PRIVATE INVESTMENT CORPORATION CEREMONY
DECEMBER 4, 1997
WASHINGTON, D.C.

Let me say, we would not be here were it not for Representative Rangel. Hello to my friend in New York -- good luck on your mission to Africa -- and you'll be glad to know that as I speak, George Munoz is writing checks for you to take along.

And we would not be here were it not for Representatives Crane and Jefferson, who care deeply about the future of Africa. President Clinton said last June, when he announced the Administration's Africa partnership, there was much bipartisan agreement. We see that today.

The President also was encouraged by the desire of the business community to invest in Africa. In June, he announced the creation of the $150 million OPIC equity fund, and today we celebrate its launch.

We need to invest in Africa's infrastructure -- investments to develop and expand ports, to build toll roads and railways, to expand airports and develop neighborhoods around them, and help modernize the aviation system.

It is important for it will bring opportunities to export American transportation goods and services. But also it is important because the road to economic opportunities for Africans is literally a road, a bridge, a train, or a plane that moves goods and moves people.

Transportation is the tie that binds. We learned that lesson when we built our great transportation system that made our companies competitive, that tied our cities together, that created jobs, that made Americans the most mobile in the world.

- more -

And now we must build strong, more effective bridges within African nations, between African nations, and build a bridge that is a trade route between the United States and Africa.

I had the honor to visit Africa in July, and I stated clearly that the marginalization of Africa was over, and over forever.

Since then, I have met with many American business leaders in roundtable discussions. What strikes me -- always -- is their deep, deep interest in Africa. Today, I am releasing a report outlining what we learned during the roundtable held here in Washington.

The information I received has helped me plan a trade and development mission to the continent in January.

I will visit half a dozen countries, hold three regional meetings on transportation -- in southern, eastern, and western Africa.

We will discuss providing direct air service between the United States and Africa; and improving the safety of the aviation system in certain parts of Africa.

We will we share information on highway technology; we hope to bring attention to the safety problems on roads throughout the continent, as traffic crashes are the second highest cause of death for young Africans; and we are working to improve transit and marine capabilities.

The President's goal is to expand trade, to support African economic integration, to foster developments in Africa. It is a goal that our friends in Congress share, the business community shares, and clearly OPIC shares. So, I look forward to seeing the good that will come out of the OPIC African fund.

Thank you.

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COLEMAN YOUNG'S FUNERAL
DECEMBER 5, 1997
DETROIT, MICHIGAN

I was 18 years old. I had attended mostly segregated schools in my native Arkansas, when I came north, to Ypsilanti, on a sports and academic scholarship to Eastern Michigan.

The year was 1973 ... and Coleman Young had just been elected Mayor of Detroit -- a position he would occupy for 20 years.

It is humbling to pay respects to a man who stirred the soul of a teenager named Rodney Slater, giving me the feeling that one of these days, maybe the door would open for me, too.

In Matthew it is written: "Ask, and it shall be given you; seek and ye shall find; knock, and it shall be opened unto you."

As a civil rights crusader, Coleman Young asked for the door of opportunity to be opened; he sought every day to find a way to empower those who had been excluded; and when he finally knocked the barriers down, what made Coleman Young special was that he was prepared to lead.

He was able to go from an outsider to an insider. He was as effective inside the system as he was when he was outside trying to get inside, for he had a proactive grass roots leadership style that was a positive instrument for change.

And let me say, he was part of the swelling tide of other big city African American mayors: Lou Stokes, Tom Bradley, Walter Washington, Harold Washington, Maynard Jackson -- the tide that were the role models for my generation.

It was in his 20th year in office, that I had the honor to personally meet Mayor Young.

It was 1992. I was a senior advisor to Bill Clinton's presidential campaign, and on behalf of the President I sought the Mayor out -- as I am sure all the campaigns did. I asked his advice on what he thought the President needed to represent as relates to this great city.

The President asked me if I would read the following letter:

To the Family and Friends of Coleman Young:

Hillary and I were deeply saddened to learn of the death of Coleman Young, and our hearts go out to you.

Coleman devoted a lifetime to fighting injustice and discrimination. As a labor leader and state senator, he fought for equality for African Americans, helping to empower those who historically had been excluded from political, economic, and educational opportunity. As the first African American mayor of Detroit, he was a dedicated and determined leader who guided his beloved city through 20 years of challenge and change. Through its most difficult times, Coleman fought for Detroit and its people with a fierce determination and a rare resilience. He worked to bring all of Detroit's citizens together as one community, and his commitment and strength made him a hero to a generation of African Americans. His death is not only a great loss for Detroit, but of our nation as well.

