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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GLOBAL CENTERS FORUM PANEL ON LOCAL GOVERNMENTS' TRADE
INFRASTRUCTURE INVESTMENTS
WORLD TRADE ORGANIZATION CONFERENCE
DECEMBER 1, 1999
SEATTLE, WASHINGTON

Since 1948, eight separate rounds of international trade negotiations have helped make the last half of the century the period of the most rapid and sustained economic growth ever recorded. This week we have an opportunity to make even greater progress for the new century and the new millennium.

President Clinton and Vice President Gore are committed to making this latest round of World Trade Organization negotiations a "new type of round for a new century." Working with our international partners, we want this round of negotiations to be about expanding prosperity and improving the quality of life and work here at home and around the globe.

Investment in transportation infrastructure is central to these goals. The connection between transportation investment, economic prosperity, job creation and quality of life is both immediate and direct.

My hometown is direct proof of that connection. Marianna, Arkansas was not only poor, it was physically disconnected from the main stream of American life. With the arrival of Interstate 40, the people of my hometown were suddenly connected to opportunity almost overnight.

I never forgot this lesson. That is why we, at the U.S. Department of Transportation are working hard to expand opportunity in some of America's isolated localities -- localities that have yet to enjoy the record economic prosperity found in the rest of our nation.

Through programs such as the Delta Initiative and the New Markets Initiative, we are partnering with businesses to inject new capital, new investment, and new opportunity into hard-pressed communities.

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Investing in transportation infrastructure is directly related to economic and community development.

This is the message we took during trade missions to South America and Africa, and will take to Latin America and the Caribbean later this month. Transportation is the crucial link -- it is the tie that binds.

The bottom line is that you cannot trade if you cannot get your product there in a safe, efficient and reliable way.

Our host city is an excellent example of how infrastructure investments are paying huge dividends. Seattle "the most accessible city" has become a major multimodal transportation hub with state-run ferries, an interstate highway, a monorail, commuter rail, local and regional bus systems, and is currently planning to build a 23-mile light rail system. But you will hear more on that from Mayor Paul Schell later in the discussion.

We have an exciting agenda ahead of us and an excellent panel of national and international experts to hear from. We have a lot to cover and a lot to learn.

Before we get started, let's take a moment to view a short video of transportation infrastructure investment at work here in America. The Alameda Corridor, in Southern California, is perhaps the largest project underway today that highlights a strong public/private partnership. The Clinton-Gore Administration used innovative financing techniques -- TIFIA -- to develop a $400 million loan package in order to get this project underway.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
WORLD TRADE ORGANIZATION CONFERENCE
DAY OF AMERICAS OPENING SESSION
SEATTLE, WASHINGTON
DECEMBER 2, 1999

Good morning and welcome to the Day of the Americas Opening Session.

I am delighted to have the opportunity to brief you on the U.S. Department of Transportation's efforts to stimulate trade and integrate transportation infrastructure among the Americas.

President Clinton believes that a strong, properly constructed global trading system is good for all the nations of the world. He believes that we can make our individual economies even stronger and make open trade an even greater force for peace and prosperity in the new century. I stand with him in that belief.

Transportation is the crucial link -- the tie that binds. Open and liberal transportation and trade agreements are key to expanding and strengthening that global trading system.

In just five years the western hemisphere will need a transportation system that is able to support the free trade zone of the Americas our elected Chiefs of State promised to create at the Miami Summit of the Americas.

The economic potential of a hemispheric free trade agreement is enormous. Even without an agreement, the dollar value of U.S. exports to Latin America grew at an annual rate of 13 percent between 1986 and 1996, a rate more than three times that of U.S. exports to Europe.

By the year 2010, the Western Hemisphere will be a larger market for the U.S. than Western Europe and the Pacific Rim combined. Our 800 million people already generate over $9 trillion in economic activity.

- more -

To support this massive growth we will need the kind of transportation system envisioned by the Western Hemisphere Transportation Ministerial I hosted last December: "A seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego."

I strongly believe that aviation will be a driving force for this emerging network in the new millennium. In October, during our transportation and trade mission to South America, we signed an aviation bilateral agreement with the Chilean government.

We expect this agreement to generate more service and lower fares in the U.S.-Chile market and to inaugurate direct service between more cities in both countries. We also expect this agreement to stimulate competition by encouraging new carriers to enter the marketplace.

With this signing, Chile joined 35 other nations, worldwide, that have negotiated open skies agreements with the United States.

Our ultimate hope is to replace the thousands of bilateral aviation markets created by the existing system with a single, open, international aviation market.

The United States is therefore calling upon all our Open Skies aviation partners to join us for an aviation conference in Chicago next week to address what comes after Open Skies in the 21st century.

During our transportation and trade mission we also signed a maritime bilateral agreement with the Brazilian government. This agreement will go far to improve maritime trade and competitive access for national-flag carriers of both the United States and Brazil.

And it provides the foundation for strong bilateral maritime relationships and for continued efforts to further open shipping markets in the U.S.-South America trade.

The connection between transportation and trade is clear. As President Clinton has said, "*An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued growth and prosperity.*"

The economic logic of the case for free trade in this hemisphere is also clear.

We are neighbors; we will always be neighbors. We share a common vision and common values as well as geographic proximity.

All 34 democratic republics of the hemisphere share a faith in democracy and we all share the belief that the free market, under the rule of law -- with an effective safety net for the less fortunate -- is the best means of developing economies and reducing poverty.

These shared values make a new, enduring, equal partnership possible.

As President Clinton said at last year's Santiago Summit, the nations of this hemisphere are now in a position to create a *"New partnership for a new century...to grow in freedom and opportunity and cooperation...[so that] the Americas can be a model for all the world in the 21st century."*

One of the hemisphere's greatest living writers, Carlos Fuentes has said. *"So many barriers that used to keep us apart have disappeared. We are more and more united.*

Unity of vision, pursued with vigilance is the firm foundation upon which we can move from strength to strength, to build a community of nations in which no one is left out of the circle of prosperity.

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U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF PUBLIC AFFAIRS
WASHINGTON, D.C.
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SPEECH

KEYNOTE ADDRESS
REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AFRICAN CHAMBER OF COMMERCE OF THE PACIFIC AFRICA DAY LUNCHEON
WORLD TRADE ORGANIZATION 3RD MINISTERIAL MEETING
SEATTLE, WASHINGTON
DECEMBER 1, 1999

Let me begin by thanking the Seattle Host Committee and the African Chamber of Commerce of the Pacific, for arranging "Africa Day" at this historic WTO meeting.

With 700 million potential customers, Africa is one of the largest emerging markets in the world. And the potential benefits of increased U.S.-Africa trade are becoming clearer every year. U.S. exports to Africa are already 20 percent larger than our total exports to all of the nations of the former Soviet Union put together. And exports to Africa already support more than 100,000 jobs in the United States.

So, when people ask me "Why is the U.S. Transportation Secretary so involved with Africa?" my answer is simple: jobs, opportunity and community—for Americans as well as Africans.

This opportunity for mutual benefit is the reason why President Clinton and Vice President Gore support a long-term partnership with Africa. And mutual benefit is also the reason why the president made his historic visit to 6 African countries 21 months ago, in March 1998.

As the President said during his trip, *"The age of the marginalization of Africa is over."*

This past March, on the first anniversary of his African trip, the President reaffirmed our commitment to partnership by convening the first-ever U.S. Africa Ministerial in Washington. At that ministerial, he announced several new initiatives to strengthen U.S.-Africa ties in education, aviation, food security, and debt relief.

I had the privilege of accompanying President Clinton to Africa. To support the President's pledge to integrate Africa into the global economy, we at the U.S. Department of Transportation (DOT) have launched the *Transportation Initiative and Partnership with Africa* under the theme "Transportation: The Tie that Binds."

Our message is that the development of safe and efficient transportation systems is vital to Africa's continued economic development. Transportation plays a key role both in the region's capacity to participate in the global economy and in the well being of its communities and people. Transportation is about more than concrete, asphalt and steel -- it is about improving the quality of people's lives. Our Africa Transportation Initiative has three major objectives:

As President Clinton has affirmed, the future of U.S.-African relations lies in building an economic partnership with African nations. In support of this objective, I have worked to promote the U.S. private sector in Africa by advocating stronger, more open trade and investment relations. DOT has been especially active in promoting the export of U.S. goods, services and technology in the transportation sector.

To succeed in the 21st century, the nations of Africa must become an integral component of the fast-paced global economy. To achieve this, African countries must continue down the road of economic, political and social reform upon which many have already embarked.

This administration strongly urges our African partners to continue and expand reforms aimed at opening economies, maintaining economic stability, building human and physical capacity and creating an environment where profitable trade and investment can take place.

These reforms are good for American and Africa alike. Robust and open African economies mean more jobs, higher profits as well as an improved standard of living for both Africans and Americans. DOT is providing an array of technical assistance programs aimed at improving transportation policy and developing a sound transportation infrastructure on the continent.

President Clinton and I understand that Africa needs more than just trade and economic reform to develop. If growth is to be sustainable, African nations also need to build human capital, establish a sound institutional framework, and increase their technological capacity.

DOT will continue to promote development in Africa through training, technical assistance and other projects aimed at improving local transportation services.

