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REMARKS WERE NOT DELIVERED

REMARKS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CAPE VERDE ARRIVAL CEREMONY
JULY 7, 1998
SAL, CAPE VERDE

I am delighted to return to African soil. I was here just a few months ago with President Clinton when he came to build a new partnership with the mighty nations of Africa. He led the longest and largest presidential trip (12 days) to Africa. And I believe it helped to change Americans' perceptions of the continent.

During that trip, the President promised that this would not be a one-time venture, but part of a sustained, long term effort. And it will be, because he asked all of us to do more to build a lasting relationship based on mutual respect and mutual benefit.

I am the first to return since President Clinton's visit. I have come to work on building that relationship. Others will follow: Treasury Secretary Rubin will be in Africa beginning Friday (July 10) to encourage investment in financial markets; and Commerce Secretary Daley will lead a trade and investment mission beginning September 12.

My mission is to help Africa develop its transportation infrastructure. We will serve as technical adviser and facilitator. But Africans will have to seize ownership of the effort because you bear the primary responsibility to plan and to fund most of the improvements.

Clearly, this will be a big job that will take many years. But it is absolutely vital that you do it. Good transportation is the backbone to any vibrant economy, to any industry, whether it is tourism, manufacturing, mining, or agriculture.

Good transportation is critical to integrating Africa into the global economy, tying individual nations together and helping sell American and African goods and services around the world.

The focus of this trip is aviation. It is the next step since President Clinton launched his Safe Skies for Africa Initiative in April. We will hold regional meetings in Harare on Friday (July 10) and in Dakar next Tuesday (July 14). We will also visit Cameroon, Angola, and Ethiopia. Our goal: make Africa's aviation system safe and secure so air travel can expand -- a pre-condition for increasing trade, investment and growth. We will also discuss roads and bridges and ports.

In closing, let me again say how delighted I am to be here. There are more than 30 million Americans who trace their roots to Africa, and I am proud to be one.

For I know that after many years of darkness a new day is here. Perhaps President Clinton said it best in Accra, Ghana, when a half million people gathered to meet us -- more people than I had ever seen in my life.

The President told the people of his dream for Africa. He said that together we could do the right things "so that 100 years from now, your grandchildren and mine will look back and say this was the beginning of a new African renaissance."

Indeed, the best is yet to come. God bless Africa and God bless America.

Thank you.

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REMARKS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CAPE VERDE DEPARTURE CEREMONY
JULY 8, 1998
PRAIA, CAPE VERDE

I am delighted to return to African soil. I was here just a few months ago with President Clinton when he came to build a new partnership with the great nations of Africa. He led the largest and longest presidential trip, 12 days, to Africa. And I believe it helped to change Americans' perceptions of the continent.

During that trip, the President promised that this would not be a one-time venture, but part of a sustained, long-term effort. And it will be, because he asked all of us to do more to build a lasting relationship based on mutual respect and mutual benefit.

I have come to work on building the relationship that President Clinton described. Others will follow his historic visit: Treasury Secretary Rubin will be in Africa beginning Friday, July 10, to encourage investment in financial markets; and Commerce Secretary Daley will lead a trade and investment mission beginning September 12.

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**REMARKS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FLIGHT SIMULATOR FACILITY AND SIGNING CEREMONY
JULY 9, 1998
ADDIS ABABA, ETHIOPIA**

This is a great day for Ethiopia and for America.

The agreement we just signed marks a new day for Ethiopian Airlines and the Boeing Company. This \$100,000 grant by the U.S. Trade and Development Agency will expand the market for these flight simulators and maximize their use.

When these Boeing 757 and 767 simulators are certified by our Federal Aviation Administration as provided by this grant, they will be the only ones outside the United States. I am sure they will become very popular. Pilot training is absolutely critical if we are to make the skies over Africa safe.

These flight simulators will help. They also will benefit American industry and workers by encouraging African airlines to buy U.S. commercial aircraft. I see great opportunity for our companies because many African nations want to improve their aviation systems.

We are fast becoming a world without borders. Safe and secure air travel is needed for integrating Africa into the global economy. It will increase trade, attract investment, develop industry -- such as tourism -- and help tie the nations of Africa together.

I am in Africa to advance the Safe Skies for Africa Initiative announced by President Clinton last April during his trip to the continent. We will be holding regional meetings in Harare and Dakar to develop plans for doing what Ethiopia has already done.

As of June 2, Ethiopia has what we call Category 1 status. You now meet the international standards of aviation safety and security. As a result, people can now fly directly from Addis Ababa to Washington, D.C.

That is an achievement we hope will be repeated throughout Africa in the years to come.

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In closing, let me again say how delighted I am to be here. There are more than 30 million Americans who trace their roots to Africa, and I am proud to be one.

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**REMARKS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SOUTHERN/EASTERN AFRICA REGIONAL MEETING
JULY 10, 1998
HARARE, ZIMBABWE**

We are living in extraordinary times. President Clinton has put a high priority on getting America's economic house in order. We now have strong growth, low unemployment, low inflation and a balanced budget -- all of which contribute to global prosperity.

But so, too, has he put a high priority on foreign policy. We have focused on promoting democracy, justice and economic reform. His vision for a better world includes a new partnership with the mighty nations of Africa that is based on mutual respect and mutual benefit. Gone are the days of the marginalization of Africa, and gone forever.

Just a few months ago I was with the President for his historic visit to this continent. The trip did much to focus positive international attention on Africa. But the hardest work is yet to come. We must now roll up our sleeves and get to work. We must advance our main objectives: integrating Africa into the global economy, and promoting democracy.

So, where do we go from here?

First, the President has called for a summit in Washington of reform-minded African nations. The purpose: to continue the dialogue. We also must follow through on promises made. As all of you know, President Clinton announced his Safe Skies for Africa Initiative here in Dakar on April 1. So today we are taking the next steps.

We will discuss how to make Africa's aviation system safe and secure so air travel can expand -- a pre-condition for increasing trade, investment and growth. I believe, as I know you do, too, that aviation will play a major role in Africa's future. It will help grow national economies. In so doing, it will improve the well-being of communities and people across the continent.

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This cannot be overstated. Aviation is key to economic development in any nation. Today nearly half of all world commerce is conducted by air.

But to take full advantage of expanding air services and trade, African nations must first address safety and security. If you do not, air travel for people and for cargo will not expand. Simply put: people will not fly if they fear for their safety or security.

In the United States, we have given great attention to these issues, including a White House commission that was headed by Vice President Gore. We must also have Safe Skies for Africa. Now, before we begin, let me make several observations.

First, I want to stress that this is part of a broad partnership. It includes the United States, Africa, private industry, academic institutions, international aviation and financial organizations -- the entire aviation community. The success of this initiative depends on cooperation and active participation among all these players.

But its ultimate success depends on you. African nations must seize ownership of the Safe Skies Initiative. We can serve as a technical adviser and facilitator. But you have to bear primary responsibility for funding and directing the program.

Second, our overall goal is to create aviation systems that not only are safe and efficient, but also generate revenue and are self-financed. The United States will provide focused technical assistance to nations that show they are serious about this effort. We will send teams to conduct assessments. And we will develop work plans to put them into effect. But at the end of the day, you must take responsibility for these work plans.