We hope that you will find comfort at this difficult time in the knowledge that Coleman's legacy lives on in the streets and neighborhoods of the city he loved and in the hearts of the people he served so well. We are keeping all of you in our thoughts and prayers. -- Bill Clinton

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News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL COUNCIL OF NEGRO WOMEN
DECEMBER 9, 1997
WASHINGTON, D.C.

It is an honor to be here, and to help Dr. Height step not down, but up to new heights in this wonderful organization. As she has advanced opportunities for women for 60 years, I say we have many more years of her distinguished service. I look forward to all of them.

One measure of her success is that the seeds she planted have blossomed into a new generation of leaders to carry forward her goals. And I look forward to working with Dr. Jane Smith, the new President and CEO.

Let me say one more thing of Dr. Height. This summer, at the President's request, Rev. Jesse Jackson and I were in Harare, Zimbabwe, leading a delegation of business and civil rights leaders. Dr. Height served as an experienced member of that Presidential delegation.

She dreams of not only a better quality of life for African Americans, but for all Africans as well. In the last 20 years, she has developed programs and exchanges with women in 17 African nations.

When I was in Africa, I said the marginalization of Africa was over, and over forever. With Dr. Height's help, we are seeing that. Last week, the Overseas Private Investment Corporation launched a $150 million equity fund that will help American businesses invest in Africa. I can tell you, we need to invest in Africa's transportation systems.

So, I am planning to return there early next year. With time, we will see more direct air service between the United States and Africa; a safer aviation system; improved highways; and safer roads.

Today, Dr. Height asked that I speak on the President's race relations initiative. Let me say, it is humbling to do so, in front of the woman who worked side by side with Dr. King.

- more -

One point Dr. King was coming to grips with after he gave his I Have A Dream speech in 1963 -- and then seeing the Civil Rights Act and the Voting Rights Act -- was this: it was going to take more than that. It was going to take more than a change of law, as important as that was. It would take a change of heart and spirit.

I say to you -- President Clinton is a president that truly understands that. He asked the American people to hold an honest dialogue on race relations, a mighty order, considering many young Americans never lived the pain.

They did not march on Bloody Sunday with sore and tired feet. They do not know what it means to go to a segregated school. They are on the receiving end, they have seen the rewards of Dr. Height's lifelong struggle for equality.

Many people have said to the President: why are you doing this? There are no riots in the cities. His answer is that it is a sign of strength if a society examines its problems before they become a festering sore. And just because there is no civil discord does not mean we do not have serious problems.

Look at the fact that nowhere does a place look less like America than at the top of the corporate ladder. We see disparities in income between races, even when people have the same education and are holding the same jobs. We are still wary of those different from us. Too often we talk less to each other and more at each other, if we talk at all.

So the President's race relations initiative is not the same as the civil rights struggle. It is about asking the question: how can we develop meaningful relationships based on a healthy appreciation for our differences?

In Hawaii, today, there is no majority race. Everyone is a minority. It will be that way in California in two years. And in about 40 years there will be no majority race in all America. That is what we are going to look like, but what are we going to be like?

Let me share with you, if I may, my experiences with this dialogue.

Last month, at a White House Conference on Hate Crimes, Attorney General Reno said hate speech was a major problem on the Internet. Then, I moderated a diverse panel, and it collectively suggested a national campaign to set up web-sites to carry a message of hope and harmony for all races. A few weeks later, Bell Atlantic and the Leadership Conference on Civil Rights did just that.

Last week, I was at three forums, where I had the opportunity to continue this dialogue.

One was with my employees at the Federal Aviation Administration, talking about how to manage diversity in the workplace, how to make the office a discrimination free zone. We need discussions like that because in the last five years, Equal Employment Opportunities complaints at the Department of Transportation have doubled.

Another discussion was in Miami with 50 business leaders from such companies as American Airlines, Burger King, CSX Railroad, Bell South, and UPS. What they said was that diversity works. It makes good business sense, and it adds to the bottom line. All agreed that the workforce should look like their customer base.

Then they said making diversity work must start with a commitment from the top, and that creating a diverse workforce is a step-by-step process that does not happen overnight. No one knows that better than Dr. Height.