In order to implement our initiative, we have reached out to numerous private and public constituencies in the United States as well as in Africa. We are working with a wide range of U.S. government agencies and non-governmental organizations, including the *Organization of African Unity, the World Bank, the Overseas Private Investment Corporation, the U.S. Agency for International Development, the Constituency for Africa, the Corporate Council on Africa,* and others.

In the case of South Africa, we have created a special organization to support our special relationship.

The *U.S. South Africa Binational Commission*, or BNC, was founded by President Bill Clinton and President Nelson Mandel, during President Mandela's State Visit to Washington in 1994.

Under the leadership of Vice President Gore and South Africa's then-Deputy President (and now President) Thabo Mbeki, the BNC has been instrumental in helping to launch a new era of cooperation between our two countries.

We are working with all of these bilateral and multilateral organizations to explore possibilities for cooperative efforts and to look at how the Department's programs in Africa can complement those already in place.

I have traveled to the continent several times, most recently in April to celebrate the return of democracy in Nigeria. The general purpose behind all of these trips is to meet with transport and other government officials and to observe first-hand the challenges that lay before us.

This region still ranks lowest in the world in terms of life expectancy, infant mortality, and literacy -- one more reason why it is so important that the Congress pass the African Growth and Opportunity Act (AGOA) as soon as possible.

The AGOA bill provides a framework for building greater two-way market access and strengthened economic partnerships with Africa's growing economies. Both the House and Senate passed versions of AGOA during this past session. All that remains to be done when Congress reconvenes in January, is to reconcile the differences between these two measures in Conference.

I would like to emphasize the importance of looking at African investment and trade from a regional perspective, rather than on nation-by-nation basis. When I was with President Clinton in Botswana last year, I joined with officials of the South Africa Development Community (SADC), to sign a contract for a computerized rail car tracking system in Southern Africa. This system, now nearly complete, will link as many as eight railroads in the region, enabling them to better schedule the use of their rail cars and to provide customers with the exact location of a particular shipment.

SADC is fast becoming a major player in the African renaissance. As a follow-up to the President's U.S.-Africa Ministerial last March, the first-ever U.S.-SADC Forum was held in April of this year in Botswana. The U.S. delegation included some 100 U.S. officials from ten federal agencies

To succeed in the new century and the new millennium, African economies must become fully integrated into the global marketplace; reaching this goal will require countries to develop the transportation infrastructure of a modern economy. As my counterpart, David Magang, the Transport Minister of Botswana said at the U.S.- SADC Forum, without a pervasive, efficient and cost-effective transport system in place, all this hope and promise will remain "just mere dreams."

As part of our regional strategy for economic development in Africa, I recently convened the first U.S.-Africa Transportation Ministerial in Atlanta this September. As part of the program, we signed a formal Memorandum of Understanding with SADC committing SADC and the United States to work together to develop a regional transportation system for Southern Africa.

I would also mention the importance of developing trade corridors in Africa in order to connect major commercial centers to Africa's ports. This is especially important in East and Southern Africa where you have a large number of landlocked nations. There are already some excellent examples of progress in this area, notably the Maputo Development Corridor linking South Africa's heartland with Mozambique's Port of Maputo.

Improving Africa's airports is also essential. Airports are huge job generators -- virtual economic engines for growth. But to attract travelers and commercial shippers, air travel in Africa must be safe and secure. That's why the Safe Skies Initiative is so critically important. Within the next three years we would

like to quadruple the number of African countries that meet international aviation safety standards. We also seek to improve airport security at 8 to 12 airports -- and to upgrade air navigation services throughout the region.

In addition to Safe Skies, we are also seeking to liberalize aviation relations on a bilateral basis through *"Open Skies"* agreements in Africa. Eight of the 15 bilateral agreements currently in effect between the nations of Africa and the U.S. date back to Africa's pre-independence era and are urgently in need of revision.

We are currently exploring the possibility of Open Skies arrangements with Ghana and I am proud to announce that we signed the first Open Skies agreement in Africa with Tanzania on November 3rd. Talks have also been held with Burkina Faso. And several other African countries have expressed an interest.

However, what is really required in the long run to promote world trade, is to replace today's network of thousands of separate bilateral agreements with a multilateral international aviation regime.

Next week, we are convening a *"Beyond Open Skies"* Conference in Chicago to lay the foundation for a truly global aviation regime appropriate to the third millennium.

The purpose of President Clinton and Vice President Gore's *Partnership Initiative with Africa* is to accelerate Africa's full integration into the global economy. It is imperative that we strengthen these U.S.-Africa ties. For as President Clinton put it so well, a prosperous, democratic America needs a prosperous, democratic Africa. We have a common heritage that connects us to a common future. And the tie that truly binds us together, is transportation.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AFRICAN CHAMBER OF COMMERCE OF THE PACIFIC BUFFET RECEPTION
WORLD TRADE ORGANIZATION 3RD MINISTERIAL MEETING
SEATTLE, WASHINGTON
DECEMBER 1, 1999

I am particularly delighted that our hosts for this evening's event represent the Arts community, because -- in many respects -- artists are the "first citizens" of our emerging global civilization. Where language, history and belief divide us, art bridges the gap, evoking smiles and tears that transcend the limits of speech by directly communicating to the human heart.

One of the striking things you will notice when you visit the Smithsonian's *Museum of African Art* in Washington, D.C., is the powerful impact of traditional African art on European art during the late 19th and early 20th century. At a time when prejudice and discrimination were the rule of the day, art was already doing its work of healing and renewing the human spirit across a cultural and ethnic divide.

Here in America, African music has become a powerful current energizing American culture and the creative wellspring of entirely new forms of music, such as jazz, the Blues, Rap and many more.

The mighty continent of Africa, with all of its vitality, energy and cultural diversity is now a growing force in world affairs -- a process the President has called irreversible.

While Africa's integration into the global economy is inevitable, the speed of that process is not.

As Secretary-General Kofi Annan has said, "Globalization is a fact of life, but I believe we have underestimated its fragility."

Today's sessions, sponsored by the Africa Chamber of Commerce of the Pacific, helped strengthen those fragile connections, advancing the day when Africa will realize its full potential in the global marketplace.

I am proud of President Clinton and Vice President Gore's broad-based effort to support Africa's integration into the global economy. And I am proud of the U.S. Department of Transportation's role in building up Africa's transportation infrastructure as part of that integration process.

As I indicated at lunch, DOT is working hard to expand transportation trade and investment opportunities in Africa. We are also encouraging the development of regional transportation systems that transcend national borders and foster the development of the human capital Africa will need to succeed in the new century and new millennium. And we are moving with great energy to connect Africa to the world through aviation.

As President Clinton said, during his historic visit to 6 African countries in March 1998, *"The age of the marginalization of Africa is over."*

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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL COUNCIL OF NEGRO WOMEN 49TH NATIONAL CONVENTION
ARLINGTON, VIRGINIA
DECEMBER 3, 1999

Let me begin by congratulating the National Council of Negro Women (NCNW) on the occasion of your 49th National Convention.

I also want to take this opportunity to thank your President, Dr. Jane E. Smith, and President Emeritus, Dr. Dorothy Height for the leadership and vision they are providing for this world-class organization.

When I say "world-class," I mean that literally. NCNW leaders like Dr. Smith and Dr. Height are part of a chain of excellence going back through Ida B. Wells, Mary Church Terrell, and other leaders to your founder, Mary McLeod Bethune.

It is because of this chain of excellence that the United Nations recognized the Council as a 'Non Governmental Organization' in 1995 and granted NCNW official status as a consultative organization.

In less than a month, the human race will begin a new century and a new millennium. It is therefore an appropriate time to look at how far you've come -- as well as the road ahead.

In terms of 'how far you've come,' I am struck by the powerful impact African American women -- and women in genera -- have had on the history of transportation in this country.

I am thinking of women like *Rebecca Lukens* -- owner of Brandywine Iron Works -- whose company produced iron for ships, locomotives and rails in the mid-19th Century.

And I am thinking of Mary Riggins, who invented the first railway-crossing gate...and of *Martha Coston,* who designed the first burning flares used by the U.S. Navy for search and rescue...and of Mary Anderson, who invented the windshield wiper.

Despite the lack of educational and other opportunities, by the early 1920s more than 175 patents had been granted to woman inventors.

But transportation is about more than Rebecca Luken's iron or Mary Riggins railroad crossing gate. And transportation is about more than Mary Anderson's windshield wipers.

Transportation is about more than concrete, asphalt and steel. It is about creating new opportunities in people's lives.

Consider, for example, the work of Harriet Tubman, the legendary "conductor" of the Underground Railroad, which was neither underground nor a railroad. She never ran her train off the track and never lost a passenger.

To quote *The National Underground Railroad Network to Freedom Act of 1998,* her work helped make the Underground Railroad "one of the most significant expressions of the American civil rights movement during its evolution over more than three centuries."

The Underground Railroad "bridged the divides of race, religion, sectional differences, and nationality; spanned State lines and international borders.

It joined the American ideals of liberty and freedom expressed in the Declaration of Independence and the Constitution to the extraordinary actions of ordinary men and women working in common purpose to free a people.

In the broadest sense of the word, transportation is the "tie that binds" nations and communities together.

Most Americans have heard of the great woman aviator, Amelia Earhart. African Americans also know about Earhart's equally courageous African American counterpart, Bessie Coleman.