In the months ahead, a U.S. interagency working group will select nations for the first phase of an intensive effort on the Safe Skies Initiative. The key measure: continuing high-level political commitment to making sustainable improvements in safety, security and efficiency.

There also is an important role for organizations such as ICAO, the International Civil Aviation Organization, and IATA, the International Air Transport Association. We will hear from both groups today. I have asked these experts to share their insights on Africa's needs, and to discuss how they can help.

I encourage all of you -- every African nation -- to actively participate in ICAO. I know many of you already do, from my meeting with your Director General of civil aviation last November in Montreal, Canada. And I urge you: bring your aviation systems into compliance with ICAO standards and practices. Today, three countries on the continent meet the compliance measure -- in the United States we call it Category 1 status. We want that number to quadruple within three years. This is key. When a nation commits to ICAO standards, the level of safety and security is raised for everyone.

The third point I want to make is the role of private industry and the international financial institutions, such as the World Bank. The private sector has much to offer, including years of experience as well as first-rate equipment and services. Tapping private business also leverages U.S. government resources, and fosters aviation development.

As for the international lending institutions, they have the money to help finance improvement projects. I recently discussed this with World Bank President James Wolfensohn. He was very receptive. And today, we have representatives from the World Bank and the African Development Bank to discuss what they have to offer.

Finally, it is very important to take a regional approach. Several of the transportation and economic organizations in Africa already look at aviation as a regional issue. They share resources, and members are taking steps to improve their aviation systems. And they are reaping significant benefits.

For example, we will hear about how Ethiopia achieved Category 1 status and the doors that has opened. Clearly, this shows how by working together we can make Safe Skies a reality for Africa.

In closing, let me again stress partnership. Together, we can achieve more than by working separately. Together, we can add more to the bounty by pooling our talents and resources. We must work in unity. Only then can we achieve our common goals. By coming today, you have shown the willingness to do just that.

We are fast becoming a global society, a world without borders. Aviation is a key to bringing the people of the world closer together, and Africa must not be left out. Let us make the skies over the ocean which divides us into a bridge which binds us. Working together, I know we will succeed. So, I look forward to a lively and substantive dialogue today. There is much we can learn from listening to each other. Thank you.

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WEST/CENTRAL AFRICA REGIONAL MEETING
JULY 14, 1998
DAKAR, SENEGAL

Just a few months ago I was with President Clinton for his historic visit to this continent. On that trip the President spoke about his vision for a better world. That vision includes a new partnership with the mighty nations of Africa that is based on mutual respect and mutual benefit. Gone are the days of the marginalization of Africa, and gone forever.

I am here in Africa to follow up on the President's trip. I am joined by Treasury Secretary Rubin. And Commerce Secretary Daley will lead a trade investment mission in September.

We all realize that the hardest work is yet to come. We must now roll up our sleeves and get to work. We must advance our main objectives: integrating Africa into the global economy, and promoting democracy. And it all begins today here in Dakar.

I join you today after traveling across the continent of Africa from Cape Verde to Ethiopia and Zimbabwe and back to Angola and Cameroon. Our final stop is here in Dakar.

My trip is part of a broader agreement with the nations of Africa by President Clinton. It began not with his recent trip to the continent, but early in his tenure as President when he held the first-ever White House conference on Africa.

It continued with the work of our good friend, the late Ron Brown, and then of the First Lady and her daughter, Chelsea.

So, where do we go from here?

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First, the President has called for a summit in Washington of reform-minded African nations. The purpose: to continue the dialogue.

We also must follow through on promises made. As all of you know, President Clinton announced his Safe Skies for Africa Initiative here in Dakar on April 1. So today we are taking the next steps.

I have discussed this agenda with all the nations I have visited this past week. I have listened, and I have learned, and that is what we will do again today.

We will discuss how to make Africa's aviation system safe and secure so air travel can expand -- a pre-condition for increasing trade, investment and growth.

I believe, as I know you do, too, that aviation will play a major role in Africa's future. It will help grow national economies. In so doing, it will improve the well-being of communities and people across the continent.

This cannot be overstated. Aviation is key to economic development in any nation. Today nearly half of all world commerce is conducted by air.

But to take full advantage of expanding air services and trade, African nations must first address safety and security. If you do not, air travel for people and for cargo will not expand. Simply put: people will not fly if they fear for their safety or security.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE NATIONAL ASSOCIATION FOR THE ADVANCEMENT
OF COLORED PEOPLE (NAACP)
JULY 16, 1998
ATLANTA, GEORGIA

I believe we are truly blessed to have President Clinton and Vice President Gore at the helm of this nation. We are living in extraordinary times. We need extraordinary leaders with vision and the wisdom to focus on what really matters.

The economy, making sure we are growing and adding to the bounty. Good government, making sure it takes a common-sense approach to solving problems and delivering services.

And above all else -- people. We must make sure they have good educations and can get the jobs they want. We must close the opportunity gap, as Vice President Gore says. And we must have a society free of racial and ethnic intolerance that scars the soul, and, alas, can kill the innocent.

But I am very hopeful, as I know the Vice President is, too, about our future as we enter the 21st century. You can even see it when tragedy strikes.

I was in Jasper, Texas, a few weeks ago for the funeral of James Byrd. All of us were outraged by the acts that took his life. It was terrible, shocking.

Still, we as Americans came to know a family of strength, of resolve, of calm in the face of devastating loss. This family called on us all to not hate and seek vengeance, but to love and to seek a keener sense of understanding.

It is unfortunate that we got to know the Byrds through this act. But it is good to know that families like this live in communities like Jasper all over America, communities that come together. Communities that do not point fingers but recognize that they must come together to endure and to survive. That is the goodness of America.

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And it is this goodness that the Administration is pursuing.

We want to mend, not end affirmative action. We must attack efforts to dismantle it, such as Initiative 200 in the state of Washington.

We need efforts like the disadvantaged business enterprise program that we have at the Department of Transportation. It provides opportunities to hundreds of minority-owned firms to help build our highways and transit systems -- literally billions of dollars.

Earlier this year, the Senate agreed, voting overwhelmingly in favor of mending -- not ending -- this program of opportunity.

These are the kinds of things we must do.

Finally, let me briefly tell you about another matter, one that is very near and dear to many of us -- Africa.

Some 30 million Americans trace their roots to the mighty continent of Africa. I am proud to be one. For I know that after many years of darkness a new day is here for the nations of Africa.

I just returned last night from there, my third trip in the last year. We visited 6 nations (Cape Verde, Ethiopia, Zimbabwe, Angola, Cameroon and Senegal).

Just a few months ago I was with President Clinton for his historic visit to Africa. On that trip, the President spoke about his vision for a better world. That vision includes a new partnership with the mighty nations of Africa that is based on mutual respect and mutual benefit. Gone are the days of the marginalization of Africa, and gone forever.

My trip followed up on the President's visit. Treasury Secretary Rubin is there now. And Commerce Secretary Daley will lead a trade mission in September.

We all realize that the hardest work is yet to come. But we must promote democracy, and tie Africa into the global economy. And this is good for America, too. It will create jobs and boost exports. Today, 100,000 U.S. jobs are supported by exports to Africa.

All this is part of a broader strategy of engagement. It began not with President Clinton's trip to the continent, but early in his tenure when he held the first-ever White House conference on Africa.