And the third dialogue I had was in Dallas. I said to the group: tell me about your positive experiences. One young African American had been in an exchange program, living with a white family for a few months. Another had gone to Israel in an exchange program, and he had to go on a night patrol, as all the Israelis where he was staying did. He came back better understanding ethnic and religious tensions and appreciating how America is at peace.

The youngest in the room, talked about how he was a product of affirmative action, enabling him to attend mostly white schools. Now he is a lawyer. And he said his firm values diversity, because its corporate clients are asking: how many women and how many people of color make up your firm?

The point I want to make is that dialogue on race begins around every table -- from the dining room table, to the corporate board table, from the PTA meeting, to the church gathering. We need to help our neighbors, colleagues, and young people feel comfortable and safe talking about race relations.

The President has asked us what it is we want to be like as a nation in the next century?

We want to provide economic opportunity, and add to the bounty. But we also want to change what is in a person's heart. So, I encourage you to reach out to your members. I encourage you to talk to people of all races. To hold discussions, every day in every way.

Let me close, by telling a story. I was 18 years old, having attended mostly segregated schools in my native Arkansas, when I came north, on a sports and academic scholarship to Eastern Michigan. The year was 1973, the year Coleman Young was to be elected Mayor of Detroit -- a position he would occupy for 20 years.

I never met Mayor Young personally until 1992. I was a senior advisor to Bill Clinton's presidential campaign. And then Governor-Clinton had gone to Detroit to campaign. He made two major speeches -- one in Macomb County, the suburbs, and one in Central Detroit. What was striking was this: the President's message was almost exactly the same -- for two very different audiences. The message was that if we are going to get America back on track -- then whether our heritage is African, or Polish, Jewish, or Arab -- we need to realize we're all in this together -- as Americans. Detroit needs to reach out, and the suburbs need to reach in.

Last week, the President asked me to represent him at Mayor Young's funeral. There I stood, paying respects to a man who 25 years earlier, stirred the soul of a teenager named Rodney Slater. And with me, in the Motor City, were those from Detroit and Macomb County, those from the suburbs and the center city, all there, because this civil rights leader had changed a city.

I say to you, we can change a country. The best days of our nation are yet ahead of us.

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News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE NATIONAL CIVIL AVIATION REVIEW
COMMISSION PRESS CONFERENCE
DECEMBER 11, 1997
WASHINGTON, D.C.

I just got back from a trip to Miami with President Clinton. And let me say, I had the President's ear during our Air Force One flight. We talked at length about rebuilding America for the 21st century.

And aviation was at the top of the list. We are the world leader in aviation. We have the best airplanes, the best airlines, and the best airports. But to stay global leaders, we must do everything we can to grow our system for the future and to keep it safe.

The last thing we want is for American aviation to fall victim to gridlock.

I recently asked the top thinkers in my department to take out their crystal balls and tell me what the world will look like in 2020. And one thing stood out: the demand for aviation services is headed ever higher. In a dozen years, one billion people will be flying each year; that compared to 600 million who flew last year. And more and more cargo will move by air across America and around the globe.

So I am delighted to receive this work by the National Civil Aviation Review Commission. They took a hard look at the financial issues facing the Federal Aviation Administration and provided a thoughtful and thorough report.

I support many of its findings, as does FAA Administrator Garvey. Like the commission, I believe that changes in FAA's financial and management structure are needed. And they must be based on four principles.

One: civil air services and programs should be funded by user fees that are based on reliable and accurate cost estimates.

- more -

Two: any revenues raised should be earmarked for aviation purposes.

Three: the FAA should be more performance-based, and operating costs controlled more effectively.

And four: infrastructure investment needs must be met and their cost shared by all industry players.

These principles will guide us as we draft new legislation, which I hope to submit to Congress early next year.

Let me also say that the report's safety recommendations will be helpful. I know the commission worked closely with Administrator Garvey in crafting guideposts for a comprehensive safety strategy. We are committed to working with industry to improve air safety.

Let me end by thanking Chairman Mineta for his leadership and hard work in preparing this report. And thank you to all who served on this important commission. You have done an outstanding job.

I look forward to working with you, with industry, and with Congress in building a consensus on these critical issues so we can get on with the business of building an aviation system for the 21st century.

Thank you very much.