Bessie Coleman's courage allowed her to overcome the racism and sexism that prevented her from getting a pilot's license in the United States during the 1920s.

Bessie Coleman responded to the challenge by flying to Europe, earning her license, and then coming back to the United States to thrill crowds with her daring stunt flying.

Bessie Coleman's courage changed her life. Rosa Parks's courage changed history.

It was during this week -- the first week in December -- back in 1955, that Rosa Parks refused to give up her seat on a bus so that a white passenger could sit. That courageous and dignified act of resistance would eventually lead to the legal end of segregation on public transportation in America.

As Dr. Height puts it so well, "When you're a black woman, you seldom get to do what you just want to do; you always do what you have to do."

Rosa Parks' bus ride is a metaphor for the journeys we have taken as a race, and as a country. And Rosa Park's legacy of courage has shaped President Clinton and Vice President Gore's commitment to diversity.

When President Clinton took office, he promised an Administration that "looked like America." And he has kept that promise in his appointments, from the Cabinet on down. And you know that diverse does not equal inferior. As the Clinton/Gore diverse team has truly performed in an historic fashion.

At the U.S. Department of Transportation we follow the President and Vice President's leadership on this issue:

As a result, we enjoy the sage counsel leadership and guidance of women as our General Counsel, Deputy Chief of Staff, Assistant Secretary, Railroad Administrator, Aviation Administrator, Special Programs Administrator and Small Business Director.

And we have Nuria Fernandez as Acting Administrator of the Federal Transit Administration. She helps make sure that transit rails and buses connect American women to jobs and to a better quality of life.

Gloria Jeff is Deputy Administrator of the Federal Highway Administration. She is helping to improve safety on the roads, where we are now seeing all-time lows in highway fatalities and injuries.

Patricia Grace Smith, our Associate Administrator for Commercial Space at FAA is helping to make sure that U.S. commercial space ventures remain safe and competitive.

Small business ownership is an important new opportunity for African Americans, who have started more than 100,000 businesses since President Clinton and Vice President Gore took office in 1993.

And during the Clinton/Gore Administration we have seen funding forSmall Business Administration (SBA) Women's Business Centers double and the number of small business loans to women entrepreneurs triple.

The DOT was the first federal agency to enter into a Memorandum of Understanding with the SBA to take detailed steps to ensure that at least 5 percent of our federal procurement dollars went to women-owned businesses

Actually, this was an easy decision on our part. Women-owned businesses received 7 percent of all DOT-funded state and local contracts last year...that's nearly $1 billion in highway contracts!

In fact, transportation is the top growth industry for women-owned businesses. And these opportunities will continue to grow under the Disadvantaged Business Enterprise program (DBE).

DBE has already helped level the playing field for minority-owned businesses, for women-owned businesses and for other disadvantaged small businesses.

We know, of course, that there is still much work to be done. As President Clinton has said, *"This is not a time to rest, but a time to build."*

Women still earn only 74 percent of what white males earn in this country...and African American women earn less than 63 percent. And 47 percent of women of color say they work under a "concrete ceiling," which they cannot break through -- or even see through, for that matter.

One major factor that contributes to this "concrete ceiling" is lack of access to transportation.

Those of you who have children know that women who work hardly ever go straight to work or straight home after work. You have to stop and pick up the kids first.

And for many of you, that means a race out the door at the end of the day to avoid a double penalty...the fine the daycare center will impose for being late, and the look on your little one's face, when they're the last one to be picked up.

In fact, women workers are five times more likely to perform morning child care stops than men, and three times more likely to conduct those stops in the evening. Imagine the dilemma for women on welfare, who can't afford the fine but can't afford to lose the job...and who don't own a car.

For those on welfare, transportation is the "to" in welfare to work.

This is an area where the National Council of Negro Women has worked with us at DOT, and I want you to know that we appreciate your support.

Our *Job Access and Reverse Commute Program* helps communities implement new and expanded transportation programs to help welfare recipients get to and from work.

Under the strong leadership of the Clinton Administration and the Congress, welfare caseloads are at their lowest levels in 30 years. Overall unemployment is now the lowest it has been in 30 years; but for women, it is the lowest it has been in 46 years.

I am also delighted that The National Council of Negro Women is working with the Federal Transit Administration on a study to help working women get to day care facilities at rail stations, bus transfer stations...any transit hub where women are commuting to work.

Two of the biggest barriers to welfare to work are transportation and childcare. This kind of project can help solve both these problems at once.

Shirley Chisolm once said *"Women have a special contribution to make to help bring order out of chaos in our nation, because they have special qualities of leadership which are greatly needed today."*

These qualities, she went on to point out, are *"Patience, tolerance, and perseverance, which have developed in many women because of suppression." "And if we can add to these qualities a reservoir of information about the techniques of community action, we can indeed become effective harbingers for change."*

The National Council of Negro Women has known what it means to be a harbinger of change since 1935.

And today, at the dawn of a new century, you are employing your leadership in the field of transportation to help ensure the safety of the people using our roads through the Buckle Up America Campaign.

In fact, even as we speak, the Council is hosting a workshop on health, education and family at which the National Highway Traffic Safety Administration (NHTSA) is participating.

NHTSA also has an exhibit at this conference at which information on DOT seatbelt safety and drunk driving initiatives can be obtained. Today, more Americans are buckling up. But the sad truth is that in the Afro-American community has created a "silent epidemic," of preventable death and injuries. It remains a tragic fact that Black male teenagers are nearly twice as likely to die in a car crash as white male teenagers.

Seatbelts save lives and child safety seats protect our children. Clearly, it is about more than statistics -- it's about our families -- our sons and daughters -- our mothers and fathers -- our friends and neighbors.

DOT also has an exhibit at this convention on the Garrett A. Morgan Technology and Transportation Future program, which has already reached more than 1 million young people.

The exhibit has a computer module that will allow conference participants to access information about the program.

The Council is also partnering with the Federal Highway Administration to create a training module that will empower minorities and women to have a voice in planning the transportation solutions in their own communities.

And your leadership is not just in this country. Besides your role in the United Nations, the Council has led the concept of 'twinning' between African and African American women's organizations. By reaching out you are helping to bring others in.

As President Clinton says, "We should go into the 21st Century leaving no one behind."

As you celebrate your 49th national convention and 64 years of public service, I salute you for all that you have done so far in the journey.

In his book, "Nobody Knows My Name," author *James Baldwin* said, "The world is before you and you need not take it or leave it as it was when you came in."

The world -- and the new century -- are calling out to us, beckoning us forward with new possibilities. Do not leave this new world as it was when you came in. Grab hold of the new millennium and make it a better time and a better place -- an age where we all make the journey together, and where no one gets left behind.

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U.S. Department of Transportation
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News

FOR IMMEDIATE RELEASE
Wednesday, December 1, 1999

Contact: Kara Gerhardt
Tel: (202) 366-5565 or
Heather Shadur
Tel: (312) 573-5478

U.S. Transportation Secretary to Hold World Aviation Conference

Slater to lead discussion with International Transport Ministers and Business CEO's on moving beyond bilateral Open Skies

U.S. Secretary of Transportation Rodney E. Slater will travel to Chicago, Illinois to hold the second international aviation conference in history, *Aviation in the 21st Century – Beyond Open Skies Ministerial.*

The three-day conference will address the enormous advances and developments that have taken place since the last international aviation conference 55 years ago in Chicago. This conference will seek to go beyond the bilateral aviation system created in 1944 and broaden future aviation relationships worldwide.

The conference is being hosted by the U.S. Department of Transportation, the City of Chicago and the Chicagoland Chamber of Commerce. Those attending will include transport ministers and aviation director generals invited from more than 100 countries; representatives of the major U.S. and international airlines and airports; labor, aviation related organizations, trade associations, manufacturers and others from the public and private sectors. Attendance is expected to exceed 500 people.

WHO: **U.S. Secretary of Transportation Rodney E. Slater**
Transport Ministers worldwide – over 100 countries
International and U.S. businesses, associations and government representatives

WHAT: ***Aviation in the 21st Century – Beyond Open Skies Ministerial***

WHEN: **Sunday, December 5 – Tuesday, December 7, 1999**

WHERE: **Hilton Chicago and Towers Hotel**
720 South Michigan Avenue
Chicago, IL, USA

–more–

Media Advisory
Wednesday, December 1, 1999

Public Events are as follows:

Sunday, December 5, 1999

6:00 p.m. Welcome reception for all participants at the Hilton

Monday, December 6, 1999 - Hilton Towers Hotel

8:30 a.m. Opening Plenary – Transportation Secretary Slater
NASA Administrator Dan Goldin
Dr. Hans Mark, DOD Director of Defense Research and Engineering
Safety and Security Announcement

8:45 a.m. Panel A - World Regional presentations

9:45 a.m. **Press Event**
Announcement of International Code-Sharing Guidelines

10:00 a.m. Panel B – Beyond Bilateral Aviation Agreements

12:15 p.m. Luncheon
L. Welch Pogue - Former Chairman of the Civil Aviation Board and 1944 International Aviation Conference Delegate
Frederick Smith – Chairman and CEO, FedEx Corporation

1:30 p.m. Concurrent Breakout Sessions
Panel C – Strategic Airline Alliances
Panel D – Airways and Airport Infrastructure Issues
Panel E – Technology and the Future of Aviation