It continued with the work of our good friend, the late Ron Brown. Vice President Gore has been very active -- then the First Lady and her daughter, Chelsea. And now with the African Growth and Opportunity Act, which we hope the Senate will soon pass.

This past week, we had very productive regional aviation meetings in Dakar and in Harare. The response was overwhelming -- 28 nations attended. We talked at length about advancing the President's Safe Skies for Africa program. This effort to improve aviation safety and security measures was well received. I hope many nations embrace it.

I believe we can use transportation -- aviation in particular -- as a tool for integrating Africa into the global economy. And it can tie the nations of Africa together -- much like America's interstate highway system ties our 50 states together.

We also signed a \$100,000 grant to Ethiopian Airlines to certify Boeing jetliner flight simulators. They will be the first outside the United States to be certified by the FAA.

We discussed increasing direct flights between the U.S. and Africa, which would expand trade, investment, and tourism.

And we talked at length about our overall transportation initiative, working with African nations to determine what their infrastructure needs are going to be as we look ahead to the next century.

Let me end on this.

Perhaps President Clinton said it best in Ghana when he talked of his dream for Africa -- and I think this also applies to everything we have done for America.

The President said that together we could do the right things "so that 100 years from now, your grandchildren and mine will look back and say this was the beginning of a new African renaissance."

Indeed, the best is yet to come -- for Africa and for America.

Thank you.

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- TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW ORLEANS WORLD TRADE CENTER RECEPTION
NEW ORLEANS, LOUISIANA
JULY 20, 1998

- * **Economy:** We're enjoying the best economy in a generation, with 16 million new jobs and unemployment and inflation at their lowest levels since the 1960s. In Louisiana, this means that **unemployment is down to 5.3 percent; 242,000 new jobs** have been created since the President took office, 89 percent of them in the private sector; and **139,000 Louisianans have moved off the dependence of welfare rolls** and onto the independence of payrolls.
- * **Preparing for the future:** President Clinton and Vice President Gore are building on this success, **maintaining the discipline of a balanced budget** to keep interest rates low -- **investing** in education, technology, and transportation to ready us for the 21st century -- and **opening up new markets** overseas.
- * **Africa:** Just returned from a successful nine-day, six-nation mission to Africa. Saw tremendous potential for increased trade between our nations. Met with key leaders. Focus was the President's Safe Skies for Africa initiative, to improve aviation safety and airport security in Africa and to foster the growth of aviation services between Africa and the U.S.
- * **International transport:** If we're going to make the most of the opportunities the global economy is bringing, in Africa and elsewhere, we need a transportation system that can move people and goods efficiently. We need a system that is international in reach -- intermodal in form -- intelligent in character -- and inclusive in service. We're working to create such a system.

- * **Aviation:** More than 60 international aviation agreements to let our nation's airlines develop new services overseas, supporting economic growth and helping to keep America's aviation system the safest and best in the world. Hope to see further progress as a result of the Africa trip.
- * **Maritime:** Looking to support our ports, which handle the bulk of international trade: exploring ways to replace the Harbor Maintenance Tax and fund dredging and other port activities. Appreciate Congressman Jefferson's efforts to address port funding issues.
- * **TEA-21:** Aviation and maritime move goods to the U.S., but then we need to move them from airports and seaports to stores and factories. Last month the President signed TEA-21, which guarantees a record \$198 billion for highway, transit, and intermodal projects. \$106 billion for core highway programs (NHS, STP, Interstate Maintenance, Bridge), \$41 billion for transit: balanced investment within a balanced budget. Louisiana does well: annual averages are \$411 million for highways, \$35 million for transit.
- * **TEA-21 freight highlights:** Strong voice in transportation planning for freight and shipping interests. Intermodal **freight connector study**, due at end of 1999. \$1.3 billion for ITS, including commercial vehicle applications. \$700 million for **border crossing and trade corridor improvements**. **Innovative finance:** continues State Infrastructure Banks; creates Transportation Infrastructure Finance and Innovation Act, TIFIA, credit program to support large projects of national significance, such as trade corridors and freight facilities.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BLACK LAW ENFORCEMENT CONFERENCE
JULY 20, 1998
NEW ORLEANS, LOUISIANA

Thank you, and thank you for inviting me today.

I was just with President Clinton, who is in New Orleans to work on improving our schools, and educating our youth for the 21st century.

Clearly, this is one of America's most critical domestic issues. To get ahead in life, to compete in today's global economy you must have a good education.

So, we must do everything we can to give our people the opportunity to get the best educations they can get. And -- as law enforcement professionals -- you know that education and training is a life-long experience.

Every day and in every way, we must learn new things and new skills. I believe we can. Americans are very good at rising to any challenge.

At the same time, we face another challenge: keeping our neighborhoods and communities vibrant and safe. We are doing very well. Crime is down. Unemployment is low. Consumer confidence is high. And the budget is balanced, with a good chance of a surplus for the first time in a generation.

But despite the good times, I am very concerned about street and highway safety. More people are driving than at any time in history. New car and truck sales are at record breaking levels.

And if we are not careful, this could mean higher traffic fatalities and more injuries.

In 1967, 50,000 people died on our highways. Today, 40,000 do. So after 30 years, 10,000 fewer people die in spite of the enormous increase in traffic. And if there had not been people like you, if there had not been a vigilant DOT, if lawmakers had not passed 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 as President Clinton says, 40,000 lives are too many.

All of you know how serious this problem is: You see it in your jobs. And I doubt there is a person here today who has not been touched by it personally.

Even more disturbing, traffic crashes are killing our young people. In the African-American community they are the leading cause of death for youths under the age of 15. Why? Because youngsters aren't buckling up.

Part of the problem is that the drivers are not buckling up. While overall seat belt use nationwide is about 70 percent, belt use among African Americans is only about 50 percent. And when adults don't buckle up, youngsters don't either.

So at President Clinton's direction, we have a plan to increase seat belt use across America.

We have set a national goal to increase seat belt use to 85 percent by 2000, and 90 percent by 2005. The 21st century driver will wear seat belts.

And getting 85 percent of Americans to wear belts will save an additional 4,200 lives a year.

We also set a goal that by 2000 we will reduce infant fatalities by 15 percent. Clearly, when almost 700 toddlers are killed in car crashes every year, many because their parents do not properly buckle them in the back seat, our nation can do better.

To achieve our goals, we are using four methods that have worked before.

First, we are building more public-private partnerships at all levels -- local, state, and federal -- to promote our effort. I want to create an attitude that buckling a seat belt is expected behavior.

Airplanes don't take off until everyone is wearing seat belts, so why should we drive cars without buckling up?

Every 14 seconds someone in America is injured in an auto accident. Yet all it takes is three seconds to buckle up.

Second, we are increasing education efforts. Also, the new highway bill includes a new \$500 million, six-year incentive program to encourage the states to increase seat belt use.

Overall, the new legislation includes \$2.7 billion for traffic safety.

Third, we are supporting state efforts for primary seat belt law enforcement and stronger child passenger safety measures. Already, six states have increased their use rate to 80 percent or higher (California just topped 90 percent). We will learn from these states how to accomplish this across the nation.

Fourth, we are encouraging police to conduct active, highly visible law enforcement. Whether through citations, safety checks, or the local community child safety seat clinics, the result is more people in seat belts and fewer fatalities on the road. Some may worry that this is government going too far. I stand with those who say primary belt law enforcement should not be misused as an invitation for discrimination in our communities.