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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
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Thursday, December 11, 1997

Contact: Carrie Hyun
Telephone: 202-366-5565

Media Advisory

TRANSPORTATION SECRETARY SLATER AND D.C. OFFICIALS HIGHLIGHT FEDERAL-CITY PARTNERSHIP RESULTS IN PETWORTH NEIGHBORHOOD

Continuing President Clinton's commitment to Washington, D.C., U.S. Secretary of Transportation Rodney E. Slater will participate in three events highlighting the partnership between the federal government and the nation's capital on Monday, Dec. 15, 1997. Events will illustrate grants for 262 new Metro transit buses, intermodal improvements on Georgia and New Hampshire Avenues, and a neighborhood enhancement project at Grant Circle Park.

WHO: U.S. Secretary of Transportation Rodney E. Slater
U.S. Park Service Director Robert Stanton
Congresswoman Eleanor Holmes Norton (invited)
Mayor Marion Barry (Invited)
Members of the D.C. Control Board (invited)
Members of the City Council (invited)
Richard H. White, General Manager, Washington Metropolitan Area Transit Authority (WMATA)

WHAT: **10:15 a.m., Dec. 15. Department of Transportation.** Participating officials and attending journalists will board a new city bus on the E Street side of the Transportation Building (400 Seventh St., S.W.) to begin a tour of transportation improvements resulting from the Federal government-District of Columbia partnership.

11 a.m., Dec. 15, Georgia Ave. Petworth Station. Officials will review progress of the Metro construction and make brief remarks.

11:40 a.m., Dec. 15, Grant Circle and Petworth United Methodist Church. The bus will stop at Grant Circle, review a neighborhood parks project and plant a tree. The tour will conclude at the church where officials will meet with area residents.

(Media representatives who wish to ride a new Metrobus to these events should call Carrie Hyun at 202-366-5565 before 5 p.m. Friday, Dec. 12.)

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Friday, December 11, 1998

Contact: Tovah Ravitz
Telephone: (202) 366-4570
Kara Gerhardt - on site
Pager: 1-800-800-7759

Media Advisory

SECRETARY SLATER TO HOLD BILATERAL MEETINGS

New Orleans, LA -- U.S. Transportation Secretary Rodney E. Slater will hold bilateral meetings with his counterparts of the following Western Hemisphere countries during the Western Hemisphere Transportation Ministerial taking place in New Orleans, LA, from December 14 - 16, 1998.

Although the bilateral meetings themselves are closed, the Secretary will hold a media availability immediately following the bilateral meetings. All bilaterals will be held at the Hotel Inter-Continental. All schedules are tentative and subject to change.

SECRETARY SLATER'S BILATERAL MEETING SCHEDULE

Monday, December 14, 1998

1:00 p.m.	Bilateral meeting with Central American Group El Salvador, Guatemala, Honduras, Nicaragua Hotel Inter-Continental 444 St. Charles Ave.
4:00 p.m.	Bilateral meeting with Mauricio Cadenas, Minister of Transportation, Columbia
4:45 p.m.	Bilateral meeting with Jorge Pacheco Franco, Minister of Economic Development, Bolivia
5:30 pm	Bilateral meeting with Dr. Armando Canosa, Secretary of Transportation, Argentina
6:00 pm	Bilateral meeting with Paulo Rubens Fontenele Albuquerque, Vice-Minister of Transport, Brazil

Wednesday, December 16, 1998

8:30 a.m.	Bilateral meeting with Minister David Collennette, Canada
5:15 p.m.	Bilateral meeting with Secretary Carlos Ruiz Sacristan, Mexico

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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
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Monday, December 14, 1998

Contact: Pamela Barry
Telephone: 202-493-6024

Media Advisory

Transportation Secretary Slater and Bolivian Minister Pacheco To Announce Transcontinental Transportation Partnership

U.S. Transportation Secretary Rodney E. Slater, Bolivian Minister of Economic Development Dr. Jorge Pacheco and Federal Railroad Administrator Jolene Molitoris in New Orleans on Dec. 15 will announce a transcontinental transportation partnership between the United States and Bolivia.

WHO: U.S. Secretary of Transportation Rodney E. Slater
Bolivia Minister of Economic Development Dr. Jorge Pacheco
Federal Railroad Administrator Jolene Molitoris

WHAT: U.S.-Bolivia transcontinental transportation partnership

WHEN: 12:45 p.m., Dec. 15, 1998

WHERE: New Orleans World Trade Center
Boardroom, 29th Floor
2 Canal Street
New Orleans

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U. S. COAST GUARD EVENT WITH PRESIDENT CLINTON
DECEMBER 12, 1997
MIAMI, FLORIDA

Thank you very much.