4:00 p.m. GPS Seminar

7:30 p.m. Semi-formal Dinner at Museum of Science and Industry
Welcome - Secretary Rodney E. Slater
Keynote – James E. Goodwin – Chairman and CEO of United Airlines
Slater presents Aviation Awards to:
Secretary Federico Pena and Secretary Samuel K. Skinner

Tuesday, December 7, 1999 - Hilton Towers Hotel

8:00 a.m. Morning Plenary
Secretary Slater
Phillip M. Conditt – Chairman and CEO, The Boeing Company

–more–

Media Advisory
Wednesday, December 1, 1999

9:15 a.m.	Concurrent Panel Breakout Sessions Panel F – The Future of International Airlines in an Open Aviation Market Environment Panel G – Aviation Safety and Security Issues Panel H – Global Airline Industry Competition and Service Adequacy in an Open Market Environment
11:15 p.m.	**Press Event** Announcement of new Open Skies Agreement Announcement of World Bank MOU with Senegal
11:30 a.m.	Plenary Roundup of Panel Discussions
12:30 p.m.	Luncheon Welcoming Remarks – Chicago Mayor Richard Daley Keynote – Donald J. Carty – Chairman and CEO AMR Corporation
2:00 p.m.	Closing Plenary and Declaration Signing
3:30 p.m.	**Closing Press Conference** (Immediately follows signing of Declaration) International Ballroom

(All events are subject to change)

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b.116

U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
AVIATION IN THE 21ST CENTURY - BEYOND OPEN SKIES MINISTERIAL
NATIONAL RESEARCH AND DEVELOPMENT PLAN
FOR AVIATION SAFETY, SECURITY, EFFICIENCY AND ENVIRONMENTAL COMPATIBILITY
ANNOUNCEMENT
CHICAGO, ILLINOIS
DECEMBER 6, 1999

I am delighted today to announce the *National Research and Development Plan for Aviation Safety, Security, Efficiency and Environmental Compatibility*.

Developed by President Clinton's and Vice President Gore's *National Science and Technology Council Committee on Technology*, in conjunction with the U.S. Department of Transportation, the National Aeronautics and Space Administration and the Department of Defense, and supported by industry, the plan will serve as the blueprint for federal research investments in attaining critical aviation and air transportation goals.

In particular, I want to thank *U.S. Transportation Deputy Secretary, Mort Downey, FAA Administrator, Jane Garvey, NASA Administrator, Dan Goldin,* and *DOD's Director of Defense Research and Engineering, Hans Mark* for their work in making this plan a reality.

I also want to thank the President and the Vice President who, in the recommendations of the *White House Commission on Aviation Safety and Security*, challenged us to develop an integrated research and development (R&D) plan for aviation.

Because of their leadership, we have been able to make continued and solid advancements in aviation, meeting the public mandate for a safe, secure, efficient, and environmentally compatible aviation system.

This visionary plan brings federal agencies together to meet the aviation challenges of the new century and the new millennium, ensuring continued economic growth -- and most importantly -- the continued safety of the traveling public. It ties NASA's long-term aeronautical research goals to the shorter-term R&D programs of the FAA and the DOD.

- more -

It describes the coordinated long-term research initiatives necessary to bring about aviation advances required for the 21st century. And it outlines cooperative government research and operational solutions in safety, security, efficiency, and environmental compatibility -- four key areas that otherwise would limit this nation's ability to meet the growing demand for air transportation.

Like those in the past, the challenges for the future are diverse and can only be met by a coordinated and carefully planned research, development, and acquisition program that remains responsive to the dynamic nature of customer needs, economic conditions, and environmental concerns.

Our goals will not be achieved, however, unless our R&D funds are invested wisely and the right technologies are made available. We must work with our industry partners to provide leadership and long-term investment in areas critical to the public good.

This plan signifies broad consensus on national aviation goals and provides the foundation for developing an even stronger government/industry partnership for the future. It brings government and industry together to:

- enhance capacity and improve the efficiency of aviation;
- fulfill our promise to the American people to significantly improve aviation safety and security; and
- ensure the protection of our environment and our communities.

Only by working together -- moving from strength to strength -- can we define a vision of the future that integrates achievements in safety, security, efficiency, and environmental compatibility into a 21st century aviation system that will bring unparalleled growth in the world economy.

I would now like to ask NASA Administrator Dan Goldin to provide more details about this new aviation partnership and the revolutionary National R&D Plan for Aviation Safety, Security, Efficiency and Environmental Compatibility.

# # # #

6-14

OPENING REMARKS
REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
EXECUTIVE LEADERSHIP CONFERENCE
DECEMBER 9, 1999
BALTIMORE, MARYLAND

Thank you, Melissa -- good morning to you all!

Let me begin by saying how proud I am of all of you. You are truly, one magnificent team. And you are making an enormous contribution -- not only to our department but also to the nation -- and to the world.

I have just returned from a successful conference on the future of international aviation in Chicago. Ninety-three nations were represented there; we had more than 800 registered participants from around the world.

In just two days we were able to open up the global conversation about aviation's future. New relationships were created and new possibilities set in motion that will ultimately benefit people all over the world.

Many of you know this already, because you were there; actually, it was you who put on this historic conference.

I cite this example not because it is unique, but because it aptly illustrates what you are really up to: making history.

Almost three years ago we began an exciting journey together. In February of 1997, I challenged the senior managers of this Department to "bring the message to the *troops* that DOT has made a difference to the American people."

I know that each of you knows that. However, I urge each of you continue to "bring the message to the troops" that work with you by celebrating what they do well. That's the point behind the "find the good and praise it" ceremonies we hold at DOT in Washington each month. And that's why we hold an annual awards ceremony each year. We want every employee from the mail room to Secretary's conference room to get the message that the work they do everyday is significant.

In February 1997, I also challenged our senior managers to "repeat the wins" that are the heart of the 30 year history of this department.

We agreed "it is always easier to win the first time. To come back again, takes persistence and putting forth a significant effort." DOT employees have that persistence and they will put forth the effort, if we provide the environment for their success.

Over the next two days, as you work together as the leaders of this organization and as you step up to your responsibility to speed the process for reaching our goals, I urge you to take time to reflect on this journey we have taken together. Acknowledge the enormous success that we have collectively experienced since our first strategic planning retreat at Airlie House in April of 1997.

For it was at Airlie House that we agreed to our vision of a visionary and vigilant Department of Transportation leading the way to transportation excellence in the 21st Century.

By February 1998, when we met in our first "partnering for excellence" session at Turner Fairbanks, we agreed to "breathe life into the words and make our strategic plan real....to accept our individual responsibility while at the same time maximizing our power through collective effort."

Within four months of that meeting, all DOT regional administrators had participated in first meeting specifically designed to develop greater trust, cooperation and teamwork across the administrations. The entire senior executive service had been trained in "working better together." And it was there that the senior leadership team agreed to provide the support needed to sustain the paradigm shift to ONE DOT.

Last February, at Westfields Conference Center, we agreed to the flagships, which are one major focus of this meeting. And we made commitments to change systems that presented barriers to our progress. And at that meeting, we agreed to capture the unique opportunity presented to us to make a difference -- to be stewards of transportation's future.

I look forward to spending time with you today, as we review the flagships and examine how organizations can change to meet the challenge of the new century and the new millennium.

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Revised

6.15

MOVING BEYOND OPEN SKIES

Toward a New Policy Architecture for International Aviation

CONCLUDING REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
"AVIATION IN THE 21ST CENTURY" BEYOND OPEN SKIES MINISTERIAL
CHICAGO, ILLINOIS, DECEMBER 7, 1999

At yesterday's opening plenary, I characterized our purpose as opening up a conversation for new possibilities in international aviation in three areas:

The first was "To open our minds to new possibilities for aviation in the 21st century and the new millennium." This we have done. Speaking for myself, I would say that I leave this conference with an even stronger conviction than I had before—and my level of conviction was already pretty high—that advancing technology will lead to greater changes in the way this industry serves its customers in the next 10 years than it has in the past 50 years.

However, to realize the full benefits of advancing technology with respect to improved safety, greater efficiency and better service, we need to step up our joint efforts to coordinate the management of change. And we need to significantly increase strategic investments in aviation infrastructure of all kinds. On the international level this will require a greater commitment to collaborative action.

The second purpose was "To advance new opportunities for growth in international aviation." This we have also done. The discussions concerning the development of a new policy architecture for international aviation appropriate for the 21st century were thoughtful and provocative.

There is no single formula for moving beyond Open Skies. All of the stakeholders in the air transport system of the future represented here today must work together if we are to get where we want to go. And we will have to broaden participation in this conversation even further, if we are to develop a true consensus.

The future evolution of a post-open skies aviation environment is likely to advance on a broad front, in many directions, rather than down a single path. We will build upon existing mechanisms by extending valued features of bilateral arrangements to groups of like-minded countries. And we will find ways to add new features not covered under the present system.

Movement beyond Open Skies is likely to take place in phases. Some participants want to start with regional or other plurilateral arrangements, while others believe that the place to start seeking greater liberalization could be functional areas, such as cargo services.

Our third purpose was "To give this industry the recognition it deserves as a driving force for global integration and economic growth." And here, I think, our industry partners made a major contribution to this conference. In the speeches we heard from industry leaders, and in the comments made during panel sessions, the speed and breadth of change—and the need for governments to work even more closely with industry became even more apparent.

