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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FAREWELL CELEBRATION FOR NANCY MCFADDEN
OCTOBER 6, 2000
WASHINGTON, D.C.

Achievements

- Multi-year effort on behalf of *DBE* in courts and Congress (culminating in TEA-21 DBE success)
- Tireless work on *1998 Passenger Fair Treatment Act, Aviation Disaster Family Assistance Act* "passenger profiling"
- Thanks for all you did for the *disabled*–"Over the Road Buses," "Air Carrier Access Act"
- International mission: revision of Warsaw Convention (new Montreal Convention)
- Tremendous job supporting *Airline Competition*

Personal Qualities

- Your appointment as VP Gore's Deputy Chief of Staff came as no surprise;
- When someone takes on *thankless tasks* that require *endless hours* of work and *does them well* --"no matter what"-- word gets around
- We miss your *keen reasoning* and *creative responses* to the challenges thrown at us when you were General Counsel here at DOT
- You took your reputation for *tireless energy* and ability to *stay focused* while working under fire with you; I guess you need it
- Most of all, we'll miss your sense of humor1998
- Your dedication has meant a great deal to me and to the President
- I have one last thing I'd like to present to you (Present and Read Plaque)
- Quote says it all: *"Leadership is the capacity to translate vision into reality"* (By Warren Bennis: quote recommended by VP Gore)

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

Speech

PREPARED REMARKS OF U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER RAILROAD INDUSTRY PARTNERSHIP IN PROMOTING DIVERSITY AGREEMENT WASHINGTON, D.C. FRIDAY, OCTOBER 6, 2000

Today, we reach an important milestone in the "White House Initiative for ONE America" by formally uniting the U.S. Department of Transportation (DOT), the Federal Railroad Administration (FRA), the Burlington Northern and Santa Fe (BNSF) Railway, and Amtrak under the first-ever Partnership in Promoting Diversity Agreement. Our goal is to support President Clinton and Vice President Gore's vision to develop a workforce that mirrors the strength and values of our nation's diversity.

By combining the power of government with the innovation of our nation's railroads, together we will work to recruit, employ and contract with minorities, women and people with disabilities. In addition, the agreement outlines specific steps to:

- Include labor's participation;
- Increase diversity through career development;
- Coordinate activities to educate young people; and
- Advance the make-up of workforces that provide the rail industry with goods and services.

Yet, we as Americans all benefit from this agreement. Because, in order to remain economically the strongest, most competitive democracy in the world, the United States must continually tap into the talents and abilities of each and everyone of our citizens. Through partnerships, like the one we announce today, we at the U.S. DOT, FRA, BNSF and Amtrak commit ourselves to sharing the best practices in developing innovative strategies to attract the best and the brightest from our diverse society.

Yes, it's partnerships that make the difference. Consider for a moment when Bill Clinton and Al Gore took office. The nation was gripped with economic distress, social disparity, and political gridlock. The old way of doing things was obsolete and conditions demanded an innovative approach rooted in opportunity, responsibility and community. This administration rose to the challenge, offering Americans a new way of doing things.

In the 1960s, America learned that government alone wasn't the answer. That was the "First Way." During the 1970s and 80s, we discovered the private sector itself

couldn't provide what was needed. That was the "Second Way." Then came the 1992 election and Americans embraced a "Third Way" – a strategy to partner responsible government with the creativity and innovation offered by the private sector.

Look how far we have come together. We begin the 21st century with over 22 million new jobs; the fastest economic growth rates in over 30 years; the lowest poverty in two decades; the first back-to-back surpluses in almost half a century. We now have a chance to pay off the debt for the first time since 1835, and secure the solvency of Social Security and Medicare.

Working together -- the government and the private sector in partnership -- we can do great things. President Clinton may have best summed up the importance of today's agreement when he introduced his vision for "ONE America in the 21st Century" to start his second term:

> "We are the world's most diverse democracy, and the world looks to us to show that it is possible to live and advance together across those kinds of differences ... Building one America is our most important mission ... money cannot buy it. Power cannot compel it. Technology cannot create it. It can only come from the human spirit."

What better demonstration of the human spirit than the desire to work together in partnership to advance the abilities and talents of others for the benefit of all?

Through today's historic Partnership in Promoting Diversity Agreement, we at the U.S. DOT, FRA and the nation's railroad industry proudly take an important step forward in meeting America's shared goals for a strong, dynamic and diverse rail-transportation system for the 21st century.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MADD NATIONAL YOUTH SUMMIT TO PREVENT
UNDERAGE DRINKING
OCTOBER 1, 2000
CHEVY CHASE, MARYLAND

Acknowledgments
Millie Webb, MADD National President
Andrea Davis, Youth Delegate, Indiana
Dr. Ralph Hingson, Boston University

Partners in Saving Lives

- The U.S. Department of Transportation has long had a strong partnership with MADD -- a partnership full of life-saving accomplishments. The incredible work you do -- every day -- is vital to our efforts to reduce impaired driving and underage drinking.

- Our continued partnership is critical to meeting the national goal to reduce alcohol-related driving fatalities in America to 11,000 by 2005.

- Congratulations on 20 years of outstanding work to save lives. Today, t is no longer acceptable to drink and drive. We can thank MADD for changing America's attitude.

MAAD Youth Walking the Talking

- I applaud the dynamic work you're doing here in Washington this week, and in your home districts every day, to educate your peers about the risks of drinking and driving

- Each and every one of you serves as a role model in your schools and in your communities. The saying, "actions speak louder than words" is self-evident here. Your participation in MADD sends a clear message to your peers that underage drinking and impaired driving is risky behavior and will not be tolerated

The Numbers Say It All

- Young people between the ages of 16 and 20 have the highest annual rate of motor vehicle fatalities. 36 percent of these fatalities are alcohol-related.

- Probably, everyone in this room has been affected by these tragic statistics. If not you yourself, then someone you know personally.

- We can and must do more to lower these numbers. And what you are doing this week, and the recommendations you will present at your news conference on Tuesday will help us get there.

Safety Remains Our North Star

- Safety is President Clinton and Vice President Gore's highest transportation priority, and at DOT it is our North Star guiding all that we do. The President and Vice President are proud of you, and so am I, for all that you do to help advance the safety cause.

- Safety is a promise we make, and keep, together. Clearly, it is working. I am proud to say that alcohol-related traffic fatalities continue to decline for the third year in a row

- But, while the news is very good -- our work is far from over. We must push harder and continue working together to reduce the incidences of impaired driving and underage drinking

A Global Effort

- Transportation safety is a priority not only in America, but in nations around the world. Just as you come together to exchange ideas and best practices on what you're doing in your own districts, I will meet with my counterparts from around the global to do the same.

- Next week, October 9th through 12th, I will host an International Transportation Symposium in Washington DC. Transportation is no longer just about public works. On the ground, in the air, and on the water, globalization is changing the nature of transportation everywhere

Close

- Thank you for your considerable effort in helping us get the word out to your peers -- underage drinking and impaired driving is unacceptable.

- I am thrilled that you are on my team. Continue "walking the walk and talking the talk!" Working together, moving from strength to strength, I know our nation's best days -- your best days are yet ahead.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SOUTHERN CHRISTIAN LEADERSHIP CONFERENCE
JAMES CLARK MOONE MEMORIAL BANQUET 2000
OCTOBER 8, 2000
WASHINGTON, D.C.

Acknowledgments

Martin Luther King, III -- President, SCLC

Mistress of Ceremonies, Ms. Maureen Bunyan, WJLA TV-7 News Anchor

Senator Paul Sarbanes, D-Maryland

Rev. Dr. Ruby Reese Moone

Dr. Sullivan Robinson

(This star-studded event has many additional dignitaries)

It is a great personal honor to accept this award on behalf of my friend and mentor, The Honorable George Williford Boyce Haley.

Ambassador Haley and I have at least one thing in common: we both -- dare I say it -- have "roots" in Arkansas.

In my case, I was born there. In George's case, he was 13 when he moved to Pine Bluff, where his father was teaching at Arkansas AM&N -- now the University of Arkansas at Pine Bluff.

Some years later…after serving in the U.S. Army Air Corps for three years at the end of World War Two…and attending Morehouse College in Atlanta on the GI Bill…George returned to Arkansas to attend law school

When George arrived, he had to sit in the corner, separated from the white students. He will tell you that the two African-American law students who preceded him were treated even worse, but those who followed him, just one year later, attended desegregated classes.

George, in other words, was a pioneer. He overcame prejudice and other obstacles to move on to an illustrious legal and political career. …An unusually bipartisan one, I might add. He held positions in the Nixon, Ford, Carter and Bush administrations as well as serving this administration.

For most of my adult life, George Haley has been my mentor. And what a rich tradition of wisdom and counsel he has shared with me.

George also had a mentor -- Morehouse College President Benjamin Mays. I cannot tell you how many times George has told me that, second to his dad, Mays is the person who most influenced his life.

To this day, George carries two Benjamin Mays quotations around with him in his wallet. I know this because he has shown them to me -- more than once, I might add.

One reads: *"It must be borne that the tragedy in life does not lie in not reaching your goal, but tragedy lies in having no goal to reach."*

The other conveys a similar sentiment; it reads: *"Not failure, but low aim, is sin."*

George Haley has never aimed low.

So it is with great personal humility and a sense of pride in being able to call George Haley "my friend," that I accept this award on his behalf.

(Approximately 4 minutes)

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TRANSPORTATION -- A DRIVING FORCE FOR GLOBAL INTEGRATION
A New Transportation Policy Architecture for a New Century

OPENING ADDRESS BY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM: "MOVING TO THE 21ST CENTURY -- BEST PRACTICES OF TODAY AND LESSONS FOR TOMORROW"
WASHINGTON, D.C., OCTOBER 10, 2000

As we open this historic symposium, millions of people around the world continue to celebrate the greatest era of economic expansion and technological innovation in human history. And it is the capacity of the world's transportation systems to move travelers and products safely and efficiently that has made this trade-driven expansion possible.

President Clinton has solid evidence for calling globalization *"The central reality of our time."* Travel and tourism have already become the world's largest industry and the global economy today is *fifteen times* its size of just 40 years ago.

I don't have to tell you that the breathtaking pace of globalization is placing enormous stress on the world's transportation infrastructure. As transportation leaders and policy advocates, you and I are expected make sure that the transportation systems we plan and manage keep pace with the challenges of growth. However, many of those systems in many countries -- including the United States -- are barely able to keep up.

The purpose of this symposium is to enable us to "keep up" by laying the foundation for a 21st century transportation system that not only spurs the economy forward, but also enhances the natural environment and quality of life for people everywhere. We have come to Washington to not only to share our personal vision, but also to consult the vision and wisdom of our peers.

Unprecedented growth requires us to make hard choices: To improve the safety, efficiency and productivity of our transportation systems, we must choose when and how to deploy new technologies -- how to pay for them. We face choices about protecting the environment of our nations and world with jeopardizing anyone's hopes for higher living standards. We face the challenge of encouraging alternative forms of transportation -- fuel-efficient vehicles, alternative fuels, bicycling, and walking. We also face the need to effectively integrate new technology and information systems with the transportation system.

However, the greatest challenge by far, is to expand the circle of prosperity created by global economic integration. There are now more than 6 billion people living on the earth, half of them living on $2 a day or less. South African finance

minister Trevor Manuel called the world to account two weeks ago, when he said, *"There is nothing automatic about the benefits of globalization. The fact is that too many people continue to be left behind."*

TRANSPORTATION LINKS COMMUNITIES TO COMMERCE

The reason communities are 'left behind' is that they are not connected to the great global arteries of commerce -- the roads, the seaports, the railroads and the airports that move the world's resources for growth. This is particularly true for landlocked countries; none of the 28 landlocked nations outside Europe enjoys a high income. As transportation decision-makers, we can help end this isolation. The Maputo Development Corridor linking South Africa's heartland with Mozambique's Port of Maputo is a good example of what can be done, when nations work together.

Vice President Gore affirmed our moral obligation to reach out and connect at last year's Global Economic Forum in Davos, Switzerland, where he said *"We must break the vicious cycle of poverty…we must never lose sight of the poorest nations."*

I know what it's like to live in an isolated community. When I was growing up, Marianna, Arkansas, was not only poor -- it was physically cut off from the mainstream of American life. With the construction of Interstate 40, the people of my hometown were suddenly connected to opportunity, almost overnight. I never forgot this lesson. The central theme of President Clinton and Vice President Gore's transportation policies -- and the policies of the U.S. Department of Transportation -- has been to forge ties between some of our nation's most isolated communities and the economic opportunities of a wider world. Transportation is the tie that binds.