This may go against the grain of some who might call this Washington intervention. But I say look around the world. At Canada. At Australia. At Western European countries. They have primary enforcement, and 90 percent of their citizens wear belts.

Seat belts are the number one way to save lives, so I ask everyone to join me as we buckle up for life.

Finally, while I have focused on buckling up, improving safety requires a comprehensive approach. We must be ever vigilant.

Drunk driving remains a problem. I believe the new program President Clinton signed into law that rewards states to enact .08 blood alcohol limits will help.

Aggressive driving -- road rage -- is another top safety issue. So we are working hard to curb red light running and other acts by reckless drivers that endanger not just themselves, but everyone on the road.

The bottomline: we're going to attack the safety issues by setting priorities. Those priorities are now seat belts, drunken driving and aggressive driving.

And with your continue help, I know we can get the job done.

Thank you very much.

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TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FOREIGN PRESS DEBRIEFING RE; AFRICA TRIP
JULY 22, 1198
WASHINGTON, D.C.

- Just returned from 6-nation Africa trip (July 7-15)
 - Part of President's broad strategy of engagement with Africa. Clinton trip. Marginalization of Africa over.
 - White House conference; efforts by the late Ron Brown; VP Gore; First Lady; Africa summit to come.
 - Treasury Secretary Rubin was there too. Commerce Secretary Daley in September.
 - African Trade Opportunity bill now before Congress.
- Aviation was focus of my trip
 - Will integrate Africa into global economy; ties nations together; helps U.S./African trade, investment & tourism.
 - But can't trade if you can't get there -- need more direct flights.
- Two Safe Skies regional meetings -- very productive, 28 nations attended. Focus: aviation safety & airport security.
 - Dakar for west & central Africa; Harare for east & south.
 - U.S. is committed: facilitator; technical advisor; \$1 mln in U.S. funds to help improve safety & security.
 - Made great strides:
 - + \$100,000 grant for FAA certification of Ethiopian Airlines' Boeing flight simulators.
 - + New code-sharing alliances between Northwest Airlines and Kenya Airways.

- Good transportation key to any economy
 - Roads, bridges, ports, railroads, too.
- To close: building a new partnership for the 21st century.

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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, July 22, 1998

DOT 137-98

Contact: Bill S. Adams

Tel.: (202) 366-5580

**STATEMENT OF TRANSPORTATION SECRETARY RODNEY SLATER
ON ENACTMENT OF ANTI-DRUNK DRIVING MEASURES**

Today, President Clinton signed into law the IRS Restructuring and Reform Act, which establishes new protections for America's taxpayers. This law includes amendments related to the TEA-21 transportation legislation signed by the President last month. Importantly, it adds tough new measures to help states fight drunk driving. These measures reflect the President's commitment to safety, his highest transportation priority.

The new measures encourage states to establish minimum penalties for repeat drunk-driving offenders and to ban people from driving with open alcoholic beverage containers. Both measures will help us continue to fight drunk driving and save lives, building on the progress which saw alcohol-related traffic deaths drop to a record low last year.

These measures complement \$500 million in incentive grants to encourage states to adopt tough 0.08 blood alcohol concentration standards, a key provision of TEA-21. Congress inadvertently had not included the repeat offender and open container initiatives when it passed TEA-21, but agreed to incorporate both measures into the IRS restructuring legislation.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FLORIDA TRANSIT GRANTS PRESS ANNOUNCEMENT
WITH SENATOR BOB GRAHAM
JULY 22, 1998
WASHINGTON, D.C.

Thank you. Well, I am delighted to be here this afternoon.

First let me say to Florida that Senator Graham and Congressman Mica you have outstanding, bipartisan representation in Washington. You all know about frequent *flyers*. Well, they have been frequent *callers* for Florida on highways and transit.

When I took this job 17 months ago, I said that my three goals were safety, record-level transportation investments, and common-sense government. I am proud to say we have made much progress on all fronts.

President Clinton and I are especially committed to investing in public transportation. It strengthens the economy and creates jobs. It helps reduce pollution and traffic congestion. And it helps people get off welfare and into jobs by giving them rides to work.

Today we have more new transit construction underway than at any time since Woodrow Wilson was President. And this will continue under the new six-year highway and transit bill the President signed just a few weeks ago. It will pump some \$200 billion into communities across the country, including some \$42 billion for transit.

So I am delighted to be here today to announce these \$37 million in transit grants for Florida.

Let me tell briefly what they are before turning it over to Senator Graham and Congressman Mica

- First, \$22.6 million for the Central Florida Regional Transportation Authority for preliminary engineering work on a light rail system in downtown Orlando.
- Next, \$9.5 million for train track and signal upgrades in Ft. Lauderdale, Miami, and West Palm Beach.
- A \$3.9 million grant for 12 replacement buses for the Central Florida Regional Transportation Authority.

- And, \$1.9 million for eight, wheelchair lift-equipped buses for Volusia County.

All told this is an excellent package that will do much to strengthen mass transit in Central and South Florida.

Let me close on this.

I am the last Transportation Secretary of the 20th century -- provided I am behave. When we started this century, there were no airplanes. There was no car industry. Railroads, steamships, and the horse and buggy ruled the day. Look at what we have done in 100 years.

We have the best transportation system in the world. We fly some 600 million people a year. We move hundreds of millions of people by buses, by minivans, by trains. And nobody can move goods as quickly or efficiently.

And with this new investment we are making for the 21st century, I know our best days are yet to come.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE PRESIDENT'S INITIATIVE ON RACE - CORPORATE FORUM
JULY 23, 1998
ST. LOUIS, MISSOURI

On behalf of President Clinton, I am delighted to host this meeting on his initiative on race. This is the final of four regional meetings with business leaders.

Labor Secretary Herman chaired one in Phoenix; Commerce Secretary Daley chaired in Los Angeles; and I chaired the first one in Miami last December.

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. And what we learn will go into the race Advisory Board's report this fall to the President.

President Clinton spent his first term focusing on providing economic opportunity -- adding to the bounty. It has worked. Business has created some 16 million jobs -- over 300,000 here in Missouri since he has been in office. He has helped move more than 5 million Americans from welfare to work. He has dealt with the crime problem; it is the lowest in a generation, and he did it by providing for prevention, as well as punishment.

Now in his second term, he is focusing on race relations. He is 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.

- more -

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.

A year ago June, when he announced his effort to improve race relations, many people said to him: why are you doing this? There are no riots in the cities. There is not a riot in St. Louis or Chicago. And 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.

You know that many of our race problems are when people are at work. In Akron, the *Beacon Journal* did a poll recently. 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. You read about it in the *Post-Dispatch* last week when Sylvester Brown Jr. wrote of the troubles an African-American friend was having in starting his own business.

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 Hawaii does today, where everyone is a minority. 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.

I know many of you have made diversity a part of every day management. You have discovered -- like others have -- that making your companies look like the customers you serve is good business practice. And working with groups like the Inroads Program helps you in recruiting the talent you need to make it so.

Today we are here to learn and listen. We learned a lot from our earlier sessions, so I look forward to a lively and productive session.

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.

Thank you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
KANSAS CITY TRANSIT GRANT PRESS ANNOUNCEMENT
JULY 27, 1998
KANSAS CITY, MISSOURI

President Clinton is very concerned about the hard times many farmers are facing this year. So we are doing what we can to ease the pain.