An appropriate policy architecture for international aviation in the next century and next millennium must include broad participation that extends beyond governmental structures.

But at the end of the day, the most important next steps we will take to move beyond the Open Skies paradigm will take place among what could be called "caucuses of the like-minded. In some cases, these will be geographic regions. I am delighted that our colleagues from Africa have used this conference as an opportunity to advance regional cooperation. In other cases, the basis for coordinated action will be specific issues such as safety or technology.

To use an Internet metaphor, the "World Wide Web" of international aviation has a growing number of "chat rooms" for groups and entities that seek to advance mutual collaboration in areas of common interest.

In a democratic world, no one nation or group of nations can impose a structure on everyone else. But it is equally true that those nations that are already in alignment need not wait for universal agreement before moving forward with concerted action for their mutual benefit.

Over the past two days we have made enormous progress in advancing our mutual understanding of where we stand on the issues facing the future of international aviation. And we have learned a great deal from each other. We go forth from this place with renewed energy—even excitement—about the possibilities for the future.

We have exceeded any reasonable expectations as to what more than 800 participants from 93 nations could achieve in two days of panel sessions and collateral meetings.

For that, on behalf of the world's six billion people who will benefit from the growth of international aviation in the 21st century, I thank all of you for your hard work.I therefore declare this Second Chicago Conference on International Aviation a resounding success.

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6.12

TALKING POINTS
RODNEY E. SLATER
SECRETARY, U.S. DEPARTMENT OF TRANSPORTATION
FOR
WEST MEMPHIS, ARKANSAS
DECEMBER 10, 1999

Introduction

- I am pleased to be here with you at this important milestone in the Clinton-Gore Administration's continuing effort to revitalize the economy of the Mississippi Delta, and Eastern Arkansas.

- It's an honor to join President Clinton, Secretary Riley and Administrator Alvarez, Senator Blanche Lincoln and Congressman Marion Berry, President Glen Fenter, and so many others to underscore the public/private partnerships that will guarantee the economic future of this region.

Background and Purpose

- The President, the Vice President and I share the Delta as our home

- Under his leadership this Administration, working together with the people of the Delta, has helped this region's increasing vitality.

- We are here today to pay tribute to the partnership that continues to move this region forward, at the same time that we are here to confront the many challenges that remain.

- The President has said that this Administration's goal is to leave no one behind as we cross the threshold to a new century and new millennium, where new economic opportunity and greater prosperity await.

- Today, he will announce new initiatives and new efforts that will bring that opportunity and that prosperity closer.

The Administration Record

- The Clinton-Gore Administration has worked diligently to ensure that the people of East Arkansas, and of the entire Mississippi Delta, share in the economic prosperity that the rest of the nation enjoys.

- As Governor of Arkansas, Bill Clinton led the Lower Mississippi Delta Commission, which issued a 400-recommendation action plan pointing the way toward the progress of this region.

- He has never forgotten the commitment that he has made to this region, as Governor and as President.

- In the seven years of President Clinton's and Vice President Gore's leadership, important advances have been made in virtually all major areas of concern.

Transportation Progress

- In my Department, the Department of Transportation, we are connecting the people of the Delta to opportunity and therefore to a better quality of life.

- Transportation is about more than concrete, asphalt and steel. It is the tie that binds -- bringing people together across great distances, not just of miles but of the heart and mind as well. It is the enabler of projects and of dreams.

- In the Delta counties of Arkansas, during the 1990's federal transportation programs have provided more than $140 million to complete over 120 miles of highway construction, reconstruction, repaving, and other road-related projects.

- Through our airport improvement program, we have provided some $211.6 million since 1990 for the Memphis International Airport, which has been such an economic engine for the surrounding counties on both sides of the Mississippi.

- And we devoted almost $39 million for I-69 in Arkansas and other Delta states to move this nationally significant transportation and economic opportunity corridor forward.

Other Progress

- This region enjoys other progress as well as a result of the President's and Vice President's leadership. 184 of the Region's 219 counties experienced job growth. From 1993-1998, average unemployment dropped from 7.5 percent to 5.7 percent.

- For rural community facilities, business programs, and water and waste programs, almost $860 million has been provided from 1993 through 1998.

- The Enterprise Community/Empowerment Zones in the Delta Region, including the three in Arkansas, received a total of $10.3 million from 1994-99, and leveraged more than ten times that much, $107.4 million.

- In 1999 alone, more than 1500 new teachers have been hired under the President's Class Size Reduction Initiative.

- Infant mortality declined by 16.6 percent from 1994-97.

Miles to Go

- Progress has been measurably substantial on a broad number of fronts, yet we have miles to go before we rest. As the President has said, "This is a time to build, not a time to rest." Many Delta residents and their communities still face substantial barriers.

- The average unemployment rate of 5.7 percent is still higher than the national rate of 4.1 percent. Even with the decline I mentioned earlier, infant mortality is still higher in the Delta than the nation as a whole.

- In Arkansas, 42 percent of the rural households and 39 percent of the urban households still pay more than 30 percent of their income in housing costs.

Going the Extra Mile

- Today, the President will be making a number of announcements that clearly demonstrate we continue to move down the road of progress.

- Under his leadership, I have been proud to chair a federal interagency task force that is preparing the successor to the action plan that then Governor Clinton announced in 1990. This new action plan will lay down the broad-based set of goals and objectives for the federal government necessary to ensure that the road to the next century for the people of East Arkansas and of the entire Mississippi Delta is a road that runs straight and true.

- Once that report is concluded, it will be critical for Congress to enact the legislation that Senator Lincoln and Congressman Berry have introduced with bi-partisan support to create a Mississippi Delta Regional Commission.

- This commission working with its private sector and local and state partners will provide the focal point for implementation of the goals and objective that will ensure that this region takes its full place in the American prosperity that will stand as one of the great legacies of the Clinton-Gore Administration.

- An important part of that effort will also be the partnerships we create with the state and local governments, the businesses and non-profit organizations, and the hard-working people of this region.

- Government works best when it listens well. This past September and October we met with some 600 Delta citizens and leaders to hear their voices so that the plan we develop for the next will reflect the true concerns of the people who live and work here.

- Ultimately, our work here today and tomorrow is not about today, it is about the future. As the calendar change less than a month from today offers a time for reflection and renewal, it directs our thoughts to the years ahead and what kind of Delta Region we leave to our children. It is our children who will live in this new century just ahead, and make the most of the opportunities we prepare for them.

Introduction of Young Person

TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CEO MEETING
ARKANSAS
DECEMBER 10, 1999

- Good afternoon.

- Welcome everyone and thank you for coming.

- It is an honor for me to host this meeting.

- I want to thank Lynn Cutler, Senior Advisor to the President, for everything she has done to bring us together today, not only for this particular meeting, but for all she has done to make this day possible. It's great to be home.

- Looking around I see we are joined by many friends this afternoon.

- I'd like to acknowledge Secretary Reilly, Lieutenant Governor Wynn Rockefeller (R), Senator Lincoln and Representative Berry for joining us today.

- We are also joined by many friends in industry -- truly the leaders in your field.

- And Dr. Fenter, it was your vision for helping this important region of the country that brought us together today. We thank you and look forward to your presentation.

- As some of you may know, the President asked me to lead the Delta Initiative. I appreciate his confidence in me and have enjoyed the opportunity. The Initiative aims to lift up an area of the country that has historically lagged behind much of the nation in the realm of economic opportunity -- an area that has not shared in the economic boom that many of us have experienced.

- As I visited sites around the Delta earlier this fall, and talked to the people, it was clear to me that they have a need and desire for quality education for their children and better training for themselves so they can enter into skilled jobs and improve their quality of life. We recognize that need, we understand it and we want to help address and overcome it.

- We at the Department of Transportation are committed to ensuring that all Americans have a chance to enjoy the economic opportunity afforded by high-skilled, high wage jobs and the transportation industry offers these opportunities. We are committed to doing our part to ensure a skilled transportation workforce in the 21st century.

- This is particularly vital today as we witness the "greying" of the transportation workforce. A large number of our workers are nearing retirement age and when they retire they will take with them a wealth of experience and information. Now is the time to focus on the void that will be left, and to replenish this industry in preparation for the future. While we can't replace experience and wisdom, we can promote early learning and skills development that will give future transportation workers a head start.

- I expect that as leaders of your companies, you must be struggling over how you will find qualified workers to fill the jobs that make your companies successful.

- Dr. Fenter has recognized that need and has great hopes that his plans to build a Delta Transportation Technology Center will help to build that workforce for the 21st century.

- Now, I have the distinct honor of introducing a great leader and a very dear friend -- someone who has championed the rights of all people -- someone who has contributed to making life better for all people -- someone who is commitment to providing opportunities for all Americans.

- Ladies and Gentlemen, the President of the United States, William Jefferson Clinton

- Mr. President.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GOVERNMENT/INDUSTRY ROUNDTABLE
DECEMBER 13, 1999
TEGUCIGALPA, HONDURAS

- (Thank officials from the Honduran government for their participation and recognize officials representing the U.S. government.)

- It is an honor for me to participate with all of you in this transportation roundtable to discuss projects and issues that are important to all of us.