That is the logic behind President Clinton and Vice President Gore's Mississippi Delta regional initiative, DOT's Rural Transportation Initiative and a host of other domestic programs. It is also the logic behind our Transportation Initiative for Africa, our efforts to establish a Partnership for Safer Skies in Central America and the Caribbean and other international programs.

As decision-makers and policy advocates, we know why transportation is indispensable for advancing global integration. Trade is driving the global economic expansion; and without transportation, there can be no trade. The quality of the decisions we make can therefore speed up -- or slow down -- the pace of globalization.

EXPANDING THE DEFINITION OF TRANSPORTATION

And our decisions affect more than just the velocity of economic growth. What we do or fail to do as transportation planners shapes the full range of human activity that makes life worth living. In his annual transportation message earlier this year,

President Clinton urged transportation decision-makers to *"Make our communities more livable, give our citizens greater choice and mobility, protect our environment and help create a truly global community."*

The agenda of this symposium reflects this expanded definition of transportation's reach. In this new century and new millennium, the old idea that transportation is just about public works is obsolete. Transportation is about more than 'concrete, asphalt and steel.' It is about serving people. Transportation is the tie that binds communities as well as nations, linking us to home, daycare, school, workplace, medical care, retail stores and entertainment.

No aspect of transportation is more important than safety, which remains President Clinton and Vice President Gore's top transportation priority -- the 'North Star' guiding everything we do and by which we are willing to be judged at the U.S. Department of Transportation. As rising income allows more and more people to their own automobiles, safety can only become even more important globally. Worldwide, road-related accidents are already the leading cause of deaths for adult males.

With rising concern about global warming, the transportation systems we build must also be sustainable -- in terms of energy use and environmental impact. The current global concern over oil prices and the imperatives of the Kyoto Agreement make that abundantly clear. Vice President Gore has stated, *"Sustainable growth is clearly the main imperative."* The agenda of our symposium reflects this imperative with respect to all modes of transportation.

But safety and sustainability are just the *minimum* requirements for transportation in the 21st century. There are four other imperatives for the transportation system of the future that also must be considered:

First, to be equal to the challenges ahead, transportation systems must also be *international in reach,* connecting markets and destinations around the world. Our historic meeting this week is symbolic of this trend, as are the more than 30 bilateral agreements that will be signed over the course of this symposium.

Second, the transportation system of the 21st century will become increasingly *intermodal in form,* as we seek to achieve a balance among various modes of transportation. This trend will be addressed in concurrent panel sessions this week, including a special series on intermodal solutions.

Third, transportation will become more *intelligent in character,* allowing us to harness the awesome power of technology in ways that benefit people. The key technological driver is clearly the computer and communications revolution. When President Clinton and Vice President Gore took office less than eight years ago, there were only 50 web pages on the World Wide Web. As of last January, there were more than *50 million.*

The great breakthroughs for transportation over the next two decades at least, are likely come from the application of information and computer technology -- a category that embraces computing, sensing, GPS, remote tracking, financial transactions, retinal, voice and fingerprint scanning, mobile communications as well as smart vehicles and building materials. This morning's video presentation explored some of these possibilities. Others will be discussed in the panels.

Fourth, as I have already argued, 21st century transportation must be *inclusive in service,* leaving no one behind, which I hold to be the most important of all -- and one of the reasons this symposium intentionally includes such a rich diversity of voices and points of view. Our domestic transportation agenda in the United States reflects this priority, with programs designed to access for the disabled and efforts to help former welfare recipients get to and from work. Vice President Gore makes an important point when he says *"You can't go to work if you can't get to work."*

And to support all four of these goals for 21st century transportation, we must nurture a climate of *innovation* that spurs us on to higher heights than any of us thought possible.

These categories are not the only way to frame these issues. My colleague and fellow transportation minister from Canada, David Collenette, has suggested an alternative four-part framework he calls the "four Ss." His categories include *safety* and *sustainability*, which are on my list of concerns as well. His concept of *smart* transportation systems overlaps my category of 'intelligent' systems, to some extent.

Minister Collenette also calls for making *strategic* investments in transportation a top priority -- a view I strongly share. We are doing well in that area here in the United States. I am pleased to report that last Friday the U.S. Senate and House of Representatives passed our fiscal year 2001 transportation appropriations bill, providing for a record-level $58.5 billion dollars investment in transportation programs.

THE NEXT STEP

Over the course of the next few days, I urge all of you to share your preferred system of categories for envisioning the global agenda for transportation in the years ahead. For only by working through all the possible ways of describing the issues facing us all can we construct a vision for the future that speaks to us all.

On Thursday, we will use our shared vision to generate a "Declaration of Common Principles" governments and other planning organizations, both public and private, can use to guide future transportation development. It is my particular hope that international transportation organizations like ICAO and the International Maritime Association will be able to make use of these principles in their deliberations.

As we seek to identify these principles, we will be building on precedents established on a regional level, particularly here in the Western Hemisphere. In December 1998, the transport ministers of the Americas met in New Orleans where we adopted a two-year action agenda to improve the quality of transportation throughout the region. Our ministerial was a direct response to the Transportation Agenda adopted at the Santiago Summit of the Americas by President Clinton and the other elected leaders of the hemisphere. Our conversations also build on the significant regional progress we made at the first-ever U.S.-Africa Transportation Ministerial, held in Atlanta last September.

I have also discussed many of these ideas with members of APEC and the European Union during several visits over the past two years. In all of these conversations, I have learned something and one of lessons I have drawn from these experiences is that there is no shortage of good ideas.

Our approach to planning this symposium also makes use of our experience developing a new transportation policy architecture for the United States. In order to identify what principles to use as basis for that architecture, I have met with stakeholder groups across the country for what I call "2025 Visioning Sessions " to develop a common vision to use as a framework. That process is essentially complete; we have a draft report on our policy architecture to share with you this week.

But the most important preparation of all, has been my experience working with DOT's employees -- some 100,000 strong -- to develop a new vision, mission and strategic goals for the department. Our employees proved that they were both visionary and vigilant in turning those ideas into an agenda for action in our first five-year strategic plan. Our reward for trusting in our collective wisdom was having the U.S. Congress declare this plan 'the best in government.'

The lesson I have learned from all of the experiences is that, as individuals, we may have knowledge -- but only through the sharing of that knowledge can we attain wisdom. The day when transportation decisions could be made behind closed doors is over. It was this insight that led to my decision to hold this symposium, confident that we would succeed in raising our vision of what's possible to a new level -- harnessing the power of transportation to create a world of abundance, with no one left out.

As former South African President *Nelson Mandela* has said, *"Though the challenges of the present time…are greater than those we have already overcome, we face the future with confidence. We do so, despite the difficulties and the tensions that confront us, because there is in all of us the capacity to touch one another's hearts across oceans and continents."*

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM OPENING
AND INTRODUCTIONS FOR PANEL PRESENTATION
OCTOBER 10, 2000
WASHINGTON, D.C.

Good Morning. Today is indeed a historic moment as we move forward on our commitment to build a 21st century transportation system that connects all of our people to the ever-growing global community. I believe that transportation is the tie that binds our people to opportunity -- to economic development -- to a prosperous and peaceful future.

President Bill Clinton and Vice President Al Gore, through their considerable efforts to forge new global partnerships, have set the right course for cooperation in this new century and new millennium.

From the work of the Asian Pacific Economic Cooperation Group (APEC), to NAFTA, to the Southern Africa Development Community (SADC), to the Europe Union (EU), and MERCUSOR in South America, I can say with confidence that the world is a better place because of the commitment of those gathered here today.

This morning we are here to listen and to learn from one another, to hear each other's perspectives on national and regional transportation development. Only by engaging in such dialogue can we determine the best avenue for working together as partners.

Today's panel focuses on transportation infrastructure. We know that in order to facilitate economic growth and development our nations must have efficient infrastructure networks covering a number of important sectors including telecommunications and energy. These networks, together, will support development and increased trade, both regionally and globally.

As to transportation, a safe and sustainable transportation system in every nation – one that efficiently moves goods and people -- is critical to economic growth, regional integration, and the ability to effectively compete in the global market. Transportation is, in fact, a critical engine for trade and tourism.

I want to emphasize the importance of looking at transportation and infrastructure issues from a regional perspective. The world is a vast frontier, fragmented by both geographic and political barriers. I believe that transportation is the key to connecting our many diverse nations to one other.

Regional cooperation allows nations to leverage their resources and achieve things that no single nation could do on its own. The EU, APEC, MERCUSOR, SADC are all excellent examples of how regional cooperation fosters economic growth and development.

On today's panel we have representatives from five regions of the world -- Africa, North America, South America, Asia-Pacific, Central and Eastern Europe and Western Europe. They will share their thoughts on the vital role transportation plays in their countries and to their regions. Further, they will discuss the road ahead, as our world truly becomes connected with all of its peoples -- through transportation. Again, I thank you.

Now, I am pleased to introduce our panelists.

REPRESENTING THE AFRICAN REGION

- *His Excellency Steve Senu Akorli*, Ghana's Acting Minister of Transportation will talk about Ghana's successful transportation reform efforts. It is one of only three countries on the African Continent to reach Category One Safety, which allows Ghana to provide direct air service to the U.S.

REPRESENTING THE NORTH AMERICAN REGION

- *His Excellency Aaron Dychter* Mexico's Vice Secretary of Transportation. Mexico has been a true global partner in every sense of the word -- particularly on NAFTA issues. Vice Secretary Dychter will share Mexico's perspective on transportation development in North America.

REPRESENTING THE SOUTH AMERICAN REGION

- *His Excellency Carlos Cruz*, Chile's Secretary of Public Works, Transportation and Telecommunications, will share with us the Chilean open skies experience and the critical link between transportation and trade development.

REPRESENTING THE ASIAN-PACIFIC REGION

- *His Excellency Zhendong Huang (Wang)*, the People's Republic of China's Minister of Communications, will talk about China's commitment to developing a transportation infrastructure that fosters an integrated transportation system.

REPRESENTING THE CENTRAL-EASTERN EUROPEAN REGION

- *His Excellency Jaromi Schling*, the Czech Republic's Minister of Transport will share his views on the critical link between transportation development and regional development.

REPRESENTING THE WESTERN EUROPEAN REGION

- His Excellency Reinhard Klimmt , will share his views of the role transportation plays in the continuing economic development of Western Europe.

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

Speech

A New Transportation Policy Architecture for a New Century

OPENING ADDRESS BY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM: "MOVING TO THE 21ST CENTURY -- BEST PRACTICES OF TODAY AND LESSONS FOR TOMORROW"
WASHINGTON, D.C.
OCTOBER 10, 2000

For me, the journey leading up to today's historic symposium began in 1997, when President Clinton appointed me Secretary of Transportation. One of my first decisions was to invite the department's 100,000 employees to join me in "Leading the Way to Transportation Excellence in the 21st century" by working more closely with our partners, both here in the United States and internationally. What we found out by working with our international partners, is that no nation has a monopoly on good ideas about 21st century transportation. In this new century and new millennium, we are all beginners.

EXPANDING THE DEFINITION OF TRANSPORTATION

What I also found out in my conversations with transportation experts around the world -- including many of you here this morning -- is that I am not alone in my concern that transportation must move beyond its traditional narrow definition as "public works." We need a broader framework to define transportation decision-making for the 21st century, one that takes into account an extraordinarily wide range of economic, social, political and environmental factors. The list of issues we must consider gets longer every day.

I call this more comprehensive, integrated approach *a new transportation policy architecture for a new century.* I was inspired by President Clinton and then-Treasury Secretary Rubin, when they called for a "new global financial architecture" in 1998 to deal with the global financial crisis. While we are not experiencing a 'global transportation crisis' today, I believe the concept fits. As I use it, "policy architecture," refers to the interlocking web of policies, practices and principles that shape and inform transportation decisions by stakeholders at all levels: governments, trade associations, organized labor and individual companies, as well as consumers and interest groups. The agenda of this symposium is designed not only to explore the best transportation practices of today on every continent, but also to serve as a forum to explore a new approach to transportation decision making for tomorrow.

- more -

GLOBALIZATION AND TRANSPORTATION

To begin our exploration we must adopt a global perspective, because globalization is erasing many of the boundaries that used to define transportation's reach. President Clinton has good reason to call globalization *"The central reality of our time."* The world economy today is *fifteen times* its size of just 40 years ago. And travel and tourism have already become the world's largest industry.