Well, Mr. President, I am going to follow some advise your daughter Chelsea gave you recently. When giving a speech, she said: "Dad, I want you to be wise ... briefly."

This is a proud day for me, and even prouder for Team Coast Guard. We gave them a job to do down in the Caribbean. They took it on with the commitment and zeal that distinguishes our Coasties.

And today I am happy to say that Admiral Kramek, the Coast Guard he commands, and the inter-agency anti-drug forces have delivered, big time.

Operation Frontier Shield has shown that interdiction on the high seas works. We can stop the flow of illegal drugs before they ever reach our shores.

This past summer, I was in San Juan with Admiral Kramek for a first hand look at our operations. And let me tell you they are impressive.

With ships like these so gathered here ***(NOTE: gesture to the ships behind you)*** ... the Vigorous, the Valiant, and the Dependable ... we are taking the war against drug smugglers to their turf in the Caribbean.

And the results are good. Drug related crime in Puerto Rico is down 37 percent. The street price of cocaine is up 36 percent and its purity is down, as supplies shrink. And we are seeing these patterns repeated in cities across the nation.

Let me end with a message to any drug traffickers who might be listening: We will hunt you down. We will shut you down. We will put you behind bars.

With the vigilance of our Coast Guard and all who help them every day in every way, this is a promise that will be kept.

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And now, it is my pleasure to introduce Lt. Megan Britton. She is a Coast Guard team member who has played a key role in our law enforcement efforts. She is a graduate of the Coast Guard Academy, a former boarding officer on the Vigorous, and is now stationed in Miami with the seventh Coast Guard District.

And after all that, her family hails from Fort Smith, Arkansas.

Lt. Britton?

(NOTE: Her job is to introduce the President.)

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2.2

News:

U.S. Department of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

MEDIA ADVISORY

FOR IMMEDIATE RELEASE

CONTACT: Kara Gerhardt
(202) 366-5565

INTEGRATION, TRADE AND INFRASTRUCTURE TO BE DISCUSSED AT WESTERN HEMISPHERE TRANSPORTATION MINISTERIAL

U. S. Secretary of Transportation Rodney E. Slater will host transportation ministers and senior industry representatives from 34 nations throughout North America, South America and the Caribbean at a Ministerial in New Orleans, Louisiana. The ministers and industry will discuss the future of transportation and the continued expansion of international and hemispheric trade on December 14-16, 1998.

This Ministerial will follow up on the work of the Action Plan developed by the Presidents of the countries of the Western Hemisphere at the Summit of the Americas in Santiago, Chile, last April.

WHO: **Hosted by U.S. Transportation Secretary Rodney E. Slater**
Western Hemisphere Transportation Ministers
Western Hemisphere private industry representatives

WHAT: **Western Hemisphere Transportation Ministerial**

WHEN: **Monday, December 14, 1998**
Tuesday, December 15, 1998
Wednesday, December 16, 1998

WHERE: **Gallier Hall**
545 St. Charles Avenue
New Orleans, Louisiana, U.S.A.

All media must be credentialed to attend official sessions of the Ministerial. Press schedule and credentialing form follows advisory. All public events are listed in the attached press schedule and are subject to change. Media should request credentials by faxing name, affiliation, title, contact, date of birth and country of citizenship on official news agency letterhead to (202) 366-3703.

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PRESS SCHEDULE
1998 WESTERN HEMISPHERE TRANSPORTATION MINISTERIAL

MONDAY, DECEMBER 14, 1998

12:00 & 1:30 p.m. Tour of Port of New Orleans aboard "The General Kelly"
Site: Port of New Orleans
Coverage: OPEN

2:30 p.m. U.S. Coast Guard Search and Rescue Demonstration
Site: Port of New Orleans
Coverage: OPEN

6:30 p.m. WELCOMING RECEPTION
Site: New Orleans Museum of Art
1 Dreyfous Avenue, New Orleans
Coverage: OPEN

8:00 p.m. INTRODUCTION of Ministers and welcoming remarks by Host
U.S. Transportation Secretary Rodney Slater
Site: New Orleans Museum of Art
1 Dreyfous Avenue, New Orleans
Coverage: OPEN