- I have been constantly reminded during my tenure with the U.S. Department of Transportation that transportation is, indeed, the tie that binds us together as communities, as nations, as hemispheres, and, yes, as one world.

- It is important to recognize during our meeting this morning that natural disasters often serve to interrupt the ties between us that are so important. The effects of Hurricane Mitch remind us, among other things, of the importance of maintaining a reliable and safe transportation infrastructure.

- The effects of natural disasters such as this also remind us that transportation is about more than concrete, asphalt and steel. When hurricanes strike, they strike people, and people depend of transportation for their livelihoods, and sometimes their very lives.

- The Honduran people have made great strides in recovery since the hurricane, and those strides are a tribute to your vigilance as a nation. I am confident you share my vision, however, that there is much more that can be done. That vision anticipates the use of state-of-the-art technologies to create a hemispheric transportation system for the 21st century that is even more reliable, safe and secure than it is today.

- We are here today to talk about how to build that stronger and safer transportation system in Honduras and in all of the countries of our hemisphere. There is much we have to learn from one another. There is technology to share with one another. There are innovative means of cooperation we wish to discuss with one another. And that defines the purpose of our roundtable meeting this morning.

- While I am pleased, and honored, to see the participation of senior officials from the Honduran government and high-level representatives from industry located here in Honduras, I am also proud of the distinguished U.S. business delegation that has met me here in Tegucigalpa for this mission. I am very pleased they have joined me, and, after we hear from you and your delegation, Mr. Minister, I want them to introduce themselves and briefly address their reasons for being here.

- I hope the dialogue generated by this meeting will advance the relationship between our countries in all phases of transportation. That is our challenge today, and I am confident that we are capable of meeting that challenge.

- (Assure that U.S. business delegation has opportunity to introduce themselves and their products and services.)

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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMERICAN CHAMBER OF COMMERCE OF THE
DOMINICAN REPUBLIC
WEDNESDAY, DECEMBER 15, 1999

I am delighted to have this opportunity to join the Executive Board of the American Chamber here in the Dominican Republic. This is the last stop on our four-nation transportation and trade mission to the Caribbean and Central America this week.

Our activities on this mission symbolize the historic relationship between the U.S. and the Caribbean nations -- an important relationship now at the turn of a new century and new millennium.

Our first stop was in Honduras, where we signed cooperative agreements to replace equipment damaged by Hurricane Mitch.

These two agreements honor President Clinton's promise from last year's Hemispheric Summit in Santiago to work cooperatively with our neighbors in the Americas to manage the after-effects of natural disasters.

These projects also honor the Memorandum of Consultation on disaster assistance for Central America, which we signed at last December's Western Hemisphere Transportation Ministerial in New Orleans.

While we were in Honduras, I also met with the Corporation for Air Transport Services for Central America, or "COCESNA."

This meeting represents the next step toward creating a *Partnership for Safer Skies* in Latin America and the Caribbean. It is also evidence of a new level of energy and initiative on the part of Caribbean nations.

Our next stop was Panama, where I participated in the official ceremony transferring ownership of the Panama Canal from the United States to the people of Panama.

This shift in control demonstrates the dramatic changes underway in the relationships among nations bordering the Caribbean.

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We just left Jamaica; where we signed a cooperative agreement to assist Jamaica in establishing a Transportation Bureau of Statistics. We also turned over a Coast Guard Carrier and agreed to further cooperative arrangements between the U.S. Coast Guard and the Coast Guard in Jamaica.

And, we are now set to conclude our trip here in the Dominican Republic, where we expect to sign an *Open Skies* agreement with *President Leonel Fernandez* tomorrow evening.

This bilateral agreement will liberalize air travel between the Dominican Republic and the United States, benefitting both passengers and carriers. It should also stimulate tourism, an important and rapidly growing industry in the Dominican Republic.

We have called this a transportation and trade mission because, without transportation there can be no trade.

At each stop on this mission, we are seeking new bilateral arrangements to strengthen the transportation channels through which all trade, and all people, must move.

At each stop on our trip we are also providing an encouraging word, wherever we can, on behalf of U.S. companies offering transportation products and services in the country we are visiting.

All of our efforts linking transportation with trade reflect President Clinton's vision for the future of our hemisphere and the vigilance with which he pursues that vision.

As he has expressed it,

"An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued growth and prosperity."

This will be even more true in the new millennium than it is today.

At the Miami Summit of the Americas five years ago, our elected Chiefs of State promised to create a Free Trade Area of the Americas. To support that commitment, we need to create a Western Hemisphere transportation system able to support a Free Trade Zone by 2005.

The economic potential of a hemispheric-wide free trade agreement is enormous. Thirty-four of the 35 nations of the hemisphere are democratic. And from Barrow Point, Alaska, to Tierra Del Fuego, Argentina, we constitute a

market of 800 million people, generating over $9 trillion dollars in economic activity.

By the year 2010, the Western Hemisphere will be a larger market for the United States than Western Europe and the Pacific Rim combined.

But our shared economic progress will stall if our region's transportation system infrastructure is unable to safely and efficiently handle the rapid increase in multilateral trade we expect.

To sustain our economic growth, we will need the kind of transportation system envisioned at the Western Hemisphere Transportation Ministerial I hosted in New Orleans last December.

That vision called for "A *seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego.*

We have a lot of work ahead of us. Consider this: there are now 6 billion people living on Earth. Half of them live on two dollars a day or less.

Two dollars a day or less.

As the President put it last October, "One of the reasons I want to expand the reach of global trade is because I want more people to be able to lift themselves up."

Lift themselves up.

With improved transportation and communications, we are closer neighbors than ever before in history.

We need to pledge ourselves to a world that works for everyone in the new millennium -- with no one left out.

To close, I'd like to once again quote President Clinton, "*We have before us perhaps as great an opportunity as the people of the world have ever seen. As before us, we will be judged -- by our children and our grandchildren -- by whether we seize the opportunity. I hope and I believe that we will do so.*"

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6-10

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GOVERNMENT/INDUSTRY ROUNDTABLE
DECEMBER 15, 1999
KINGSTON, JAMAICA

- I am delighted that you have accepted my invitation to be here today.

- I am here today to support your business interests and to promote U.S. technology as you seek to expand your businesses within the hemisphere.

- As you can see, we have sought, and received, the valuable assistance of the Department of Commerce to help achieve our goals for this transportation and trade mission. Here again, in Jamaica, I want to thank Walter Bastian for his participation and his insights, and I wish to make clear to you, the business delegation, that you have a government team available to you. I encourage you to use us—that is why we are here.

- I am here, indeed we are here, to encourage the selection of American suppliers of transportation goods and services for projects in Jamaica and throughout Latin America. Trade promotion is a critical element of the Clinton/Gore Administration's international agenda.

- During this visit, I will also meet with Jamaica's Minister of Transportation and Works, Peter Phillips, and I expect to meet other high-level officials at our roundtable meeting scheduled later this morning.

- At the roundtable, we will meet together with Jamaican government and business officials to discuss the means to expand trade and cooperation between our countries. It is my hope that this roundtable meeting will open avenues of opportunity for you.

- This morning's breakfast provides a perfect opportunity for me to listen and to learn from you. I want to hear about your corporate experiences in Jamaica and also of your future interests here.

- NI would also like to know of any obstacles you may have encountered or anticipate in accomplishing your business objectives here in Jamaica. Those issues are the kinds of matters I would like to assist with during our visit, and this is your opportunity to assure that I am properly informed to assist you.

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF FOX 5 METEOROLOGIST ANDREW HUMPHREY
DECEMBER 17, 1999
WASHINGTON, D.C.

In order to fly safely -- whether you are piloting a small glider or the Space Shuttle Enterprise -- every good pilot checks on the weather before takeoff.

Now, to talk about the weather -- and about the education you will need to "take off" for success in today's tough, competitive economy, it is my pleasure to introduce one of the Washington D.C. metro area's best known weather forecasters, FOX-5 meteorologist and reporter, *Andrew Fox.*

Like many of you, Andrew grew up in the Washington metro area.

And like most TV weathercasters, he has a Bachelor of Science degree in meteorology -- in his case from the University of Michigan.

But unlike most broadcast meteorologists, Andrew also has an advanced degree -- a Master of Science in meteorology -- from the Massachusetts Institute of Technology, one of America's most prestigious educational institutions.

And before becoming a broadcast reporter, Andrew used his advanced scientific education to work as a weather research scientist for the National Aeronautics and Space Administration and at the National Ocean and Atmospheric.

Education has made a difference in Andrew's life and he believes in the power of education to change other people's lives.

That's why he talks to students from the grade-school level through the college-level at least twice a week.

And that's why he teaches meteorology to home school and high school students at GSFC.

And that's why he teaches weathercasting and goal setting to students as part of the Association of Black Journalist's high school journalism workshop.

Andrew is the Celebrity Spokesperson for the District of Columbia's *Say Yes to a youngster's future program* and he serves as executive director of the **Emerging Leadership Institute.**

Please join me in greeting one of America's great emerging leaders and advocate of the power of education to change your life, FOX 5's *Andrew Humphrey!*

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6.7

REMARKS AS PREPARED FOR DELIVER
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE 96TH ANNIVERSARY CELEBRATION OF
THE WRIGHT BROTHERS FIRST FLIGHT
DECEMBER 17, 1999
BALTIMORE, MARYLAND

(Introduction by *Jane Garvey* precedes)

Thank you, Jane.