We are also committed to urban America, to places like Kansas City that are rebuilding their communities and working to improve the quality of life.

I know this is of great interest to Mayor Cleaver, and to Senator Bond and Congresswoman McCarthy, as you have just come from announcing the most comprehensive housing initiative in 30 years for Kansas City.

Clearly in these three leaders you have outstanding, bipartisan representation. You all know about frequent flyers. Well, they have been frequent callers for Missouri to Washington on highways and transit -- and just about anything else that is good for the "Show Me State."

When I took this job 17 months ago, I said that my three goals were safety, record-level transportation investments, and common-sense government. I am proud to say we have made much progress on all fronts.

President Clinton and I are especially committed to investing in public transportation. It strengthens the economy. It creates jobs. It helps reduce pollution and traffic congestion. And it helps people get off welfare and into jobs by giving them rides to work.

Today we have more new transit construction underway than at any time since Woodrow Wilson was President. And this will continue under the new six-year highway and transit bill the President signed just a few weeks ago. It will

pump some \$200 billion into communities across the country -- the largest amount ever -- including some \$42 billion for transit.

- more -

So I am delighted to be here today to announce over \$18 million in transit grants for Kansas City.

Let me tell briefly what they are before turning it over to Mayor Cleaver.

First, \$15.2 million to help rebuild this historic structure -- Union Station. I know this project has been on the drawing boards for some time and today's grant will do a lot to advance the project.

Next, \$3.2 million for 17 new mini-buses. These should make the system more efficient while improving service to citizens.

All told this is an excellent package that will do much to strengthen mass transit in Kansas City, and redevelop the downtown area.

Let me close on this. I often say that transportation is about more than concrete, asphalt, and steel. It is about people, getting them rides to work, to school, to play. And it is about creating opportunity and giving people the tools they need to succeed in life.

Clearly, there is no finer example of this than what you are doing here. With this new investment we are making for the 21st century, I know our best days are yet to come.

Thank you very much.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SECRETARY GLICKMAN INTRODUCTION/AGRICULTURAL
TRANSPORTATION SUMMIT
JULY 27, 1998
KANSAS CITY, MISSOURI

Draft 1 (Bonny Wolf) 3 minutes

There are many reasons that it's appropriate for the Secretary of Transportation to introduce the Secretary of Agriculture at this summit. Obviously, the interests of our agencies are inextricably linked.

But there are personal reasons as well.

Secretary Glickman really got his start in public life in agricultural transportation. He tells a story about his first campaign for Congress more than 20 years ago when he called together a group of farmers to give him a quick course on agriculture. He told them, since he had never pushed a tractor in his life, he needed their help.

One of them pointed out that the first thing he had to learn was that you do not push a tractor, you drive it. Sounds like agricultural transportation to me.

Secretary Glickman and I have been together a lot lately. We just spent the weekend together in Colorado and flew to Kansas City together last night. And I can tell you he knows a lot more about a tractor than he did 20 years ago.

We have talked at length, and we are of one mind: We both want everything our farmers grow to get to market.

And we both know that to do that, we must work together.

So I look forward to coming up with an agenda for the future, and then working together to implement that agenda.

It is my pleasure to introduce Secretary Dan Glickman.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AGRICULTURAL TRANSPORTATION SUMMIT
JULY 27, 1998
KANSAS CITY, MISSOURI

Good morning. I want to thank Secretary Glickman both for holding this summit and for inviting me to speak. Yes, I have had some farm experience. And I understand Secretary Glickman knows a lot about the aviation industry. People who work on his schedule say he is a frustrated travel agent. He has his own subscription to the Official Airline Guide, and has described himself as, and I quote, "a travel fanatic." Maybe we should switch jobs.

As I said earlier today, Secretary Glickman and I are of one mind on agriculture: We both want the bounty of our land to get to market. It is good for farmers, it is good for transportation and, most importantly, it is good for the country.

We can produce the finest grain in the world, but it does not do anyone much good if it sits on the ground or in holding silos. Agriculture is critical to America's strength in the global economy. And at the Department of Transportation, we will do everything we can to make trading as efficient as possible, particularly now, during what President Clinton has called "a difficult and dangerous moment" for farmers.

The situation is so serious that the President last week announced a four-point rural action plan for America. One of his four points is strengthening rural infrastructure by improving transportation.

Toward that end, today I am announcing our intention to develop and implement a rural transportation initiative.

This is such a new project, I cannot give you many details on what it *is*. But I can tell you what I hope it will *be*.

- more -

It will be comprehensive -- encompassing all modes of freight and passenger transport so rural transportation needs are handled by an integrated system.

It will be inclusive -- ensuring that the Department of Transportation does all it can to enable rural areas and small communities to share fully in the economic and social benefits which the transportation system can provide.

And it will be responsible -- supporting a transportation system concerned with safety and environmental protection in rural areas.

We have a group working on the initiative and we will have a more specific announcement in early fall.

But we need your help. You are out there. You know the everyday problems, and you may have the practical solutions. Let me hear from you.

I want to emphasize my personal interest, as well as my Department's commitment, to ensuring for rural America a safe, seamless, efficient transportation system.

I am from Arkansas, a farm state. I know how important agriculture is to our *economic* system. But I also know how important rural America is to our *value* system. It is where the seeds for America's idea of civic virtue were planted, and where they developed deep roots.

We are at an incredible point in time in this country -- a time of remarkable peace and prosperity. We have the smallest welfare rolls, the lowest unemployment rate, the first balanced budget and surplus, and the lowest inflation in nearly three decades.

Unfortunately, life on the farm is not as good.

At the Department of Transportation, we want to do whatever we can to make sure that *all* Americans, whether in rural or urban areas, can share more fully in the bounty. Rural America has a huge stake in transportation, and transportation has a huge stake in rural America.

Transportation is about more than concrete, asphalt, and steel. It is about people, and about providing them with the opportunity to lead safe, healthy,

fulfilling lives. In transportation, our real product is not highways, or trains, or airplanes. It is getting people to school, to work, to play ... and getting goods to market.

I learned as a little boy about the importance of transportation in rural America. When the interstate came to my hometown of Marianna, Arkansas, my mother got a job 17 miles away in a factory, where she earned more than my father, who was working five jobs.

When I took this job a year and a half ago, I said that my three goals were safety, record-level transportation investments, and common-sense government. I am proud to say we have made progress on all fronts.

Last month, we took the latest step toward strengthening our transportation system when President Clinton signed the Transportation Equity Act for the 21st century.

The six-year highway and transit bill will pump some \$200 billion into communities across the country. President Clinton's rural action plan refers to the benefits from the new bill -- new and rebuilt roads, expanded life-line paratransit services, more say in decision-making, extension of the ethanol tax credit through 2007, funds to help rural welfare recipients get to work.

States and localities will have greater flexibility in how they use their federal funds. Including agriculture in the planning process is a critical step toward addressing and resolving rural issues.

With this bill, we are on our way to a fully integrated and interconnected transportation system -- aviation, shipping, rail, transit, and highways.

In the last five years, we have made tremendous investments in our infrastructure -- investments that have already paid off. America's roads and bridges are in better shape today than they were in the early 1990s. Our transit systems are growing all across the country in both urban and rural areas. This bill reaffirms the Administration's commitment to rebuilding America.