TUESDAY, DECEMBER 15, 1998

9:00 a.m. OPENING PLENARY - Joint government and industry participation

Site: Gallier Hall, 3rd Floor, Ballroom A
Program: Presentation of the Colors
Presentation of Flags of the 34 nations
Opening remarks by U.S. Secretary of Transportation Slater
Coverage: OPEN

12:45 p.m. United States and Bolivia to make joint Rail Project announcement
Site: TBD
Program: U.S. Secretary of Transportation Rodney Slater
Bolivia Vice President Jorge Quiroga
Minister of Transport of Bolivia
Federal Railroad Administrator Jolene Molitoris
Coverage: OPEN

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1:00 p.m. LUNCHEON - joint government and industry participation

Site: New Orleans World Trade Center
Program: Keynote Speaker: Mayor of New Orleans Marc Morial
Coverage: OPEN
Note: Transportation will be provided by bus

2:30 p.m. PANEL SESSIONS - Joint government and industry participation

Site: Gallier Hall, 3rd Floor
Program: Three simultaneous panels - Topics include:
(1) Transport Privatization and Financing Mechanisms
(2) Enhancing Transportation Safety and Security
(3) Linking Information Networks & Transportation Technology
Coverage: OPEN

4:30 p.m. BREAK

7:00 p.m. DINNER - Joint Government and Industry participation
Site: The Hotel Inter-Continental
Program: Keynote Address - TBD
Coverage: OPEN

WEDNESDAY, DECEMBER 16, 1998

9:30 a.m. CLOSING PLENARY - Joint Government and Industry
Site: Gallier Hall, 3rd Floor, Ballroom A
Program: Summary reports from Panels 1-3
Industry presentations
Summary remarks by U.S. Secretary of Transportation Slater
Coverage: OPEN

12:45 p.m. LUNCHEON - Joint Government and Industry participation
Site: New Orleans World Trade Center
Program: Introduction - Secretary Slater
Keynote Address - Mr. Jorge Quiroga, Vice President of Bolivia
Coverage: OPEN

3:30 p.m. CLOSING PRESS CONFERENCE
Site: Gallier Hall, 3rd Floor, Ballroom A
Coverage: OPEN

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7:00 p.m. CLOSING RECEPTION: Night cruise on the Mississippi River concluding with fireworks

Site: Riverboat Cajun Queen - boarding at Spanish Plaza at rear of World Trade Center

Press invited to join cruise as guests - please RSVP in filing center

SHUTTLES: Shuttle transportation will be available to all sites. Please see shuttle schedules at Gallier Hall and the Hotel Inter-Continental.

FILING CENTER: Gallier Hall
545 St. Charles Avenue
New Orleans, Louisiana, U.S.A.

HOTEL: Rooms available upon request at:
Hotel Inter-Continental,
444 St. Charles Avenue
New Orleans, Louisiana, U.S.A.
1-800-445-6563 or (504) 525-5566

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News:

U.S. Department of Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

Application for Press Credentials
Western Hemisphere Transportation Ministerial
New Orleans, LA December 15-16

Media wishing to cover the Transportation Ministerial need to submit a request for credentials on their news outlet's official letterhead with name, address, title, date of birth and country of citizenship. Fill in the following form and fax both to (202) 366-3703. In order to meet your needs, please review the following checklist and respond to the listed contacts. Credential pick-up will take place at the press-filing center in Gallier Hall beginning Monday, December 14 at 12:00 p.m.

Last Name First Name Middle

Press Organization or Affiliation

Job Title

Business Address

Office Phone Number Fax Number e-mail

Passport Number Date of Birth Nationality

Will you require exclusive workspace____YES____NO

SPACE IS LIMITED:_____SQUARE FEET____TABLES____CHAIRS

Will you require phone/fax lines?___YES___NO If yes, contact (202) 366-5565

What are the power requirements for this space_____

Will you require hotel rooms/s?___YES___NO If yes, contact (504) 525-5566

Will you require live stand-up/interview position?___YES___NO

Will you need parking for uplink vehicles?___YES___NO

Information must be submitted as soon as possible, via fax, to (202) 366-3703. For further information, please contact Kara Gerhardt or Douglas Smith at (202) 366-5565. Information can also be obtained from the D.O.T. website @ www.ostpxweb.dot.gov/aviation/whtm/