Transportation has played a major role in this trade-driven expansion, because without transportation, there is no trade. At the same time, this unprecedented growth requires greater sophistication in our transportation choices: To improve the safety, efficiency and productivity of our transportation systems, we must choose when and how to deploy new technologies -- and how to pay for them. We face choices about protecting the environment of our nations and the world without jeopardizing the hopes of workers and their families for higher living standards.

We face the challenge of encouraging alternative forms of transportation -- fuel-efficient vehicles, alternative fuels, even as we ask people to take a second look at traditional ways of moving about, such as bicycling, and walking. There was a time in the not-so-distant past when none of these choices would have been considered part of our job.

However, the greatest challenge, by far, is how to use the power of transportation to expand the circle of prosperity to include everyone. There are now more than 6 billion people living on the earth, half of them living on $2 dollars a day or less. South African finance minister Trevor Manuel called the world to account two weeks ago, when he said, *"There is nothing automatic about the benefits of globalization. The fact is that too many people continue to be left behind."*

TRANSPORTATION LINKS COMMUNITIES TO COMMERCE

This global perspective has regional and local implications. The reason that all too many communities are 'left behind' is that they are not connected to the great global arteries of commerce -- the roads, the seaports, the railroads and the airports that move the world's resources that sustain growth. As transportation decision-makers, we can help end this isolation. The Maputo Development Corridor linking South Africa's heartland with Mozambique's Port of Maputo is a good example of what can be done when nations work together.

I know what it is like to live in an isolated community. When I was growing up, Marianna, Arkansas was not only economically strapped -- it was physically cut off from the mainstream of American life. With the construction of the Interstate Highway System, stretching east and west, north and south, towns like Marianna, in the heartland of America became connected to the industrial hubs of the Midwest and the

economic engines of the east and west coasts. Marianna and other small towns across the country were suddenly connected with opportunity. Marianna's prospects were greatly enhanced when Memphis, Tennessee -- just 50 miles away -- evolved into the "distribution capital" of the world.

I never forgot this lesson. Transportation is a central theme of President Clinton and Vice President Gore's efforts to extend America's record-level prosperity to communities that have been left behind, by forging links between these communities and a wider world. We have extensive programs to forge such links, all of which have a transportation component.

These programs include the Mississippi Delta Initiative, modeled on the Appalachian Regional Commission -- a 35 year old success story that has restored prosperity to "hills and hollows" throughout America's eastern mountain region -- and The New Market Initiative, which focuses on depressed urban and rural areas, including Native American communities. Again, transportation is a critical component for lasting improvements. Internationally, this strategy includes DOT's Transportation Initiative for Africa, our efforts to establish a Partnership for Safer Skies in Central America and the Caribbean, as well as other international programs.

Transportation policy affects more than the velocity of economic growth. It also impacts what makes life worth living. In his annual transportation message earlier this year, President Clinton urged transportation decision-makers to *"Make our communities more livable, give our citizens greater choice and mobility, protect our environment and help create a truly global community."*

No aspect of transportation is more important than safety, which remains President Clinton and Vice President Gore's top transportation priority -- the 'North Star' guiding everything we do and by which we are willing to be judged at the U.S. Department of Transportation. As income rises, more and more people have access to automobiles. Worldwide, road-related crashes are already the leading cause of deaths for adult males. This trend requires action. In this regard, I commend our African partners for last month's regional road safety conference.

In addition to being safe, the transportation systems we build must also be sustainable. The current global concern over oil prices and the mandates of the Kyoto Agreement strongly support Vice President Gore's assertion that *"Sustainable growth is clearly now the main imperative"* when it comes to long range planning. The agenda of our symposium reflects this imperative with respect to all modes of transportation.

Safety and sustainability are just the minimum requirements for transportation in the 21st century. To these, I would also add that the transportation system of the future must b e: *International in reach*, connecting markets and destinations around the world;

Intermodal in form, achieving a balance among various modes of transportation; *Intelligent in character*, allowing us to harness the awesome power of technology in ways that benefit people; and *Inclusive in service,* leaving no one behind. …And to support all of these goals, we must nurture a climate of innovation that spurs us on to higher heights than any of us thought possible.

Let me illustrate each category with some examples: First, to be equal to the challenges ahead, transportation systems must also be *international in reach.* Our historic meeting this week symbolizes this trend, as will the 12 bilateral agreements scheduled for signing over the course of this symposium.

Second, the transportation system of the 21st century will become increasingly *intermodal in form,* as we seek to enable travelers and shippers to enjoy the seamless synergy of multiple modes of transportation operating as one. In some areas of Europe it is already possible to purchase a single ticket allowing travel on a combination of air, rail and ferry. I also commend the exemplary approach to intermodalism I saw during my visit to the Port of Rotterdam earlier this year.

Third, transportation will become more *intelligent in character.* The key technological driver today is clearly the computer and communications revolution. This morning's video presentation explored the transportation innovations of the last century. The great breakthroughs for transportation of this century are likely come from the application of information and computer technology.

Intelligent transportation technology embraces a host of applications involving the use of computers, GPS satellites, sensing devices, retinal, voice and fingerprint scanners for transportation security and mobile communications, as well as smart vehicles and building materials. I am also excited by *nanotechnolgy* -- the emerging science of building useful machines out of individual molecules -- which holds forth possible breakthrough applications in a number of areas, including propulsion.

Fourth, 21st century transportation must be *inclusive in service,* leaving no one behind. During my transportation policy mission to the Far East earlier this year, I was impressed with the vigor and imagination of Japan's efforts on behalf of the disabled. Our domestic transportation agenda in the United States also reflects this priority, with programs ranging from assuring access for the disabled, to efforts designed to help former welfare recipients get to and from work.

And to support all four of these goals for 21st century transportation, we must nurture a climate of *innovation* that spurs us on to higher heights than any of us thought possible. Many of the Best Practice success stories we will hear over the next few days should stimulate all of us to use more imagination when we design programs.

My categories, of course, are not the only way to frame these issues. My colleague and fellow transportation minister from Canada, David Collenette, has suggested an alternative four-part framework that he calls the "four Ss." These include *safety* and *sustainability*, (which are on my list of concerns as well), *smart* transportation systems -- which overlaps my category of 'intelligent' systems to some extent -- and a fourth "S" calling for *strategic* investments in transportation.

I am proud of the fact that here in the U.S. we have been able to create a bipartisan consensus supporting substantial investments in transportation. The fiscal year 2001 transportation appropriations bill passed by the U.S. Senate and House of Representatives just last Friday, provides for a record-level transportation investment of historic proportions.

THE NEXT STEP

Over the course of the next few days, I urge all of you to share your preferred system of categories for envisioning the global agenda for transportation in the years ahead. This is an essential first step toward the new policy architecture I have been describing. For only by working through all the possible ways of describing the issues facing us, can we construct a shared vision for the future that challenges and inspires all of us.

On Thursday, we will use our shared vision to generate a "Declaration of Common Principles" governments and other planning organizations, both public and private, can use to guide future transportation development. This set of principles will be our source of guidance as we try to implement the more comprehensive approach to policy making I have been advocating. It is my hope that international transportation organizations such as ICAO, the ITS World Congress and the International Maritime Organization will be able to make use of these principles in their policy deliberations.

As we seek to identify these principles, we will be building on precedents established on a regional level in the Western Hemisphere, Africa, Asia and Europe. As we look ahead, there will be a time in the not-to-distant future, when a seamless, integrated transportation system moves people and goods safely and efficiently to their destinations anywhere in the world. Before that happens, we should be aware that such a system will almost certainly succeed on a regional basis, before it takes hold on a global basis.

In December 1998, the transport ministers of the Americas met in New Orleans where we adopted a two-year action agenda to improve the quality of transportation throughout the region. This Friday I will be meeting with transport ministers of the Americas to explore steps we might take to move on to the next stage in this effort.

Our conversations here also build on the significant regional progress we made at the first-ever U.S.-Africa Transportation Ministerial, held in Atlanta last September. We have followed through on that progress by signing 6 new open skies agreements.

I have also discussed the need for action with members of APEC -- whom I met with as a group in Singapore -- and the transportation leaders of European Union, whom I saw during several visits over the past two years. I found last spring's ECMT Conference in Prague particularly useful.

I would also cite the progress we made in the aviation area at last December's *Aviation in the 21st Century -- Beyond Open Skies* ministerial in Chicago, building on the legacy of the first Chicago global aviation conference some 55 years ago.

The lesson I have learned from all of the experiences is that, as individuals, we may have knowledge -- but only through the sharing of that knowledge can we attain the wisdom necessary to ensure our success. The day when transportation decisions could be made behind closed doors is over. It was this insight that led to my decision to hold this symposium, confident that we would succeed in raising our vision of what's possible to a new level -- harnessing the power of transportation to create a world of abundance, with no one left out.

Transportation is about more than 'concrete, asphalt and steel;' it is about people. Transportation is the tie that binds communities as well as nations, linking us to home, daycare, school, the workplace, medical care, retail stores and entertainment.

As we look to the future, I am confident that we truly are in on the ground floor of a new age of prosperity for everyone. And the role of transportation in this new age is to create the links that make it happen. Transportation is the tie that binds.

As former South African President *Nelson Mandela* has said, *"Though the challenges of the present time…are greater than those we have already overcome, we face the future with confidence. We do so, despite the difficulties and the tensions that confront us, because there is in all of us the capacity to touch one another's hearts across oceans and continents."*

# # # #

9-61

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION
UNITED STATES SECRETARY OF THE TREASURY
LAWRENCE H. SUMMERS
INTERNATIONAL TRADE SYMPOSIUM
WASHINGTON, DC
TUESDAY, OCTOBER 10, 2000

I am pleased and honored to introduce this afternoon's keynote speaker, the United States Secretary of the Treasury, Lawrence H. Summers. I am especially delighted since Secretary Summers brings three unique perspectives to this International Transportation Symposium.

First, the extraordinary growth in international economic relationships, with the almost instantaneous flow of financial capital across national boundaries, has put the United States Department of the Treasury, along with the Department of Transportation, at the center of globalization.

Second, Secretary Summers provides the perspective of an expert whose policy sphere is intricately tied to transportation infrastructure. Financial capital flows across borders as goods travel on roads, railways and seaways.

Third, Secretary Summers brings his academic training and skills to bear on the challenges that face transportation in this era of globalization. Secretary Summers was for ten years a Professor of Economics at Harvard University, the same university that granted him his Ph.D. He served as the editor of the *Quarterly Journal of Economics* from 1984 to 1990.

Secretary Summers has pondered what globalization and the spread of technology will mean for developing countries. Secretary Summers pointed out recently that, *"When half the world's population has yet to use a telephone and 40 percent of African adults cannot read, there is perhaps an equal chance that technology will speed further divergence*."

I would now like to introduce former professor and current Secretary of the United States Treasury, Lawrence H. Summers.

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(Approximately 2minutes)

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF MINISTER JEAN-CLAUDE GAYSSOT, FRANCE
"THE FUTURE ROLE OF INTERMODAL TRANSPORTATION IN INTERNATIONAL TRADE"
INTERNATIONAL TRADE SYMPOSIUM
WASHINGTON, D.C.
TUESDAY, OCTOBER 10, 2000

During my tenure as the United States Secretary of Transportation, I have had the pleasure of working with this session's speaker, Minister Jean-Claude Gayssot .

Minister Gayssot and I are, in many ways, very much alike. Minister Gayssot repeatedly talks of putting a *"human face"* on the development of transportation and urban infrastructures.

Minister Gayssot has made a top priority the same issues that I have made a top priority at the United States Department of Transportation: reducing death and injuries on the nation's highways, hours of service for truck drivers and improved air traffic management.

We are also similar in that we have each devoted a substantial part of our lives to public service. Minister Gayssot was first elected to office in 1977, as a member of the Bobigny Municipal Council. Minister Gayssot was named to his current post in June of 1997. Since July 1st, Minister Gayssot has been the European Community's President of the Council of Transport Ministers. Before he entered public service, Minister Gayssot worked for the French Railway Company as a technician and became involved with his trade union.

Minister Gayssot has been a member of the French Communist Party since 1963, and, since 1994, has been in charge of the Communist Party's alliances with other political parties.