The new legislation addresses another issue I know is on your minds -- how railroads serve agriculture.

Healthy railroads are vital to agricultural interests, and we are keenly aware of past problems with safety, service and congestion.

I know that while the situation is better, there is still plenty of room for improvement. As a matter of fact, I would like to go to Houston in the early fall to see first hand how the system is working.

I know that it has been difficult for small railroads to get the funds they need. And small railroads are the link between rural America and the national rail freight system.

The new highway bill provides for loans and loan guarantees for up to \$3.5 billion for rail rehabilitation and improvement financing. Of that, \$1 billion is reserved for projects on regional and local carriers, projects which are considered priorities.

The bill also contains a new light density rail line pilot program to provide grants to states. Many of the lines serving rural communities are light density, and we believe that this program could offer additional opportunities for capital improvements and rehabilitation projects. However, Congress has not yet provided funding for this program. So there is still work to be done.

We know we have to improve the movement of goods not only by land, but by sea. We expect a substantial surge in demand for marine transportation in the next century, so last March I announced a Marine Transportation System initiative and pledged to do whatever it takes to prepare our nation's maritime industry. Today, let me repeat that pledge.

The objective is to support a safe, efficient and environmentally sound world-class marine transportation system. Our waterways, ports and their intermodal connections are critical to global competitiveness and national security.

The waterways move vast amounts of agricultural products cost effectively. Maintaining and improving this efficiency is one goal of our marine initiative.

President Clinton is launching a ports modernization program to be financed by a new Harbor Services Fund. DOT is part of an interagency working group that is developing a new funding mechanism to replace the harbor maintenance tax which the Supreme Court found unconstitutional. We hope to announce a legislative proposal later this summer.

Let me close on this. American agriculture built its reputation on being a reliable supplier. This reputation can only be maintained if our products can get to market. In an increasingly global economy, efficient transportation is essential to

stay competitive. Clearly, this summit is a timely opportunity to look at where we are and where we have yet to go.

I look forward to working together to build the transportation system that America needs for the new century ... a system that is international in reach, intermodal in form, intelligent in character, and inclusive in service ... a system that guarantees prosperity and a high quality of life for generations to come.

We have made a great start this decade. Let us continue, together, into the 21st century.

Thank you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW HEAD PROTECTION RULE PRESS CONFERENCE
JULY 30, 1998
WASHINGTON, D.C.

This morning's announcement is an excellent example of how the Department of Transportation is applying a common-sense approach to achieve its number one priority, safety. It is not only a win for industry and government, but a big win for the American people. Today's head injury rule amendment will go far to reduce the number of people dying from severe head injury on our highways.

Transportation is about more than concrete, asphalt and steel. It is about people and designing safe vehicles for them to travel to work, to school, and to play.

DOT's action is a direct result of President Clinton's commitment to safety, his highest transportation priority, and to responsiveness in government.

Three years ago when we announced the new head injury rule, little did we realize it would inspire such an acceleration of innovative technology. And in the spirit of continuous improvement, automobile manufacturers voluntarily raised the standard.

You came to us and said, 'we can make it even better.' We responded by revising the rule and today's amendment enables new car manufacturers to bring lifesaving technology quickly to motorists -- saving lives and preventing injuries. This new "Head Protection System" provides even greater protection from head injury in the unfortunate event of a side-impact crash.

Working together, we are elevating the level of performance. We are giving our customers -- the American people -- what they want, what they have been asking for -- the highest level of safety protection available.

- more -

America must have a transportation system that is international in reach, intermodal in form, inclusive in service and intelligent in character. And here is where you, the manufacturers, fit. Using the latest science and technology available, you are designing even safer vehicles for America's highways.

Dr. Martinez, Mr. Krause and the new car manufacturers here today, I applaud your outstanding efforts. This new way of doing business, working in partnership, is about good government and about putting people first.

Thank you very much.

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FOR IMMEDIATE RELEASE

Wednesday, July 29, 1998

Contact: Phil Frame

Telephone: 202-366-9550

Media Advisory

**Transportation Secretary Slater
To Announce Change in Head Protection Standard for Motor Vehicles**

In a move to significantly improve overall motor vehicle safety, U.S. Transportation Secretary Rodney E. Slater at 9:30 a.m. Thursday, July 30, 1998, will announce a change to the National Highway Traffic Safety Administration's (NHTSA) vehicle occupant head protection standard.

WHO: U.S. Secretary of Transportation Secretary Rodney E. Slater
NHTSA Administrator Ricardo Martinez, M.D.

WHAT: Announcement of a change to the Federal Motor Vehicle Safety Standard for vehicle occupant head protection

WHEN: 9:30 a.m. Thursday, July 30, 1998.

WHERE: Marx Media Center (Room 2201)
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C.

(Note: This event will lend itself to visuals. After the news conference, a display of cars in the department's plaza will illustrate the new technology. B-roll in Beta SP format will be available.)

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News:

U.S. Department of
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Washington, D.C. 20590
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FOR IMMEDIATE RELEASE

Thursday, July 30, 1998

DOT 144-98

Contact: Bill Mosley

Tel.: (202) 366-5571

Safe Skies Initiative Is Improving U.S.-Africa Air Service, Slater Tells Committee

President Clinton's initiative to promote aviation safety and airport security in Africa, announced less than four months ago, is already beginning to pay off in improved air links between the United States and Africa, Secretary of Transportation Rodney E. Slater said today.

In testimony today before the House Transportation and Infrastructure Subcommittee on Aviation, Secretary Slater said that the Safe Skies for Africa initiative, which he promoted during his tour of Africa earlier this month, will help the continent become a full partner in the global community. The purpose of the initiative, he said, is to promote sustainable improvements in aviation safety and airport security in Africa in order to foster the environment necessary to expand air links to the United States.

"Air transportation is the clipper ship and iron horse of our day, and better air services -- both passenger and cargo -- are a prerequisite for expanding trade and tourism, two powerful engines of economic growth for African nations," the Secretary said. "Today, fully one-half of all international commerce is conducted by air -- but you can't trade if you can't get there. Furthermore, tourism, the world's largest industry, is rapidly becoming one of the most important and lucrative businesses on the continent, and the development of the tourism sector is a high priority for many African governments. Recognizing that, the African leaders with whom I have met have fully embraced the Safe Skies for Africa initiative as a vehicle to provide for aviation safety and airport security."

Secretary Slater said the goals of the Safe Skies initiative are to quadruple the number of African countries that meet the standards of the International Civil Aviation Organization (ICAO) for aviation safety oversight, to improve airport security at between eight and 12 airports in Africa within three years, and to improve regional navigation services. Ethiopia, Ghana and South Africa are the only sub-Saharan countries certified by DOT's Federal Aviation Administration as meeting ICAO safety oversight standards.

Thursday, July 30, 1998

As a result of the initiative, U.S.-Africa air services are already improving, he said. Last month, after Ethiopia was found to meet ICAO standards, Ethiopian Airlines began direct service between Addis Ababa and Washington's Dulles Airport, becoming the fourth sub-Saharan African airline -- in addition to South African Airways, Ghana Airways and Air Afrique -- to serve the United States. U.S. carriers also are showing a greater interest in serving Africa, with Polar Air Cargo recently being authorized to fly between New York and South Africa, Zimbabwe and Kenya. In addition, DOT recently approved a code-sharing agreement between Northwest Airlines and Kenya Airways, the second code-sharing agreement between a U.S. and African carrier following the American Airlines-South African Airways code share. Other U.S. airlines have commenced code-share service to Africa with their European partners.