Let me first take this opportunity to thank *Administrator Garvey* and her staff at the Federal Aviation Administration and *Executive Director David Blackshear* and his staff at the Maryland Aviation Administration for putting together this wonderful event.

I am delighted to see so many of you here. We have a great program ahead of us. You will have lots of opportunities to see how a modern airport works. Later in the day you will be able to talk to airline industry employees about some exciting job possibilities you might want to consider after graduation.

And by "graduation" I hope that each and every one of you plans to graduate from college. President Clinton and Vice President Gore have made a major effort to make a college education more affordable and accessible than ever before. And more African Americans are taking advantage of this opportunity than ever before. So, whatever your background, I urge you to take advantage of this opportunity.

We have gathered at BWI Airport this December 17th to celebrate the Wright Brothers first powered flight 96 years ago today. Wilber and Orville Wright are truly worthy of our admiration. Their vision -- and the vigilance with which they pursued that vision -- set the first century of aviation on the right course.

Ninety-six years may seem like a long time, but believe it or not, some eyewitnesses to the early days of flight are still alive and well. I met one of them, last week in Chicago.

I was hosting a meeting of 93 countries on the future of international aviation in the 21st century. One of our honored guests was *Mrs. Mary Ellen Pogue,* 95 years young, who actually met Wilber and Orville Wright in 1908, and shook their hands.

The Wright Brothers were followed by many other bold and innovative aviation pioneers:

- Pioneers like *James Herman Banning.* Seventy years ago he became the first African American pilot in the United States. His nephew, *Christopher Hart*, now works for us at the FAA and he is here in the audience today... *(Recognize Hart)*

- Or consider the accomplishments of *Bessie Coleman*, the courageous African American woman aviator. In order to become the first African American woman to get a pilot's license, she had to overcome sexism, as well as racism,

- When Bessie Coleman couldn't get a flying license in the U.S., she went to Europe, earned her license and then came back to the United States where she thrilled crowds with her daring stunt flying.

And there are many, many more trailblazers we could celebrate, not just in aviation, but all fields of transportation. One example is *Garrett A. Morgan,* the African American inventor of the traffic light -- one of the most important safety inventions of all time. This simple, original idea not only save lives, it makes it possible for traffic to move smoothly and efficiently through intersections.

You, too, can be a trailblazer like the Wright Brothers...James Herman Banning...Bessie Coleman or Garrett Morgan. That's why we invited you here. This new century beckons with the possibility of breakthrough discoveries and accomplishments in aviation and space travel that we can barely begin to imagine.

The possibilities for a successful career in aviation have never been more promising. By the year 2010, the number of airline passengers in the United States alone will rise to more than 1 Billion. And the direct economic impact of aviation will approach $2 trillion dollars. We need more pilots, more aircraft designers and engineers, more Air Traffic Controllers -- more everything.

As U.S. Secretary of Transportation, I report to you that this industry is already experiencing shortages of qualified, trained people for high-tech jobs in aviation. To fill these jobs we need people like you to enter the field.

However, to qualify for these jobs, you will have to have strong math and science skills. Actually, almost every good, high-paying job in the 21st century will require first-class math and science skills. For me, you are already first-class. So I urge each and every one of you to live up to your full potential by continuing to develop your skills and knowledge in these areas.

Take all the courses you can stand -- and then push yourself to higher heights by taking on even more. I know you can do it.

I can also tell you that the President of the United States is very concerned about making sure that every American has marketable skills for 21st century jobs. At the Department of Transportation we are responding to this challenge with a Technology Futures program that we have named in honor of Garrett A. Morgan. Through this program we are trying to reach students like you with the message that you should get all the math, science and computer training you can.

That very first airplane, which you can see on display at the National Air and Space Museum in Washington, is not much to look at, compared to the 757 and other aircraft you will see later today. The Wright Brothers called their little plane "The Flyer." It was built out of wooden spars, and covered with cloth. It was powered by a light, four-cylinder gasoline engine.

And modern standards, Orville's first four flights were not much of an accomplishment. The total flying time was less than three minutes. The total distance traveled was only a few hundred feet. The longest flight lasted less than a minute. And shortly after its fourth landing, The Flyer was wrecked by a gust of wind.

Today, when men and women routinely fly in space and more than 600 million people fly on commercial aircraft in the United States every year, it is hard to believe that the Wright Brothers changed history that day.

But out of small beginnings, great things can grow.

I am telling you this now, because I want you to remember what those first, primitive airplane flights were like when you watch the *Aircraft Flyer Contest* put on by some of your fellow students later this morning. The spirit of innovation, creativity -- and hard work -- is just as alive today among students like you, as it was in two bicycle mechanics from Ohio nearly a century ago.

And what the Wright Brothers did for 20th century aviation, you can do for the 21st. The purpose of today's program is to excite you with the possibilities.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WRIGHT MEMORIAL DINNER
PRESIDENT'S LETTER AERO CLUB OF WASHINGTON
DECEMBER 17, 1999

(Acknowledgment by **Aero Club** President *Walter S. Coleman* precedes -- Coleman is also President of the **Regional Airline Association**)

Thank you, Mr. Coleman. On behalf of President Clinton and Vice President Gore, I am delighted to represent the administration at today's Wright Memorial Dinner acknowledging Del Smith.

The Wright Brothers are truly worthy of our admiration. Their vision -- and the vigor and vigilance with which they pursued that vision -- set the first century of aviation on the right course. As a result, from Kitty Hawk to the International Space Station, America has pioneered the high frontier for nearly a century.

Today, their example continues to inspire Americans of all ages to aspire to higher heights.

Earlier today I had the chance to celebrate the Wright Brothers first flight with more than 1,000 high school students. We also used this opportunity to challenge these young people to master the math and science skills they need to qualify for the high-tech jobs of the 21st century.

And tonight, I join you in celebrating the achievements of Del Smith, whose contributions to humanitarian concerns and worldwide aviation are truly worthy of a trophy named in honor of the Wright Brothers.

Now it is my distinct pleasure and personal honor to read a message from the President of the United States.

(READ LETTER)

# # # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DECEMBER 17, 1999
"AIRCRAFT FLYER CONTEST INTRO"

- Now we are going to meet the winners of our *Aircraft Flyer Contest.* This competition pays tribute to the genius and creativity of the Wright Brothers.
- And like Orville and Wilbur, the innovative students you are going to meet today have created their own aircraft -- aircraft that can taxi under their own power and remain airborne after being launched.
- One of the key elements in creating each of these aircraft is teamwork. Students worked together to construct these flying machines with materials they were able to find at the school. No materials could be purchased.
- Each school of today's winning aircraft design teams will receive a plaque inscribed with the team member's names.
- And for every student who participated in this contest, we have a Certificate of Participation.
- I think it's particularly important to note the leaders in the aviation industry that have taken the time to be here today:
  - Jim Coyne, President of the National Air Transportation Association
  - Rick Weiss from the Experimental Aircraft Association's Flying Eagles Program
  - Pete West from the National Business Aircraft Association
  - And Ed Bolen, President of the General Aircraft Manufacturing Association. This is a true illustration of their belief that you, all of you in the audience today, are the future.

Our main goal in holding the *Aircraft Flyer Contest* was to generate creative problem solving strategies and collaboration. Today's teams have let their imagination take flight. So let's see their work and be inspired.

- Our first school is (names to be provided on site)

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ILLINOIS TRANSPORTATION GRANTS ANNOUNCEMENT
PRESS EVENT
DECEMBER 21, 1999
CHICAGO, ILLINOIS

It is to truly a pleasure to return to this vibrant city. I was here just two weeks ago when Mayor Richard Daley and I hosted a very successful International Aviation Conference -- Beyond Open Skies. More than 90 countries from around the world came together to begin the conversation about aviation in the 21st century.

But I am here today standing at the *"transportation crossroads"* of our nation, not to talk about aviation, but to talk about surface transportation.

The U.S. Department of Transportation is awarding nearly $286 million in discretionary funds for surface transportation infrastructure projects across the nation. These grants will be used to continue connecting the American people to the safest, most efficient and most effective transportation system in the world.

Today we are awarding more than $18 million in grants for transportation projects throughout Illinois.

Over $16 million will stay right here in Chicago to further reconstruction and rehabilitation on two key transportation corridors.

More than $10 million in federal funds will help pay for repairs on the historic Wacker Drive in downtown Chicago -- one of the first double-decker roadways in America. Wacker Drive is both a history-rich link to Chicago's past and a vital distribution artery that carries 60,000 vehicles a day. This grant follows a commitment for $25 million in high priority funds awarded through the *Transportation Equity Act for the 21st Century*.

Another $6 million will go toward completion of repairs on one of the busiest roads in Chicago, the Stevenson Expressway. Every day the Stevenson carries more than 140,000 vehicles -- nearly 12.5 percent are heavy trucks. It serves as a major Midwestern hub for domestic and international freigh t-- a key link in our nation's freight system.

- more -

These combined grants, totaling more than $16 million, are a down payment on transportation projects for the Prairie State. We will be back next spring to announce $8 million in federal grants for Illinois' Borders and Corridors program.

These investments will ensure that Illinois has a strong, safe and efficient transportation system to carry its people forward in the 21st century.