Railway technician, trade union member, government official and party leader -- it is these experiences and perspectives that Minister Gayssot brings to his talk about "The Future Role of Intermodal Transportation in International Trade."

I would now like to introduce my good friend, Minister Jean-Claude Gayssot.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM
SENATOR LAUTENBERG AWARD FOR HIS SUPPORT ON
TRANSPORTATION ISSUES
OCTOBER 10, 2000
WASHINGTON, D.C.

We are here this afternoon to praise and honor the incredible work of an individual who, for nearly two decades, has led the way to transportation excellence in America.

This week's conference is about excellence and innovation in transportation and there are few people in government who more personify this spirit than the Honorable Frank Lautenberg, United States Senator from New Jersey.

For 18 years, Senator Lautenberg has been a leader in transportation, safety, health and environmental issues. He has been a tireless friend and supporter of the U.S. Department of Transportation. Though Senator Lautenberg is retiring at the end of the 106th Congress, he leaves behind a legacy of accomplishments that will endure for generations to come.

While in Congress, Senator Lautenberg has served as both chairman and ranking member of the Senate Transportation Appropriations Subcommittee and has worked on every transportation reauthorization bill as a key member of the Senate Environment and Public Works Committee. He was an architect of the landmark 1991 Intermodal Surface Transportation Efficiency Act which changed the course of transportation policy in our nation. His work on the historic follow-up 1998 Transportation Equity Act for the 21st Century will ensure that the American people have a balanced, integrated, and intermodal transportation system in this new century and new millennium.

Senator Lautenberg has been a tireless advocate for public transit and a staunch supporter of Amtrak, leading the fight to protect and enhance these vital passenger rail services.

He has long championed high-speed rail development, believing that, “the only effective way to keep our overall transportation system up to speed is to bring our rail system into the 21st century." And I know this is an area where he is continuing the fight to the end to provide additional financing tools for rail transportation.

He knows that transportation is key to revitalizing our older communities and controlling sprawl. Senator Lautenberg introduced the nation's earliest legislation to redevelop Brownfields and clean up abandoned industrial sites under the Superfund program.

The senior Senator from New Jersey was also victorious in seeking to ban smoking on public transportation, first on airplanes and then on trains as well.

While these are all important goals for President Clinton and Vice President Gore, safety remains their top transportation priority. At the U.S. Department of Transportation it is the North Star by which we are guided and more than willing to be judged. Senator Lautenberg has done much to advance this noble goal.

He has been active for years in efforts to strengthen truck and bus safety on America's highways and roadways. He was principal sponsor of the legislation that created a nationwide, 21-year-old minimum drinking age, and is the lead sponsor of a .08 nationwide, Blood Alcohol Content standard included in the FY 2001 transportation conference report. I am pleased to note that the full House and Senate passed the measure last Friday, and the legislation containing it is on its way to the President for his signature.

Senator Lautenberg, on behalf of President Clinton, Vice President Gore and the U.S. Department of Transportation, thank you for your considerable efforts to promote transportation safety. And, on behalf of the American people, thank you for nearly two decades of work to build a safe and sustainable transportation system that will continue moving our great nation forward in this new century and new millennium.

I am pleased to present the Trailblazer Award to Senator Frank Lautenberg, in recognition of 18 years of leadership in transportation, safety, and environmental issues, and with grateful appreciation for his support of the U.S. Department of Transportation, 1982 to 2000.

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF HIS EXCELLENCY JEAN-CLAUDE GAYSSOT
MINISTER OF INFRASTRUCTURE, TRANSPORT,
AND HOUSING, FRANCE
OCTOBER 10, 2000
WASHINGTON, D.C.

During my tenure as the United States Secretary of Transportation, I have had the pleasure of working with this session's speaker, Minister Jean-Claude Gayssot

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Railway technician, trade union member, government official and party leader – it is these experiences and perspectives that Minister Gayssot brings to his talk about "The Future Role of Intermodal Transportation in International Trade."

I would now like to introduce my good friend, Minister Jean-Claude Gayssot.
(approx. 2.5 minutes) # # # #

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM
MINISTERS/HEADS OF DELEGATION DINNER
OCTOBER 9, 2000
WASHINGTON, D.C.

Acknowledgements

- *Tom Donoghue,* President U.S. Chamber of Commerce

Before I begin, let me take a moment to thank Tom (Donoghue), the U.S. Chamber of Commerce -- and everyone who has worked with us to put on this historic symposium.

Ministers, Heads of Delegation, distinguished representatives of the transportation community, colleagues and friends:

Tomorrow's historic International Transportation Symposium is convincing evidence -- as if we needed it -- that 'globalization is on the march.'

We come from every continent and represent every constituency: some of us are government ministers or senior transportation officials; others are leaders of great corporations or labor unions; still others speak for a diverse range of advocacy groups and consumer organizations.

At the dawn of this new century and new millennium, transportation is the core industry for sustaining the greatest global economic expansion in history.

If we are to take full advantage of this opportunity…and if we are to widen the circle of prosperity so that everyone is included… it is essential that we learn from one another. No one person and no single country has a monopoly on good ideas.

Tomorrow we go to work, sharing 'best practices' from around the world, with the intention of taking home what works and putting it into practice.

We also seek to identify a vision for the future of 21st century transportation we can all share, and to build a consensus behind clear principles that will improve the quality of the transportation decisions we make.

But that's tomorrow. Tonight let's celebrate being in the company of friends. In the global village of the 21st century, we are all next door neighbors.

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM WELCOME RECEPTION
OCTOBER 9, 2000
WASHINGTON, D.C.

Acknowledgments

- *Francisco Sanchez,* DOT Assistant Secretary for Policy
- *Roelof van Ark,* President and CEO, Siemens Transportation Systems, Inc.
- The Honorable *Anthony Williams,* Mayor, Washington, D.C.
- *John Tydings,* Greater Washington Board of Trade
- His Excellency, *David Collenette,* Canadian Minister of Transport

I'm delighted you're here. Let me add my "unofficial" welcome to Washington and to the historic International Transportation Symposium, which officially begins tomorrow morning.

Let me also add my profound thanks to everyone and every organization that has worked with us to make this symposium possible.

I understand -- and I believe the State Department has confirmed this -- that this Symposium truly is historic. This will be the first time, ever, that the world's transport ministers have officially gathered in one place at the same time.

Let me quickly add that this symposium is not a 'ministerial,' nor are we focusing on just the views of governments. Business is here; environmentalists are here; labor is here; and consumers are represented too.

The 21st century is opening up a new vision for international cooperation -- a vision that is 'inclusive' in the true sense of the term. The day when transportation decisions could be made behind closed doors is over.

So tonight at this reception -- and tomorrow at the symposium -- look around at your colleagues. They represent every category of stakeholder in transportation we could identify.

They come from *everywhere* because 21st century transportation must work for *everyone.*

Now that, my colleagues and friends, truly *is* historic.

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9.51

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF "SUCCESS STORIES IN OPEN
SKIES AND BILATERAL AGREEMENTS" PANEL SPEAKERS
OCTOBER 11, 2000
WASHINGTON, D.C.

FedEx Corp. Chairman and CEO **Fredrick Smith** ...

- ... is here today to provide the perspective on how open-skies is helping FedEx build networks to provide integrated express service.

- Under his leadership, FedEx uses the flexibility afforded by open-skies agreements to provide time-sensitive pickup and delivery service worldwide.

Romania Ministry of Transport, Secretary of State **Aleodor Marian Francu ...**

- ... is his here to provide his nation's perspective on the benefits of open-skies agreements.

- Romania's experience demonstrates that countries that have a small local passenger market, with limited direct service to the United States, can also benefit from open skies.

Ambassador to Tanzania, **The Honorable Charles R. Stith .**

- ... is also here to provide his views on open-skies agreements from his nation's area of the world.

- When asked what the benefits of an Open Skies Agreement were for his country?" Ambassador Stith replied:

  "... Open skies has been critical to making the point that [Tanzania] is open to and for business; and helping it get and keep the business it attracts."

Tanzania Minister of Communication and Transport **His Excellency Ernest Nyanda ...**

- ... is here to point out how open skies provide access to the global trading system.

LanChile Airlines Senior Vice President of Strategic Development **Kyrl Acton ...**

- ... is here to provide a perspective of how LanChile's experience with open skies has helped foster economic expansion for the Chilean airline and his nation.

- With the recent open skies agreement between Chile and the United States, LanChile now has the flexibility to expand its own service and also commence new code-share services, such as the one it recently inaugurated with British Airways.

USA-BIAS Executive Director Leo Schefer ...

- ... is here to discuss how open skies promotes tourism and consumer travel choices.

- USA-BIAS represents many communities across the United States in their quest for good air services, which they feel is vital to their economic development. Under open skies, airlines can provide a range of travel and fare choice that cater to and stimulate the discretionary tourism market. Open skies agreements are also the basis for the use of smaller aircraft, which enable new services to small communities.

•

Air Line Pilots Association President Capt. **Duane Woerth .**

- ... is here today to point out how open skies can help in creating quality jobs as well as foster a stable and equitable work environment.

So let us Begin.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM OPENING REMARKS FOR
PANEL E SUCCESS STORIES IN OPEN SKIES AND BILATERAL AGREEMENTS
OCTOBER 11, 2000
WASHINGTON, D.C.

Since the early 1990s, it has become increasingly evident that the world's economy is becoming more integrated. Early this year, President Clinton characterized this new century and new millennium as the "Era of Globalization" -- a force the president believes "... is tearing down doors and building up networks between nations and individuals, between economies and cultures."

Among the most important networks that connect nations and peoples is aviation. I am convinced that aviation will be for the world in the 21st century what our nation's Interstate Highway System was for America in the last half of the 20th century. Just as our Interstates connected the communities of the United States together during the last century, so will aviation connect communities around the world in the new century.

I am proud of the progress my nation has made under President Clinton and Vice President Gore's leadership to open up aviation markets. This administration has shown its commitment to globalization in the aviation industry by increasing the number of open skies agreements to a record setting levels. We now have open skies agreements on every continent, with nations both large and small, and the U.S. Department of Transportation continues to meet with many ministers on a bilateral basis.

Today we come together to engage the world aviation community in a dialogue on how the air transport regimes of the 21st century should be organized, including the possibility of moving beyond bilateral agreements to plurilateral arrangements at the regional or even a global basis.

Our goal is to develop a bold vision for the future of international aviation -- a vision broad enough to cope with global integration and a communications and information revolution, yet sensitive enough to respond to environmental, labor and community concerns. The time to forge such a vision is now.

It is my hope that today's panel will help us move from 'strength to strength,' to advance toward the next steps in this process. By working together as partners, those attending today's meeting can help ensure that the world fully realizes the unprecedented opportunities of international aviation's second century, and to be sure that we close the circle on prosperity, ensuring that we leave no one behind.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPENING REMARKS FOR
"PANEL E SUCCESS STORIES IN OPEN SKIES BILATERAL AGREEMENTS"
WEDNESDAY, OCTOBER 11, 2000
WASHINGTON, D.C.

Since the early 1990s, it has become increasingly evident that the world's economy is becoming more integrated. Early this year, President Clinton characterized this new century and new millennium as the "Era of Globalization" -- a force the president believes "... is tearing down doors and building up networks between nations and individuals, between economies and cultures."

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At this time I would like to introduce our panelists for this morning.

####

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PRESENTATION OF AWARD TO MR. YVES LAMBERT
INTERNATIONAL TRADE SYMPOSIUM
WASHINGTON, D .C.
WEDNESDAY, OCTOBER 11, 2000

Thank you, Ambassador Stimpson, for that kind introduction.

This morning we are gathered to honor one of the world's senior statesmen in the field of aviation, Yves Lambert. For the past six years, Mr. Lambert has served as Director General of Eurocontrol, the European Organization for the Safety of Air Navigation, where he will be remembered, most of all, for convincing Eurocontrol to "put people first" by changing its mission from *"transporting aircraft"* to *" transporting passengers."*

Mr. Lambert has served as a distinguished leader of the international aviation community for more than 40 years. His spirit of collaboration and broad international vision have contributed to major improvements in the quality of European air service and U.S.-European aviation relations. Mr. Lambert started his aviation career in 1961 as the Head of the Civil Aviation Technical Service in Algeria. In 1976 he became the Secretary General of ICAO, where he served for twelve years before he was named the Director of Air Navigation in France. Since 1994, Mr. Lambert has served as the Director General of Eurocontrol.