Secretary Slater's July 7-15 trip to Africa included regional meetings with African ministers of transport in Harare, Zimbabwe, and Dakar, Senegal, at which he discussed the Safe Skies initiative and other transportation issues. The Secretary also visited Cape Verde, Ethiopia, Angola and Cameroon.

In today's testimony, Secretary Slater also addressed H.R. 3741, the proposed Aviation Bilateral Accountability Act introduced by Rep. William Lipinski of Illinois, which would require congressional review of bilateral aviation agreements. The Secretary said that congressional input has been a key component in U.S. aviation initiatives. The current processes for negotiating international aviation agreements have worked well, he added.

The Secretary also addressed the review by the European Union (EU) of alliances involving U.S. and European airlines. Secretary Slater said that alliances have been an important catalyst in liberalizing the international aviation market and have brought increased competition to thousands of communities. However, he added, European authorities have a legitimate interest in ensuring that international aviation develops in a pro-competitive way, which can include the evaluation of alliances. DOT staff will continue to work with the Commission of the EU on approaches to alliances and their competitive implications, he said.

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Final

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TALKING POINTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL BAR ASSOCIATION MEETING
MEMPHIS, TENNESSEE
JULY 31 OR AUGUST 1, 1998

- * **Opening.** Proud of NBA membership, as are the dozens of other Clinton-Gore Administration officials who are members. NBA doing important work -- helping to facilitate review of Presidential appointments to the federal bench...
- * **Achievements.** Under President Clinton and Vice President Gore's leadership, America enjoying **remarkable peace and prosperity**: smallest welfare rolls in 27 years -- lowest unemployment rate in 28 years -- first balanced budget and surplus in 29 years -- lowest inflation in 32 years -- highest home ownership rate *ever*. **Prosperity increasingly shared** by all Americans: under President Clinton, the African American unemployment rate has dropped from 14 percent to 9 percent.
- * **Sharing prosperity.** Progress across America, but far to go. President recognizes this -- has put in place **policies that are closing the gap in economic opportunity, in education, in health care, and in housing**. Ensuring that **Census 2000** is the most accurate census possible using the best, most up-to-date scientific methods. Through **race initiative**, President recruiting leaders and encouraging community efforts all over the country to bring people together. President has told Cabinet that our policies and programs must help us become one America in the 21st century.
- * **Transportation.** Possibilities are great in transportation, which affects all of our lives every day. Transportation is about more than concrete, asphalt, and steel: it's about people, and about providing them with the opportunity to lead better, safer, more fulfilling lives.

- * **TEA-21.** President recently signed \$198 billion highway-transit bill. Highlights include \$41 billion for **transit** -- \$750 million for **welfare-to-work** (you can't go to work if you can't get to work) -- **expanded job training**, including technology.
- * **Safety.** Car crashes a leading cause of death among young African Americans. One reason: our seat belt use lower than other groups' -- and dropping. Save lives by promoting seat belt use. TEA-21 includes \$500 million seat belt incentive program. But key is for drivers to take responsibility, for themselves and their passengers.
- * **DBE.** Strengthened our DBE program at President's direction, streamlining it to make it more effective. During TEA-21 debate some tried to dismantle our program, which also could have caused DBE to have been scaled back elsewhere. Worked closely with Congress: reviewed program's success, explained reforms, showed the likely impact of ending the federal DBE commitment. Kept open the doors of opportunity for these small businesses and Americans they employ. [McConnell amendment to our appropriations bill would expedite reviews of constitutional challenges to DBE; we're evaluating.]
- * **Garrett Morgan.** Commitment is not just to increasing opportunity today, but tomorrow as well. During TEA-21 debate, heard what we most need are *people* -- well-educated people to create advanced transportation systems. Never too early to start. TEA-21's activities will support Garrett Morgan program -- named after the African American who was the grandfather of transportation technology. Challenge a million children -- reached 250,000 already. Need you: as mentors, as role models, and as teachers. Let's work together for what really matters: our children, and their future.

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**REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UNION PACIFIC INTERMODAL RAILPORT
MARION, ARKANSAS
JULY 31, 1998**

Thank you, Jolene, for that introduction, and for your outstanding leadership at the FRA. And thank you, Jerry, for showing us Union Pacific's new facility -- I'll say more about it in a moment.

I'm always glad to come home to eastern Arkansas, seeing friends such as Mayor Fogleman, Judge Williams, Dr. Kyzar, and Dan Flowers. Every time I return I'm reminded of how much I love this region, and of how proud I am to be a son of the Mississippi Delta.

A decade ago, President Clinton, another son of the Delta, realized that the people of this region share a common heritage, and understood that we must work together to shape a common destiny in the 21st century. As governor, he helped to create the landmark Lower Mississippi Delta Development Commission. Now, almost a decade later, it's time to take stock of how far we've come, and to see where we need to go from here.

This morning I hosted a conference called "The Delta: Beyond 2000." It brought together government officials and business leaders from the seven states along the lower Mississippi to share progress reports and to decide how to continue moving ahead.

This effort builds on the work President Clinton and Vice President Gore have done over the past five years to increase opportunity for rural Americans. They've acted to expand the rural economy through increased exports and through infrastructure development.

So it won't surprise you to know that one of the most important recommendations was to continue investing in transportation. Why? Because transportation is about more than concrete, asphalt, and steel. It's about people, and about giving them the opportunity to lead better, more fulfilling lives.

I learned that myself growing up downriver in Marianna, when a new highway was built and my mother was able to get a job in a new factory. She earned more than my step-father could, even though he was holding down five jobs.

New roads and bridges, railroads, airports and seaports, better transit service: these are the building blocks of progress, in the Delta and across America. In fact, in the Delta, two-thirds of all new jobs come from transportation improvements.

*Secretary of Transportation Rodney E. Slater
Union Pacific Intermodal Railport*

We see that here in Union Pacific's Marion railport. It's going to help move agricultural goods and freight faster and more efficiently, and promote industrial development nearby.

Over a decade, the railport will help to generate thousands of jobs throughout the region, and pump \$1.8 billion into the local economy. That's the kind of impact good transportation projects can have, and I congratulate Union Pacific and the local leaders who are making it possible.

And this impact is why President Clinton and Vice President Gore have dramatically increased transportation investment nationwide. The new transportation bill the President signed last month gives the Delta states an average of \$3.6 billion annually over the next six years, a 48 percent increase over the last six years.

That investment will create thousands of jobs in this region as we build these projects, and thousands more as businesses grow because of the competitive edge these improvements will give them.

Let me close on this: When President Clinton accepted his party's nomination in 1992, he said: "The best social program, the best family program, the best economic program, is a job." And that is what his presidency has been about. Creating opportunity for all, requiring responsibility from all, building a sense of community for all.

We've made a great start in this decade. Let's continue, together, into the new century, remembering that our best days are yet to come. Thank you.