Today's announcement is about investing in the future of our people. And it is about putting people first.

In the last seven years, President Clinton's and Vice President Gore's "People First" agenda has brought record prosperity to the American people.

The Clinton-Gore Administration's policies have led us from record budget deficits to seven consecutive years of fiscal improvement and the first *back-to-back* balanced budgets in 42 years. We have the strongest economy in a generation, the lowest unemployment rate in 29 years, the highest home ownership rate ever and we've created more than 20 million new jobs.

Here in Illinois, Governor George Ryan, Mayor Daley and the Illinois Delegation are bringing that "People First" agenda to the Prairie State.

Illinois' low 4.2 percent unemployment rate reflects the ongoing strength of the state's labor market and overall economy. Job growth is up in nearly all sectors -- from construction to business services to engineering and management to social and health services.

I want to congratulate Governor Ryan and Mayor Daley for working in a bipartisan fashion to bring the visionary transportation plan, Illinois FIRST, to fruition. Illinois FIRST is the largest public works program in this state's history. And it is truly about more than concrete, asphalt and steel. It is about connecting Illinoisans to opportunity, to an improved quality of life. It is about building a strong, solid future for the people of Illinois.

Clearly, the Illinois Delegation is leading this great state to higher heights in the new century and the new millennium.

Working together, moving from strength to strength, I know Chicago's best days -- Illinois' best days are yet ahead.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MICHIGAN TRANSPORTATION GRANTS ANNOUNCEMENT
DECEMBER 21, 1999
DETROIT, MICHIGAN

It is truly a pleasure to return to Detroit, the Motor City. Last May I joined Mayor Archer in attending Vice President Gore's National Town Hall Meeting for a Sustainable America.

Let me say that Mayor Archer is Detroit's greatest champion. His leadership is breathing new life into this great city. And his first-rate revitalization plan is restoring downtown Detroit's economic health and vitality as well as creating jobs and opportunities for the people of Detroit. Clearly, he is preparing this city for the new century and the new millennium.

Today the U.S. Department of Transportation is awarding nearly $286 million in discretionary funds for transportation infrastructure projects across the nation. These grants will be used to continue connecting the American people to the safest, most efficient and most effective transportation system in the world.

And I am pleased to announce that we are awarding more than $15 ($15.1) million in grants for transportation projects throughout the state of Michigan.

Fourteen million will stay right here in Detroit to begin reconstruction of the Dequindre Yard Bridge -- a major urban industrial corridor that ferries more than 160,000 vehicles every day.

Clearly, today's announcement is about investing in the future of our people. And it is about putting "people first."

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generation, the lowest unemployment rate in 29 years, the highest home ownership rate ever and we've created more than 20 million new jobs across the nation.

Michigan's economy continues to expand and is on its way to 10 consecutive years of job growth -- the longest expansion since World War II. Personal income is on the rise and unemployment remains a low 3.2 percent -- below the national average.

Today's investment in the Dequindre Yard Bridge will ensure that the City of Detroit and the State of Michigan have a strong, safe and efficient transportation system to carry its people forward in the 21st century.

Transportation is the tie that binds our people to economic development, to opportunity, to a better quality of life. Working together -- moving from strength to strength -- Detroit's best days -- Michigan's best days are yet to come.

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U.S. Department of Transportation
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WILLIAMS SISTERS PUBLIC SERVICE ANNOUNCEMENT
PRESS EVENT/
DECEMBER 21, 1999
PALM BEACH, FLORIDA

I am always pleased to have the opportunity to highlight the Clinton-Gore Administration's highest transportation priority: safety. And at the U.S. Department of Transportation it is our North Star, by which we are guided and willing to be judged.

Today, millions more Americans are wearing seat belts. That's the good news, but we still have a long way to go to ensure that every American buckles up for every trip.

Traffic crashes are the number one killer of America's children. The tragedy is -- half of them would be alive if they had just been wearing a seat belt. Last year, of the 2,000 children under the age of 16 killed in motor vehicle crashes -- more than 60 percent were unbuckled.

We can and must do more to get our safety message out to the American public. A simple act -- wearing seatbelts -- can make the difference between life and death while riding in a car.

To help us promote our Buckle Up message, this morning I would like to introduce our newest Ambassadors for Safety -- Venus Williams and Serena Williams.

Because of their strong commitment to America's youth and their well-known devotion to community service, the Williams sisters have agreed to partner with the Department of Transportation to promote proper seat belt use among children and young adults, particularly among African Americans who have a higher than average risk of dying in a motor vehicle crash.

We hope that through the Williams' sisters personal commitment to the Buckle Up America campaign, millions of America's teenagers will hear and heed the lifesaving message to buckle up.

- more -

Public figures have a great impact on young peoples attitudes and can spur them to make responsible and wise choices to stay healthy and safe. It will take a visionary and vigilant approach from each and every one of us to encourage our youth to buckle up. Safety is truly a promise that we make, *and keep,* together.

By appearing in our public service announcement. "*Tennis Is A Game, Your Life Is Not ...Buckle Up*" and by supporting the Buckle Up America campaign, Venus Williams and Serena Williams -- America's newest Ambassadors for Safety -- have the potential to make an immediate and lasting impression on millions of Americans of all ages and all walks of life.

Today is a perfect opportunity to announce our safety partnership because millions of Americans will soon take to the roads and highways to visit with loved ones for the holiday season. We want them to arrive safely at their destinations.

Each year, safety belts save more than 10,000 lives, and child seats save the lives of over 300 children under the age of five. Please remind your loved ones and friends to wear their seat belts for every trip, always use child safety seats and drive safely.

Before I close, let me thank the Palm Beach County Health Care District - Trauma Foundation for their work to train parents and caregivers in the proper installation and use of child safety seats. Once training is completed, each participant will receive a free child safety seat, funded by grants from the Florida Department of Transportation. Palm Beach County is keeping the safety promise.

On behalf of the U.S. Department of Transportation, I thank Venus Williams and Serena Williams -- indeed the entire Williams family -- for so enthusiastically embracing our ongoing efforts to get every American -- especially our children -- to buckle up every time they ride in a car.

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U.S. Department of Transportation
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MICHIGAN TRANSPORTATION GRANTS ANNOUNCEMENT
DECEMBER 21, 1999
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- more -

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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
Y2K PRESS BRIEFING
WASHINGTON, D.C.
DECEMBER 30, 1999

The purpose of today's briefing is threefold:

- First, to update you on DOT's final preparations for "Y2K"
- Second, to broadly describe how we will monitor the performance of U.S. transportation systems on the night of December 31st and the days and weeks to follow
- And third, to give you an assessment of our overall state of Y2K readiness

I will be assisted in this briefing by Deputy Secretary of Transportation Mortimer L. Downey, who has directly supervised DOT's day-to-day preparations for the rollover. Also making brief presentations today are FAA Administrator Jane Garvey and the Director of Information and Technology for the United States Coast Guard, Rear Admiral George N. Naccara.

President Clinton summarized the overall state of the United States Government's preparations for Y2K, saying "The facts are clear: we have done our job, we have met the deadline, and we have done it well below cost projections."

Today, I can report to you with confidence that the transportation sector is also ready for the new century and the new millennium. Under Deputy Secretary Downey's able leadership, the U.S. Department of Transportation has completed a four-year effort involving more than 3,000 people and costing more than $400 million.

This work has involved all of our 609 mission-critical internal systems, as well as the operating systems of the Federal Aviation Agency and the U.S. Coast Guard.

We also have done our job and met the deadline.

For that accomplishment, I want to extend my personal thanks to Deputy Secretary Downey, to all of our modal administrators -- and to the thousands of DOT employees who have worked long and hard to master what John Koskinen, the chairman of the President's Y2K Council, has called "The greatest management challenge the world has faced in 50 years."

Chairman Koskinen also deserves great praise for the outstanding work he has done to focus national attention, not just on awareness of the Y2K problem, but on reaching a solution. He has been able to bring key industries together to work to increase both the level of Y2K awareness and preparation.

Government-industry cooperation has also been critical to the success of our preparations at the U.S. Department of Transportation. At our last transportation sector meeting, the transportation community demonstrated its high level of commitment with the presence of 17 industry associations, as well as six federal agencies, many of these organizations and agencies are also represented here today.

Our own DOT modal administrators have also done a great job in forging a cooperative relationship with state and local governments, as well as the private companies who are responsible for operating most of our transportation system.

For all of their efforts, I also express my thanks.

I want to emphasize that not every transportation system in the nation has been fixed -- and that even some of those systems that have been fixed and tested may still experience breakdowns or glitches.

This would be true on any New Year's Eve or any other day in any year, even without Y2K.

Safety is President Clinton and Vice President Gore's top transportation priority. Our top priority at the DOT in preparing for the rollover -- as in every other area of transportation -- has been assuring the safety of the traveling public. We plan to maintain safety by promoting prompt detection and response to potential breakdowns.

I would now ask Deputy Secretary Downey to explain how we plan to monitor the operations of the U.S. transportation system during the rollover...

As we close, let me emphasize that safety will remain our top priority at the DOT in the 21st century, just as it has been in this century. If there are any safety problems -- because of Y2K or any other reason -- we will not hesitate to act to protect the safety of the traveling public.

On behalf of everyone at the DOT, I want to take this opportunity to wish everyone a safe, healthy and happy holiday season.

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