As the United States Secretary of Transportation, I have had the pleasure of getting to know and appreciate Mr. Lambert's great personal integrity, diplomatic skills and thoughtfulness. He brought to Eurocontrol a belief that transportation can transcend the political, ethnic and geographic barriers that have historically divided the people of Europe.

Under Mr. Lambert's leadership, Eurocontrol has instituted many changes to improve the quality and efficiency of air service above the European continent. Arguably one of the greatest developments was Eurocontrol's implementation of the "gate-to-gate" concept, so flights are now managed and treated as a continuum, instead of the old practice of flight information being gathered and tracked separately by the individual airlines, airports and air traffic control units. Collaboration, Mr. Lambert's hallmark, is the backbone of the "gate-to-gate" process.

Another step in improving the quality and efficiency of air service happened a few months ago, when Eurocontrol significantly increased airspace capability by establishing Reduced Vertical Separation Minimum, which uses on-board GPS Monitoring Units to monitor passenger flights. Mr. Lambert also greatly expanded participation in Eurocontrol, with Moldova signing on as the 29th member this past

March. Again, Mr. Lambert's mission to increase collaboration has driven these recent achievements.

Indeed, Eurocontrol has achieved a new level of collaboration with its international partners, including the FAA. Eurocontrol and the FAA have joined forces to share data, cooperate on research projects and standardize operational procedures.

In order to fully comprehend and appreciate the scope of Mr. Lambert's achievements, we must understand the challenges that Mr. Lambert has faced. In the past decade, the number of flights within Europe has grown exponentially. Borders opened, the European Community continued to emerge, with the result that air traffic, and Eurocontrol in particular, was pushed into a new era, one that it could not have predicted twenty years ago.

And Mr. Lambert stood up to -- and met -- the challenges created by a re-invigorated Europe. His leadership, perseverance and commitment during this time of immense change and vast technical advances will always be remembered. Mr. Lambert has left a wonderful living legacy in the form of the new spirit of collaboration and cooperation at Eurocontrol, a legacy that is matched only by Eurocontrol's new level of efficiency and focus on the human element in air travel.

So today we are privileged to personally honor Mr. Lambert for his distinguished lifetime of achievements. Mr. Lambert, through his dedicated international vision, has been an important force in bringing the world of aviation into the 21st Century.

Thank you.

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9.54

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
AFTERNOON PRESS BRIEFING REGARDING
INTERNATIONAL TRANSPORTATION SYMPOSIUM
WEDNESDAY, OCTOBER 11, 2000

I am pleased to report that we have had a great couple of days here at the International Transportation Symposium.

Since the early 1990s, it has become increasingly evident that the world's economy is becoming more integrated. Earlier this year, President Clinton characterized this new century and new millennium as the "Era of Globalization" -- a force the president believes "... is tearing down doors and building up networks between nations and individuals, between economies and cultures."

Conferences like this, where we work together as international partners, sharing best practices, and creating a shared vision will help ensure that this new Era of Globalization will also be a Golden Age for Transportation.

We've already held eight substantive panel sessions focusing on issues such as aviation, the environment, flight delays, surface transportation, livable communities, and maritime trade growth.

This morning I am pleased to announce, along with Assistant Secretary Francisco Sanchez, a new DOT task force report, "Best Practices for Improving the Air Travel Experience," showcasing innovative efforts by the airline industry to improve consumer air travel. Over the last several months I and other DOT officials have been traveling the country to some of the most congested airports to explore solutions to address efficiency concerns. The best practices identified in this report could be an important first step in our ongoing efforts to improve air service for millions of air travelers.

Not, only are we working to address aviation safety, security and efficiency issues domestically, we are also making significant strides to improve aviation throughout the world. We have signed historic Code Sharing Agreements with both France and Germany to allow the benefits of seamless air and surface transportation.

In addition, we have signed a Memorandum of Cooperation with the Federal Ministry of Building and Housing of the Federal Republic of Germany on the application of the German Magnetic Levitation Technology as an innovative transportation system.

- more -

Our intent is to have a program of cooperation that fosters the creation of safety standards, as well as the exchange of information and experience to facilitate the near-term implementation of this exciting MagLev technology in the United States.

One area I take great personal pride is the number of Open Skies Agreements this administration has been able to reach since taking office. Under the leadership of President Clinton and Vice President Gore, we have negotiated 49 new "Open Skies" agreements with aviation partners in the Americas, Europe, Asia and Africa – 38 of those agreements were signed since I became secretary. Adding to that number, on Tuesday we signed an Open Skies agreement with Malta.

Today, we build on that record of accomplishment. Over the past two days, we have reached important bi-lateral agreements with Morocco, Ghana and Rwanda. I have also had bi-lateral meetings with Ethiopia, The Czech Republic, Kenya, and I am very excited about the distance we have covered towards reaching an agreement with the Peoples Republic of China.

To underscore the importance of aviation Open Skies Agreements, today we are releasing our second report on Open Skies agreements entitled "International Aviation Developments: Transatlantic Deregulation – The Alliance Network Effect." The report reaffirms the findings of our December 1999 report that showed Open Skies agreements now in place across the Atlantic are producing significant benefits for consumers.

This has been a particularly busy week in transportation.

I salute last night's action by the House of Representatives to address critical motor vehicle safety concerns. This is an important step toward resolving issues raised by the National Highway Traffic Safety Administration's (NHTSA) on-going Firestone tire investigation, and I commend everyone who worked on this essential measure.

This morning we are also making good on this administration's promise to spread the benefits of high-speed rail transportation more widely to communities throughout the nation. I am very pleased to report that we are announcing today the designation of new high-speed rail corridors in Northern New England, and the South Central States, and extended existing designated corridors to serve Ohio, Indiana, Kentucky, Alabama, Georgia and Pennsylvania. The Congress is currently considering measures to fund the deployment of these corridors. We are working with Congressional leadership to reach a consensus on this important legislation

Sylvia de Leon, representing Amtrak's Board of Directors is here. Thank you for joining us today. In addition, I also want to acknowledge Deputy Secretary Mort Downey, particularly for his work on the high-speed rail corridors.

Thank you for your patience.

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9.55

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
JUSTIN DART DEPARTMENT OF TRANSPORTATION'S
TRAILBLAZER AWARD
INTERNATIONAL TRANSPORTATION SYMPOSIUM
OCTOBER 11, 2000
WASHINGTON, D.C.

This afternoon we are gathered to honor a true champion, a tireless leader, and a staunch advocate for disability rights, Mr. Justin Dart, founder and chairman of *Justice for All*. For five decades, Mr. Dart has devoted his life's work to ensuring full inclusion and full participation of persons with disabilities in all aspects of life.

Justin Dart has served six Presidential and Congressional leaders, making disabled rights a truly bipartisan effort. He has played, and continues to play, a leading role in the development of, and advocacy for, national disability, civil rights and health care policies.

Known as the Father of the Americans with Disabilities Act (ADA), he began the 13-year effort to push for the enactment of legislation to make accessibility a civil right. The hopes and dreams of his work were realized in 1990 with the passage of the Americans with Disabilities Act.

The Americans with Disabilities Act is considered to be the greatest victory for the disability rights movement. It is hailed as the world's first declaration of equality for people with disabilities, prohibiting discrimination in employment, transportation, telecommunications, and public accommodations.

The ADA marks a radical change in the way our societies view disability. Today we know that when we deny access to *any* citizen, we limit our nations' true potential by denying the talent and diversity that individuals have to offer.

As we celebrate the 10th anniversary of the ADA, we can look proudly to Justin Dart and the work he has done and continues to do on behalf of the disabled community. In the area of transportation, Mr. Dart has worked with President Clinton, Vice President Gore and my Department to build a more inclusive and more accessible transportation system for the 21st century.

We've increased the nationwide fleet of accessible transit buses from 20 to 80 percent; issued new rules requiring new over-the-road buses be accessible; eliminated the $2500 cap on airlines' liability for loss or damage to wheelchairs and other assistive devices. The new Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) also includes numerous improvements in protections for disabled air travelers.

President Clinton calls Justin Dart the "conscience of the Administration and of the nation." He is described as "all peace and tranquility, yet able to move mountains," in order to break down barriers and remove hurdles that stand in the way of full and rewarding lives for people with disabilities.

I've heard that Justin Dart's credo is "Lead, Follow, or Get the Hell Out of the Way." By now, we all know we'd better get on board, or really get out of his way.

For 50 years he's been leading the effort to create a more accessible -- more inclusive America. We've made great progress, but much work remains to be done to ensure that, as President Clinton often reminds us, "we leave no one behind."

[citation reads]

Today, I am honored to present the U.S. Department of Transportation's Trailblazer Award to Mr. Justin Dart, *"whose hard work and dedication to human rights in the past five decades has led to the passage and implementation of the historic Americans with Disabilities Act, and the empowerment of people with disabilities."*

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9.56

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERNATIONAL TRANSPORTATION SYMPOSIUM OPENING
PLENARY : WELCOME AND OVERVIEW OF THE AVIATION SYMPOSIUM
WEDNESDAY, OCTOBER 11, 2000
WASHINGTON, D.C.

This morning I am pleased to unveil a new task force report, *Best Practices for Improving the Air Travel Experience,* which showcases the airline industry's best efforts to improve consumer air travel. The report tells consumers what they can expect from the airlines when flight delays and cancellations disrupt travel -- as often occurred this summer.

Delays and cancellations are the result of many causes. Moreover, problems at one airport often have a cascading effect which can adversely affect flight arrivals and departures at other airports or even national air traffic operations.

Getting inaccurate, conflicting, or late information about flight delays is one of the most frustrating experiences for air travelers. Today's report identifies specific steps that air carriers and airports have taken to increase customer information flow and provide increased emphasis on customer needs. These practices, if adopted more widely, could improve the air travel experience for millions of consumers.

It is important to recognize that there are no simple actions or policies that can be adopted to eliminate flight delays. Nevertheless, responsibility for reducing delays, and minimizing their impact on the traveling public, rests with airlines, airports, and government agencies.

Today's announcement is the result of a meeting I convened last August with national aviation leaders to discuss the delay problem and what could be done to improve consumers traveling experience.

Let me thank Francisco Sanchez, Assistant Secretary for Aviation and International Affairs who led the task force, the airlines and airports which submitted information to the DOT, as well as the individuals from the aviation community who worked with my staff to prepare this very timely report.

I will not summarize the report, but I do want to make a few general observations.

At the U.S. Department of Transportation, the FAA has adopted policies and reforms to improve air traffic control issues. The Spring 2000 Initiative establishes a daily collaborative planning process among air carriers and the FAA's air traffic control command center, which has resulted in an improved system-wide response to severe weather problems and other issues affecting on-time air travel.

Some airlines credit the Initiative with improving their on-time performance this summer. New technologies, other air traffic control reforms, and a strong commitment to critical Federal investments in airport and air traffic infrastructure will also help to reduce delays.

But airports and airlines must take up the challenge, too. One question must be repeatedly asked and answered: What can we do to make air travel more enjoyable for the traveling public?

Many of the best practices identified in this report describe what airlines and airports do *after* passengers experience flight delays. For example, sophisticated computer programs permit more accurate estimates of delays on subsequent flight arrivals and departures downstream airports, which provides passengers with consistent, real-time information.

To assist passengers who must cope with a delay or cancellation, some airlines designate an employee at each airport to serve as a "consumer advocate." Advances in information technologies are also making it easier to notify passengers of delays and to help passengers re-book their flights.

These and others practices described in our report are necessary and helpful to air travelers. Airlines and airports should be commended for using new information tools to help consumers and for adopting policies that reduce the financial cost and emotional distress for passengers when faced with a delay or cancellation.

But more needs to be done. The practices identified in this report should be reviewed by the entire aviation community and, if appropriate, adopted by all air carriers and airports. Further, based on our discussions with aviation leaders and consumer advocates, as well as information gathered in the course of this study, our report also offers several "observations" that merit careful study and appropriate action. If more widely adopted by the aviation community, the best practices identified in this report could be an important first step to improving service for millions of air travelers.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BEST PRACTICES TO IMPROVE AIR TRAVEL
INTERNATIONAL TRANSPORTATION SYMPOSIUM
OCTOBER 11, 20OO
WASHINGTON, D.C.

I can think of no better backdrop for today's announcement than the International Transportation Symposium where we are meeting with officials from more than 80 countries, to share best practices for transportation in the 21st century.

The Symposium is designed to foster the sharing of ideas, strategies and information. This international exchange will help us in our efforts to develop a globally integrated transportation system for the new century and new millennium.