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(In his remarks, the Secretary referred to Federal Railroad Administrator Jolene Molitoris; Jerry Davis, Union Pacific president and chief executive officer; Dr. Barney Kyzar, president of the chamber of commerce; Mayor Frank Fogleman of Marion, Arkansas; the Honorable Brian Williams, Crittenden County Judge; and Dan Flowers, director of the Arkansas State Highway and Transportation Department.)

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEMPHIS HERITAGE RIVER EVENT
JULY 31, 1998
MEMPHIS, TENNESSEE

(Note: You will be speaking outside in a park overlooking the Mississippi and the bluffs of Arkansas across the water. Open press.)

Thank you very much. It is an honor to be here today. And I want to thank our friends in the media for joining us.

And to my good friend, Mayor Herenden, thank you for hosting this ceremony at Tom Lee Park.

As you know, President Clinton on Thursday designated this section of the Mississippi as an American Heritage River. (Other parts of North America's longest waterway also were designated.) So, I know, this is a proud day for Memphians and all those who live along this mighty river.

For those of you not familiar with the program, let me briefly tell you about it. President Clinton unveiled the Heritage River initiative in January 1997, in his State of the Union address to Congress. Well over 100 nominations were made from 46 states and the District of Columbia.

On Thursday, the President announced 14 winners.

What this means is that the federal government will help communities like Memphis to revitalize waterfronts, clean up polluted waterways, and to highlight the historic and cultural significance of America's greatest rivers.

How are we going to do this? Well, to our friends who worry this might be a costly new mandate, I can say it certainly is not that. What the initiative does is to focus federal resources already available to local communities. And to do it more efficiently by assigning a "River Navigator" -- a federal employee -- to help in tapping those resources, such as federal highway and transit money.

And know this, every step of the way, the process will be driven by the needs and desires of the communities -- not the bureaucrats in Washington. The President believes very strongly in community-based programs and this is no exception.

Clearly, this is about more than concrete, asphalt, and steel. It is about people and opportunity, mobility and jobs.

That is what you are doing here along the banks of the Mississippi. I know you have already done much to rebuild your waterfront -- I have walked the Memphis Riverwalk. I have seen what this means for the community. It rekindles civic pride. It lifts the economy. It refreshes the spirit.

Let me end, with one last point. What we are doing, by rededicating our country to restoring America's river heritage, is reaffirming one of our oldest values: safeguarding our natural treasures for all generations to come.

I am very proud to be a part of this effort. River communities have special meaning for me. I grew up just a few miles from here, in Marianna, Arkansas. As rivers do, it shaped our lives by nourishing the land and the people.

That is what this program is all about, making sure that our best days are yet to come.

Thank you very much.

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FOR IMMEDIATE RELEASE

Thursday, July 30, 1998

Contact: Tovah Ravitz
Tel.: 202-366-4531

Media Advisory

U.S. Secretary of Transportation Rodney E. Slater will join Memphis Mayor Willie Herenton at 4:00 p.m. on Friday, July 31 to formally designate the Lower Mississippi River as an *American Heritage River*.

In support of Vice President Gore's initiative to recognize and reward local efforts to restore and protect America's rivers and riverfronts, members of Congress, governors and mayors are moving forward in carrying out plans to protect and rebuild watersheds and historic docks in their communities.

WHO: U.S. Secretary of Transportation Rodney E. Slater and
Memphis Mayor Willie Herenton

WHAT: Designation of Lower Mississippi River as an
American Heritage River

WHERE: River Terrace Yacht Club
Mud Island
Memphis, Tennessee

WHEN: 4:00 p.m., Friday, July 31, 1998

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA 2000 REGIONAL CONFERENCE
JULY 31, 1998
MEMPHIS, TENNESSEE

I am both honored and delighted to host this conference. I want to thank Dr. Johnson for allowing us to use the facilities of this great institution for higher learning. I know it probably has been a little chaotic around here, but we greatly appreciate your good efforts. And know that it will have been worth it, because I believe what we will achieve today will mark the beginning of a new day for the people of the Mississippi Delta.

Today we have with us top officials from 10 federal agencies. In a few minutes, we will sign an agreement to work cooperatively in revitalizing the mighty Lower Mississippi River Delta. Collectively, our agencies administer programs vital to the region. From transportation to education to housing to business development and the environment, there is much we can do here in the heart of America.

This is a unique partnership. It includes not only my department, but also the Departments of Agriculture, Housing and Urban Development, Health and Human Services, Interior, Education, Commerce and Labor, plus the Small Business Administration and the Environmental Protection Agency.

Seldom do so many organs of government come together in common purpose. In this Memorandum of Understanding we are about to sign, we will pledge to create a framework to coordinate economic revitalization initiatives throughout the seven-state Delta region.

We will review federal programs and assess how far we have come in putting into effect some 400 recommendations the Lower Mississippi Delta Development Commission made in 1990.

- more -

And our work begins today here at Le Moyne-Owen College.

In our meetings, we will look at what has been achieved so far. More importantly, we will look to the future. We will look at human capital development, natural and physical assets, private enterprise, and the environment. We will make an assessment, issue a report and develop a work plan responsive to the needs of the region.

Our goal is simple: unite the 8½ million people who call the Delta home. As one who grew up here, across the river in Marianna, Arkansas, I know we have much in common.

Over the years, I have traveled this great land many times. I have talked to the people. I have listened, and I have learned.

I have learned that we are more than a string of towns and counties and states linked by America's longest river. I have learned we are really one community with a common past.

But if we are to share in the bounty that the global economy of the 21st century promises, we must build a common destiny. The time has come to deal with Delta problems as a united region.

President Clinton is with us. He has focused on providing economic opportunity. It has worked. Business has created some 16 million jobs since he has been in office (some 700,000 in transportation). The budget is balanced for the first time in a generation, and we might even have a surplus. We have moved more than 5 million Americans from welfare to work. And crime is way down.

President Clinton is also a son of the Delta. While governor of Arkansas, he worked hard to win approval by Congress of the Mississippi development commission a decade ago. Since then, nearly all the commission's 55 transportation recommendations are either in effect or under way. This is important because two-thirds of the job growth in Delta counties and parishes is a result of highway and other transportation improvements.

There is more to come. The surface transportation bill the President signed into law a few weeks ago will pump more than \$200 billion over the next six years into communities across America -- a record level. It includes \$22 billion for Delta states -- a whopping 48 percent increase over the old legislation -- for better highways, improved safety, and a cleaner environment.

By state, that works out to \$2.1 billion for Arkansas; \$5.3 billion for Illinois; \$2.7 billion for Kentucky; \$2.5 billion for Louisiana; \$1.9 billion for Mississippi; \$3.7 billion for Missouri; and \$3.6 billion for Tennessee.

To better target resources for where they are needed most, Vice President Gore in April signed an agreement with the Southern Empowerment Zone and Enterprise Community Forum and the Lower Mississippi Delta Development Center, forming the Delta Regional Initiative. Its aim is to break the cycle of persistent poverty and high unemployment in rural areas.

We also hope to ease the current farm crisis with President Clinton's plan to strengthen the rural economy by boosting exports and improving transportation infrastructure.

The bottom line of all this goes to the very core of what President Clinton's Administration is all about: creating opportunity for all, requiring responsibility from all, and building a sense of community for all. That is what we want for the Delta. That is what I hope we can work on today.

Starting today, I hope we will see the beginnings of a Delta century, for I know that our best days are yet to come.

Thank you very much.

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