This morning I am pleased to unveil a new task force report, *Best Practices for Improving the Air Travel Experience,* which showcases the airline industry's best efforts to improve consumer air travel. The report tells consumers what they can expect from the airlines when flight delays and cancellations disrupt travel -- as often occurred this summer.

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Some airlines credit the Initiative with improving their on-time performance this summer. New technologies, other air traffic control reforms, and a strong commitment to critical Federal investments in airport and air traffic infrastructure will also help to reduce delays.

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WELCOME RECEPTION
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WESTERN HEMISPHERE ROUNDTABLE
WASHINGTON, D.C.
OCTOBER 12, 2000

Acknowledgments

- *Ambassador Luis J. Lauredo, Permanent Representative of the United States to the Organization of American States*
- *Francisco Sanchez, DOT Assistant Secretary for Policy*

[AMBASSADOR LAUREDO WILL INTRODUCE YOU AFTER HE WELCOMES THE GUESTS]

Thank you Ambassador Lauredo for that kind introduction.

I'm delighted you're here -- and let me add my own welcome to the Western Hemisphere Roundtable, which begins tomorrow morning. I am pleased that you could remain in Washington for an extra day so we can discuss the issues that are of particular interest to those of us in the western hemisphere. I'd also like to thank you for contributing your ideas and brainpower to the historic and successful International Transportation Symposium (ITS).

Tonight is a time to celebrate with old friends and to make new ones. It is also time to take a small but needed break from these past busy and productive days before we plunge into the work we have to do tomorrow. We will only be meeting for one day, but in one day we plan to accomplish much, so much it will make our heads spin. I know that tomorrow at this time, we will be looking back and wonder how we got it all done.

Tonight is a night to reflect and to enjoy each other's company before pondering all that is before us, including the proposed Partnership for Safer Skies in the Western Hemisphere and the Memorandum of Cooperation between the United States Department of Transportation and the Inter-American Development Bank. I know we are all looking forward to building on the positive spirit and strong feelings of accomplishment we felt during the ITS.

Please enjoy yourselves -- and enjoy the wonderful art that surrounds us here. I would like to thank Ambassador Luis Lauredo and the Organization of American States for holding this reception in such a wonderful, colorful place.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPENING REMARKS -"BEST PRACTICES, CHALLENGES AND SOLUTIONS FOR TRANSPORTATION IN THE 21ST CENTURY" PANEL DD
OCTOBER 12, 2000
WASHINGTON, D.C.

As we begin our closing plenary session, it's time to start drawing some general lessons about what we've covered over the past three days. That's the purpose of this panel on "Best Practices, Challenges and Solutions" -- to discuss future strategies for global transportation decision-making.

Before I introduce our distinguished panelists, I would like to emphasize the reasons why this presentation is so important:

Globalization has forever changed the way people grow, communicate and learn. And as I emphasized in my opening remarks Tuesday morning, globalization has also unleashed new challenges and unprecedented opportunities that will fundamentally change the way government, together with its stakeholders, makes judgments and decisions about the future.

International commerce today is 18 percent of the total world economic output and this percentage will increase significantly during the next two decades. As our Symposium participants have pointed out, without careful planning, international and domestic transportation systems will be severely strained. Transportation planners must therefore arrange for the reconstruction of transportation systems that serve global trade, as well as develop domestic infrastructures that support industrialization. Underlying all this is concern about the human factor: Are we transportation leaders doing all we can to serve the public and to enhance the quality of life for our brothers and sisters?

As this week's speakers have stressed, our global transportation system must be efficient, safe, environmentally responsible, integrated and accessible. On Tuesday I mentioned that our Symposium participants' observations reaffirm and build on the United States Department of Transportation's own meetings with stakeholders, which we refer to as "2025 Visioning Sessions." At these sessions we outlined five main principles that will enable us to build a new policy architecture for the future, a policy architecture that includes new tools and new alliances. These five principles are: 1. A holistic approach to transportation; 2. Collaboration and consensus-building; 3. Flexible and adaptable transportation systems and processes; 4. Informed and transparent planning; and 5. Innovation.

These five principles will guide us as we choose when and how to deploy new technologies to improve the safety, efficiency and productivity of our transportation systems -- and how to pay for these innovations. They will guide us as face choices about protecting the environment of our nations and the world. And they will guide us as we face the challenge of encouraging alternative forms of transportation -- such as fuel-efficient vehicles, alternative fuels, bicycling and walking.

I would now like to introduce the members of this morning's panel. Let me remind you that at the end of the panelists' presentation, the floor will be open to questions.

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9.47

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CLOSING REMARKS -- INTERNATIONAL TRANSPORTATION SYMPOSIUM
OCTOBER 12, 2000
WASHINGTON, D.C.

This magnificent symposium is almost over. And we can all be proud of what we have achieved here in just three days. This has truly been an historic meeting.

Acknowledgments

Now it's time to thank the many individuals who made this International Transportation Symposium so successful:

First, I want to thank Mayor Anthony Williams of Washington, D.C., and President John Tydings of the Greater Washington Board of Trade for their hospitality and incredible support. Our Nation's Capital certainly rolled out the red carpet for the international transportation community this week.

Second, I want to thank the staff of the United States Department of Transportation for their incredible efforts. I am particularly grateful for the work of Assistant Secretary Francisco Sanchez, Deputy Assistant Secretary Brad Mims, Director Bernestine Allen and the staff of the Office of Aviation and International Affairs for a fabulous job in planning and executing this outstanding event. I also want to thank Associate Deputy Secretary Steve Van Beek, Assistant Secretary of the Budget Jack Basso, and Deputy Assistant Secretary of the Budget Linda Darr for their valuable contributions to many of the sessions.

I also want to thank Deputy Secretary Downey, the Modal Administrators -- and the hundreds of volunteers from the Department of Transportation, the Department of Energy, the Girl Scouts of Prince George's County and students from area colleges and universities who helped make our week a great success.

These young people are the transportation professionals of the 21st century -- the high-tech workforce of the future. They, and their peers, will build on the strong foundation we've laid this week.

Finally -- and most important of all, I thank every one of you for participating in this truly historic event -- the first-ever global transportation planning meeting. Your attendance speaks to your commitment to reframe the way we think about - -and plan for -- the transportation systems of this new century and new millennium.

What the Symposium Set Out to Accomplish

We came to Washington, D.C., this week to promote the development of an international transportation system -- a system that will connect all of our people to real economic opportunity -- and to a better quality of life.

We arrived already committed to creating safe, sustainable and environmentally responsible transportation systems that will efficiently and effectively move people and goods anywhere in the world.

Safety and sustainability are just the minimum requirements for transportation in the 21st century.

As I outlined in my opening remarks on Tuesday, the system of the future must also be: *International in reach*, connecting markets and destinations around the world; *Intermodal in form,* achieving a balance among various modes of transportation; *Intelligent in character,* allowing us to harness the awesome power of technology in ways that benefit people; and *Inclusive in service,* ensuring we leave no one behind. In addition, to support all of these goals we must encourage a *climate of innovation* that spurs us on to higher heights.

This International Transportation Symposium has been about nurturing that climate. This week has really been about transportation excellence at its best.

On opening day, I called on each of us to "think outside the box" -- to look at new ways of doing business as we work together -- moving from strength to strength -- to build that integrated global transportation system to connect our communities -- our people to one another and to the world.

Over the last three days we've shared best practices for transportation -- cutting across all modes. We've exchanged ideas and information about what works for each of us and how those practices can benefits our sister nations -- particularly developing ones.

Here is a sampling of my observations.

In Africa 70 percent of roads are rural. This had a major impact on the cost of food due to high transportation costs. Lowering these costs is essential to reducing the high poverty rate throughout the region. Improving infrastructure is critical to meeting the region's goal to reduce its transportation costs by half.

In North America, six years of transportation reforms in Mexico have brought dramatic improvement for its people. Some of the reforms include deregulation across all modes, increased efficiency, improved service and lower costs. NAFTA has generated substantial national cooperation on local and regional transportation issues. While this is very good news, more needs to be done to improve infrastructure development.

More than 70 percent of South America's population lives along a costal border. A majority of the transportation infrastructures lies within this border. The inland area of the continent must be developed in order to accommodate burgeoning population

growth. Lack of transportation infrastructure is a major impediment. Private sector involvement is critical to addressing this problem.

In the Asia/Pacific Region, China's response to rapid growth and development has been to create a well-defined, high-tech transportation strategy across all modes.

Unity and cooperation across the Central and Eastern Europe Region for are key mediums for optimizing transportation development. Key issues include, environmental concerns, political leadership, coordination, and most importantly safety.

Under EU unification, Europe has seen tremendous traffic growth. One solution to alleviating the congestion is to revise rules within and between all modes in order to create a transportation network.

This is just a sample of the dialogue that's taken place this week. Our meetings have given us all an opportunity to explore the best transportation practices of today and to explore a new approach to transportation decision making for tomorrow.

In the 1990's we, together, took a new approach to international aviation. We began moving from bilateral to plurilateral agreements -- to open skies. I believe this is one of our greatest achievements in creating an integrated global transportation system for the 21st century.

The jury is in and open skies agreements work. They are good for consumers and good for industry -- creating jobs and strengthening commerce, while at the same time, promoting free markets and democracy. Broad-based alliance networks are the principal driving force behind these pro-competitive changes

President Clinton and Vice President Gore have been the guiding force for open-skies agreements. Under their leadership, 50 new Open Skies agreements have been signed.

And I am pleased to announce that yesterday we signed three new agreements with Malta, Ghana and Rwanda.

On Wednesday, during the Open Skies Panel, U.S. Ambassador to Tanzania, Charles Stith, got it right when he said, Aopen skies shows that a country is open for business.@

Joint Declaration

To bring excellence to the next level, I am pleased to announce that this body of transportation leaders from around the world has agreed to a *Joint Declaration of Principles* to facilitate the development of the global transportation system of the 21st century.

I thank all of you for the work you done to craft this timely document. As I said in my opening remarks, this set of principles will be our source of guidance as we try to implement a more comprehensive approach to policymaking I have been advocating.

Again, it is my hope that international transportation organizations such as ICAO, the ITS World Congress and the International Maritime Organization will use these principles in their policy deliberations.

I believe that the 12 principles we=ve endorsed today will foster and enhance transportation development around the world.

For the sake of brevity I've broken them down into four standards that will guide our efforts:

- First, safety and security will remain the top transportation priority;
- Second, we remain committed to addressing the needs of our transportation work force;
- Third, while expanding our economies, we will not sacrifice our environments;
- Fourth, we will foster an atmosphere of cooperation and collaboration with all of our global partners to bridge economic and technology gaps.

By adopting and implementing the Joint Declaration of Principles we are signaling our intent to foster international cooperation and trust among transport authorities and to address the needs of the transportation workforce, recognizing that such cooperation is paramount to the development of a safe, efficient, and environmentally responsible transportation system worldwide.

On Tuesday I said that we need a broader framework to define transportation decision-making for this new century and new millennium --one that takes into account an extraordinarily wide range of economic, social, political and environmental factors. This document is the first step.

Transportation is truly the tie that binds our nations and our people to opportunity -- to each other. As I stated earlier, what we, as world transportation leaders, do, *or fail to do,* to extend the circle of prosperity can and will make a real difference in people's lives.

I am excited about the accomplishments we've made, the ideas exchanged, and the dialogue we've begun. I encourage you to go back to you nations recommitted to developing a new policy architecture for transportation in the 21st century. As we look to the future, I am confident that we truly are in on the ground floor of a new age of prosperity for all of our people.

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U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPENING REMARKS
"BEST PRACTICES, CHALLENGES AND SOLUTIONS FOR TRANSPORTATION IN THE 21ST CENTURY" PANEL DD
WEDNESDAY, OCTOBER 12, 2000

I'm delighted that you could join us for this closing plenary session, "Best Practices, Challenges and Solutions for Transportation in the 21st Century: A Vision for the Future." Before I introduce our distinguished and visionary panelists, I would like to emphasize the reasons why this panel is so important to our thinking about the future of transportation.

International commerce today is 18 percent of the total world economic output and this percentage will increase significantly during the next two decades. International transportation systems and domestic collection, distribution and intermodal facilities will be severely strained without careful planning, as our Symposium participants have pointed out. Transportation systems that serve global trade, as well as the urban infrastructure that supports industrialization and living standards, must be reconstructed. Nations, partnered with industry, must improve the performance of today's transportation systems by investing in new technologies and modernizing regulatory and financing institutions. Underlying all this is the human element -- are we as transportation leaders doing all we can to serve the public, to enhance the quality of life for our brothers and sisters?

Globalization has forever changed the way we grow, communicate and learn. Globalization has also unleashed new challenges and opportunities that fundamentally affect the way government, together with its stakeholders, makes judgments and decisions about the future. This week's Symposium is one way that the United States Department of Transportation is confronting this new world of change, which demands a new approach to thinking about transportation, including thinking about new tools, new alliances and a new architecture.

As this week's panelists and keynote speakers have stressed, our global transportation system must be efficient, safe, environmentally responsible, integrated and accessible. Indeed, our Symposium participants' observations reaffirm and build on the United States Department of Transportation's series of meetings with stakeholders, referred to as "2025 Visioning Sessions," where we outlined five main principles that will enable us to build a policy architecture of the future. These five principles are: 1. A holistic approach to transportation; 2. Collaboration and consensus-building among decision-makers; 3. Flexible and adaptable transportation systems and processes; 4. Informed and transparent planning; and 5. Innovation.

I would now like to introduce the members of this morning's panel. Let me remind you that at the end of the panelists' presentation, the floor will be open to questions.

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(approximately 4 minutes)

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF PANELISTS
"BEST PRACTICES, CHALLENGES AND SOLUTIONS FOR TRANSPORTATION IN THE 21ST CENTURY" PANEL DD
WEDNESDAY, OCTOBER 12, 2000

Members of our distinguished panel today are:

The South Africa Minister of Transport, His Excellency Abdulah M. Omar MP…

- …Is here today to provide a perspective on how nations should develop a performance-based system that focuses on financing, public benefits and advancing national goals.

- South Africa is one of the major emerging markets of the world, and is one of the largest countries in the continent of Africa.

- With a sophisticated infrastructure incorporating all modes, including a major airline, regional rail systems, and regional port systems, his nation's experiences in intermodal transportation systems will lend a comprehensive perspective to the future of transportation.

The Philippines Secretary of Transportation and Communications, His Excellency Vincente C. Rivera, Jr. …

- …Is here to offer his views on promoting balanced solutions that encompass integration, balance and innovations in transportation.

- As an archipelago, or a chain of multiple islands, the Philippines has unique transportation and communication needs. The Minister will share with us the challenges faced by island nations, and how transportation innovations and solutions can be integrated and balanced.

The Slovak Republic Minister of Transport, Post and Telecommunications, His Excellency Jozef Macejko [NEED PRONOUNCIATION] …

- … Is here to lend an important perspective of the transportation needs of a small country at the crossroads of a continent.

- Represents a nation that has already focused on multi-modal solutions, collaborative decision-making and information-sharing in response to emerging transportation needs.

- Will discuss the issues faced by his eastern European country in the wake of the end of a divided Europe.

His Excellency David Collenette, Minister of Transport, Canada

- … Is here today to share what he learned from the Symposium he recently convened among the major international players and his own constituencies.

- Will highlight how nations can focus on informed decision-making and the transportation workforce when responding to market demands.

- Has a vision of intermodal transportation required to tie together his country.

- Understands firsthand the value of collaborating with the workforce when predicting and addressing future transportation needs.

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(approximately 4 minutes)

9150

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION -- DR. ASSAD KOTAITE, PRESIDENT, ICAO
INTERNATIONAL TRADE SYMPOSIUM
WASHINGTON, D.C.
OCTOBER 12, 200

I am pleased and honored to introduce this morning's speaker, an outstanding leader in the field of aviation, Dr. Assad Kotaite.

Dr. Kotaite has devoted 47 years -- practically his entire professional career -- to the International Civil Aviation Organization (ICAO). Dr. Kotaite began his career with ICAO as Lebanon's representative on the legal committee, and has spent the last fourteen years as its President of the Council. Dr. Kotaite is noted for many extraordinary accomplishments during his leadership of ICAO, including the implementation of a global navigation system and steering international aviation through the uncertainty caused by Y2K.

Dr. Kotaite has earned an extraordinary reputation for his work towards a safe, reliable and efficient international aviation system. When he launched the ICAO's first -- ever Strategic Action Plan, he called for an expansion of ICAO's role to include not only the development but also the implementation of safety standards and procedures.

Under Dr. Kotaite's leadership, ICAO recently advised its member nations to manage airports as commercial enterprises, instead of viewing airports solely as public utilities. Dr. Kotaite recognizes that the on-going globalization process means rethinking transportation infrastructure, and this recent policy proposal is just one example of his proactive approach to civil aviation.

I would now like to introduce Dr. Assad Kotaite.

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SECRETARY OF TRANSPORTATION RODNEY SLATER
INTRODUCTION FOR SANDY BERGER, NATIONAL SECURITY ADVISOR
INTELLIGENT TRANSPORTATION SYMPOSIUM
MARRIOTT WARDMAN-PARK HOTEL
WASHINGTON D.C.
THURSDAY, OCTOBER 12, 2000 TIME 8:00 A.M.

Good morning, ladies and gentlemen. Today is the final day of this precedent-setting International Transportation Symposium. For three days we have shared new ideas and best practices as we have worked to forge a "bold new vision" for transportation in the new century and the new millennium.

While all nations face challenges, some regions and nations have more serious problems to wrestle with than others. This morning we are privileged to hear from someone intimately familiar with the daunting challenges confronting many nations and their citizens. I can think of no one I'd rather have on this podium to talk about the scope of these problems confronting us than Samuel Berger, President Clinton's National Security Advisor.

Sandy earned his law degree from Harvard Law School in 1971. He is the same Samuel R. Berger who authored *Dollar Harvest*, an illuminating book on American rural politics.

Sandy was appointed because President Clinton wanted him to "pull together our foreign policy team"... to give it direction, guidance and shared purpose." To do that Sandy, and his NSC staff coordinate closely with Secretary of State Madeleine Albright, Secretary of Defense Bill Cohen and America's military Joint Chiefs of Staff. This is America's team for dealing with the peace process in the Middle East and Northern Ireland, the Balkans, Indo-Pakistani disputes, the U.N. Special Commission on Iraq, and arms control negotiations.

Sandy is a team-player "extra ordinaire." He is also one of President Clinton's closest advisors, rendering advice to the President on a broad range of issues, including the National Missile Defense program.

All of these issues, and many more, require a sharp mind, unending patience, and dogged determination. Sandy possesses all three qualities and employs them daily on his Nation's behalf.

I am delighted that he has found time in his busy schedule to share with us his thoughts on globalization, which Sandy has called -- the central phenomenon of our time.?

Would you please welcome Sandy Berger.

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF SECRETARY OF STATE MADELELINE KORBEL ALBRIGHT
INTERNATIONAL TRADE SYMPOSIUM
WASHINGTON, DC
TUESDAY, OCTOBER 12, 2000

Washington's prestigious National Journal has described our next speaker as someone who "has given foreign policy a human face." I agree. Madeleine Korbel Albright has taken an uncompromising stand for peace that leaves little room for standing on ceremony.

Despite her prestigious academic credentials -- including earning a PhD from Columbia University and winning fellowships to the Woodrow Wilson International Center and the Center for Strategic and International Studies...And despite serving as the senior member of the President's cabinet -- When she meets her friends on the street, Madeleine Albright is happy to be greeted not as "Doctor Albright" or "Madam Secretary" but simply as Madeleine.

As Secretary of State, Madeleine Albright has a unique perspective on the link between transportation and globalization. For her it's quite simple -- in order to hold this world together you have to travel a lot, usually on short notice. It has been an honor to serve with her on the President's Cabinet, and to work with her on joint projects, such as the President's first-ever National Summit on Africa last February.

Now, it is my great privilege and personal honor to present to you my colleague -- and America's official voice of reason to the world, our distinguished Secretary of State, Madeleine Korbel Albright.

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SECRETARY OF TRANSPORTATION RODNEY SLATER
INTRODUCTION FOR SANDY BERGER, NATIONAL SECURITY ADVISOR
INTELLIGENT TRANSPORTATION SYMPOSIUM
MARRIOTT WARDMAN-PARK HOTEL
WASHINGTON D.C.
THURSDAY, OCTOBER 12, 2000 TIME 8:00 A.M.

Good morning, ladies and gentlemen. Today is the final day of this precedent-setting International Transportation Symposium. For three days we have shared new ideas and best practices as we have worked to forge a "bold new vision" for transportation in the new century and the new millennium.

While all nations face challenges, some regions and nations have more serious problems to wrestle with than others. This morning we are privileged to hear from someone intimately familiar with the daunting challenges confronting many nations and their citizens. I can think of no one I'd rather have on this podium to talk about the scope of these problems confronting us than Samuel Berger, President Clinton's National Security Advisor.

Sandy earned his law degree from Harvard Law School in 1971. He is the same Samuel R. Berger who authored *Dollar Harvest*, an illuminating book on American rural politics.

Sandy was appointed because President Clinton wanted him to "pull together our foreign policy team"... to give it direction, guidance and shared purpose." To do that Sandy, and his NSC staff coordinate closely with Secretary of State Madeleine Albright, Secretary of Defense Bill Cohen and America's military Joint Chiefs of Staff. This is America's team for dealing with the peace process in the Middle East and Northern Ireland, the Balkans, Indo-Pakistani disputes, the U.N. Special Commission on Iraq, and arms control negotiations.

Sandy is a team-player "extra ordinaire." He is also one of President Clinton's closest advisors, rendering advice to the President on a broad range of issues, including the National Missile Defense program.

All of these issues, and many more, require a sharp mind, unending patience, and dogged determination. Sandy possesses all three qualities and employs them daily on his Nation's behalf.

I am delighted that he has found time in his busy schedule to share with us his thoughts on globalization, which Sandy has called -- the central phenomenon of our time.?

Would you please welcome Sandy Berger.

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

News

FOR IMMEDIATE RELEASE
Wednesday, October 11, 2000

DOT 197-00
Contact: Bill Adams
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U.S. Secretary of Transportation Rodney E. Slater Unveils Reports On Aviation Congestion, Open Skies, and Announces Designations for High Speed Rail

On day two of the U.S. Department of Transportation's *International Transportation Symposium: Moving to the 21st Century -- Best Practices of Today and Lessons for Tomorrow,* Secretary Rodney E. Slater unveiled the department's best practices report to deal with aviation delay issues.

As part of the his ongoing efforts to improve customer service for airline passengers, Secretary Slater released a comprehensive report that identifies "best practices" used by airlines and airports to facilitate consumers' access to flight information and minimize the adverse consequences of flight delays and cancellations. The *Best Practices for Improving the Air Travel Experience* report stems from one of several near and long-term initiatives by the department to reduce congestion in the nation's air space.

"Getting inaccurate, conflicting or late information about flight delays is one of the most frustrating experiences for air travelers," said Secretary Slater. "This report identifies specific steps that air carriers and airports have taken to improve customer information flow and provide increased emphasis on customer needs. These practices, if adopted more widely, could improve the air travel experience for millions of consumers, and put the needs of the traveling public first."

Secretary Slater also unveiled the department's second report on Open Skies agreements between the U.S. and other countries, *International Aviation Developments: Transatlantic Deregulation -- The Alliance Network Effect,* reaffirming information from a December 1999 report showing that Open Skies agreements now in place are producing enormous benefits for consumers.

In markets governed by Open Skies agreements, the department's new report found significant fare decreases in 1999 than had occurred through 1998. Average fares to Open Skies countries declined by 20 percent overall compared with 1996, and approached 25 percent in connecting markets that have partially benefited from the development of multinational networks.

Secretary Slater said, "These agreements are good for consumers, they create jobs and strengthen commerce and promote free markets and democracy."

DOT 197-00
Wednesday, October 11, 2000

In an important domestic transportation announcement, Secretary Slater designated two new high-speed rail corridors in Northern New England and the South Central states, and announced the extension of three existing designated corridors to serve Ohio, Indiana, Kentucky, Alabama, Georgia and Pennsylvania.

In addition to announcing the high speed rail designations and release of reports, Secretary Slater held bilateral meetings with Mohamoud Dirir, Minister of Transport and Communications, Ethiopia; Mustapha Mansouri, Minister of Transport and Merchant Marine, Morocco; Jaromir Schling, Minister of Transport and Communications, Czech Republic; Huang Zhendong, Minister of Communications, China; Censu Galea, Minister for Transport and Communications, Malta; Musalia Mudavadi, Minister of Information, Transport and Communications, Kenya; Dr. Ewart F. Brown, Minister of Transport, Bermuda; and Steve Akorli, Acting Minister of Transportation, Ghana. Bilateral aviation agreements were signed with Rwanda and Morocco and an Open Skies agreement was signed with Malta.

Secretary Slater also moderated a panel on "Success Stories in Open Skies and Bilateral Agreements," which included the following panelists: Frederick Smith, Chairman of the Board and CEO, Federal Express; Kyrl Acton, Senior Vice President, Planning and Development, LanChile Airlines; His Excellency Ernest Nyanda, Minister of Communications and Transport, Tanzania; Leo Schefer, Executive Director, USA-BIAS; and Captain Duane Woerth, President, Airline Pilots Association. Other panels on Wednesday focused on aviation, environmental programs, flight delays, the condition of surface transportation, livable communities and maritime trade growth. The panel was held in conjunction with the release of the Open Skies report showing the benefits of Open Skies agreements for consumers.

Secretary Slater also recapped Tuesday's signing of intermodal code sharing agreements with both France and Germany which promises to provide the benefits of more seamless transportation between air and surface transportation. In addition to the intermodal code sharing agreements, a U.S.-Germany Memorandum of Cooperation was signed to share Maglev rail technology.

A copy of the report is available at ***ostpxweb.dot.gov/aviation/***

More information about *The International Transportation Symposium: Moving into the 21st Century -- Best Practices of Today and Lessons for Tomorrow* conference is available on the Internet at ***www.dot.gov***

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PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PAUL S. MORTON SCHOLARSHIP FOUNDATION
12th ANNUAL SCHOLARSHIP BANQUET
NEW ORLEANS, LOUISIANA
OCTOBER 13, 2000

Acknowledgments

- *Congressman Jefferson and wife, Dr. Andrea Green Jefferson* -- Current Chair, Board of Directors
- *Justice Revius Ortique,* Louisiana State Supreme Court (Ret.) -- will introduce you
- *Bishop Paul S. Morton Sr.* Bishop Morton is founder of scholarship foundation and Senior Pastor of Greater St. Stephen Full Gospel Baptist Church. He is often referred to as "A Man of Vision" or "The Visionary."
- *Co-Pastor Debra Morton* (Bishop Morton's wife)
- *Sister Ruth Wilson (Chair Selection Committee)*

. . . Thank you, Justice Ortique. We are here tonight to honor five young people who represent America's hopes and dreams for greatness in this new century and new millennium. For them, I have a message.

There are some who claim that "knowledge is power." That may be true as far as it goes, but the desire for power appeals to our lesser nature. A more noble view is that knowledge is among the most nourishing fruits of the freedom tree, a fruit that not only sustains us now, but a fruit whose planted seeds will grow into a splendorous harvest for those who come after us, beyond anything we can dream or imagine.

For African Americans, education is not just about knowledge, it is about freedom. As the Greek poet and philosopher Epictetus wisely said more than 20 centuries ago, *"Only the educated are free."*

In the days of slavery here in America, those who sought to keep their slaves in chains were well aware of the threat education posed to their "peculiar" institution. Consider what happened to the grandfather of *Dr. Percy L. Julian,* the great Black research chemist who, over his lifetime, was awarded 105 patents -- among them a treatment for glaucoma and a low-cost process to produce cortisone. When Percy Julian decided to leave Alabama to go to college in Indiana, his entire family came to see him off at the train station, including his ninety-nine year old grandmother, a former slave. His grandfather was also there. His grandfather's right hand was *two fingers short.* His fingers had been cut off for violating the code forbidding slaves to learn to read and write.

To you who are receiving scholarships tonight, I say this: your education was bought at a great price. Use it well.

Our living conditions have improved since the time of slavery. At the dawn of a new century and a new millennium, these may not be perfect times, but for most Americans -- and African Americans in particular -- these are among the best of times in memory. America's economy is strong. President Clinton's economic program has produced nearly 22 million new jobs. Wages are rising at twice the rate of inflation. And now that we have balanced the budget, we are working to use the surplus to strengthen Social Security and Medicare.

African Americans have crossed and re-crossed our Sinai many times. But now, after generations of struggle, the Promised Land is finally coming into view.

> *"Stony the road we trod; Bitter the chastening rod, Felt in the days when hope unborn had died; Yet with a steady beat, Have not our weary feet Come to the place for which our fathers sighed?"*

Thanks to the achievements of the *Greater Saint Stephen's Full Gospel Baptist Church*, under the leadership of your visionary pastor and many others, African Americans over the decades have broken down countless barriers, finally overcoming -- in our own lifetime -- the mighty edifice of legal discrimination.

But as Vice President Gore has said. *"Sometimes good laws aren't good enough."* In the 21st century we need, in the Vice President's words, to *"Break down barriers not just in our law books -- but also in our workplaces, in our school houses, in our police stations -- and in the human heart."*

That is why I am so glad to be here at an event sponsored by St. Stephen's. For this church is a model of what America can look like if we embrace the Vice President's vision through church programs that address human needs at all levels, physical as well as spiritual. For it is here, among the community of the faithful, that the barriers to justice in the human heart began to melt, like the dross in the fire, revealing the gold within each and every human being.

I am proud of the fact that, under President Clinton and Vice President Gore's leadership over the past seven and one-half years, that--

Today, there are more African American homeowners, business owners and CEO's than ever before;

Today, African American poverty and unemployment are at their lowest point since we began to keep records;

Today, the doors to college are opened wider for our young people than ever before;

And over the past seven and one-half years, our Administration has named more African-Americans to Cabinet seats, judgeships, and high posts than any administration in history.

Yet these are but the outward signs of an inward grace working through the power of faith-based organizations like St. Stephen's, to alter the destinies of individuals and of nations. As the Vice President has observed -- "Grassroots change is now driving the best

changes in our shrinking world." As evidence he points to the fall of the Berlin Wall, the beginning of healing in South Africa and the progress, uneven as it may be so far, in Northern Ireland. As for the Israel and the Palestinians, the counsel of the spirit tonight is to pray mightily for justice leavened with compassion. For only by cultivating forgiveness can peace have a chance.

"Great changes" the Vice President reminds us, "*Do not primarily come about because of governments or individual great leaders; but because of lasting change in heart after heart of ordinary people willing to take the leap of faith of seeing the enemy as neighbor or family."*

And what better place to nurture the teaching of our Master to "Love our enemies, than within the Church?"

At the urging of the Vice President a new organization called the "Coalition to Sustain Success," has been formed to harness the best efforts of faith-based, community-based and non-profit organizations to help former welfare recipients succeed in the workplace.

This joint effort between government and religious organizations was made possible—as Congressman Jefferson knows, by a provision of the 1996 Welfare Reform Law, called "Charitable Choice." This provision allows state governments to use public funds to support faith-based organizations providing basic welfare services designed to help move people from welfare to work.

The only caveat is that participants in the program cannot be required to participate in religious services as a condition for receiving services. As long as this condition is met, the Vice President points out, *"faith-based organizations can provide jobs and job training, counseling and mentoring, food and basic medical care. They can do so with public funds -- and without having to alter the religious character that is so often the key to their effectiveness."*

The Vice President's work with the Coalition has reinforced his belief that faith-based organizations can make a difference in addressing challenges that continue to defy traditional solutions.

And this experience has led the Vice President to propose a New Partnership between government and faith-based organizations that would extend the Charitable Choice provision of the Welfare Reform law to other vital services, such as drug treatment, homelessness, and youth violence prevention.

"There is a reason," the Vice President says, that *"faith-based approaches have shown special promise with challenges such as drug addiction, youth violence and homelessness."* And that reason is that *"Overcoming these problems takes something more than money or assistance -- it requires an inner discipline and courage, deep within the individual."*

And it is the faith community that offers a sanctuary to grow this discipline and nurture this courage.

The Vice President believes this New Partnership will invigorate civil society. It will also create new opportunities for public service, bringing a whole new dimension of leadership into the political process -- the dimension of community. The Vice President's New Partnership is a logical and creative extension of the commitment he and the President made, when they took office in 1993, to seek a "third way" to meet the needs of the American people.

What is this "Third Way?"

During the 1960s, we discovered that government-directed programs alone cannot assure that every community is connected to America's economic growth engine. That was the "first way."

During the 1980s we discovered that market forces alone are also insufficient to assure that economic advances benefit everyone, with "no one left out." That was the "second way."

The Third Way, employed by this Administration, bridges the gap between the discredited approaches of the past. We have pared back the role of government without eliminating it, and we have expanded the role of the private sector without relying on it to do everything.

The Vice President's New Partnership between government and community will move this approach to a higher level. This "politics of community" will be neither government doing everything, nor the churches and charities picking up the slack when government scales back. Rather, in the Vice President's words, *"It will mean a new era of civil society collaboration...when we are not afraid to make connections between spirituality and politics."*

Dr. Martin Luther King, Jr., was willing to make that connection. In one of his last sermons, *The Drum Major Instinct*, Dr. King he had some advice about ambition that I would like to share with tonight's scholarship winners. In his sermon, Dr. King preached about how the desire to be out front, to lead the parade, to feel superior to others, can distort our lives.

You have heard Dr. King's words many times: "There is, deep down within all of us, an instinct. It is a kind of drum major instinct -- a desire to be out front, a desire to lead the parade."

For the individual, as Dr. King said, the drum major instinct causes us to live above our means. And if this tendency is not harnessed, he warns us, it will lead to self-centered boasting and a distorted personality that pushes others down in order to push ourselves up.

For organizations and society as a whole, the drum major instinct is a source of all kinds of evil -- and among the foremost of those evils is racism. As Dr. King said, "a lot of the race problem grows out of the drum major instinct -- a need that some people have to feel superior -- a need that some people have to feel they are first."

If Dr. King had called upon us to avoid all of these evils by *resisting* our drum major instinct, his sermon would have been forgotten by now. But instead, he called upon us to *harness* that instinct for good.

The proof text for his sermon was from the Gospel of Mark, Chapter 10, beginning with verse 35 -- the story of how James and John asked Jesus to promise them seats of power at his right hand and his left hand, when he came into his glory.

Dr. King's interpretation of this scripture was not his own -- it was an elaboration from his Master, who used the occasion of his disciples' outrageous request to teach all of us a lesson about the true nature of service.

As Dr. King put it, Jesus transformed the situation by giving a new norm of greatness.

If you want to be important, wonderful. If you want to be recognized, wonderful. If you want to be great, wonderful. But recognize that he who is the greatest among you shall be your servant. That is your new definition of greatness.

Dr. King then went on to say that the thing he liked about this new definition of greatness is that everybody can be great. Because everybody can serve -- all you need is a heart full of grace and a soul full of love. And serving others is key to building a stronger union.

President Clinton and Vice President Gore ask every American to think on these three things -- opportunity, responsibility, community. If we can provide opportunity for all, and have responsibility from all, we can build a better community for all.

The words and deeds of Dr. King transformed America in the 20th century and I truly believe that his enduring legacy will help our nation transcend to even greater heights in the new millennium.

I know this and the Vice President knows this. He has expressed his faith in America and in God very directly and very clearly:

> *"I believe that God's hand has touched the United States of America -- not by accident, but on purpose. He has given us not just a chance, but a mission, to prove to men and women throughout this world that people of different racial and ethnic backgrounds, of all faiths and creeds, can not only work and live together, but can enrich and ennoble both themselves and our common purpose."*

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WESTERN HEMISPHERE TRANSPORTATION MINISTERS ROUNDTABLE
THE INTERAMERICAN DEVELOPMENT BANK
ROUNDTABLE PRESS CONFERENCE
OCTOBER 13, 2000
WASHINGTON, D.C.

Acknowledgments
Jose Ceballos, Special Assistant to the Secretary
Francisco Sanchez, Assistant Secretary,
Aviation and International Affairs
Enrique Iglesias, President, IADB

Today we're launching a flight plan for aviation safety in the Western Hemisphere.

Earlier today, I joined Inter-American Development Bank President Enrique Iglesias to sign a Memorandum of Cooperation to work together to improve aviation safety and infrastructure in the Western Hemisphere.

Everyone agrees that safety is critical issue for air travel, but, finding a way to fund infrastructure is always a challenge. President Iglesias and the IADB have stepped forward with a $4 million solution to finance capital expenditures for aviation safety and security in the region.

This agreement reflects President Clinton and Vice President Gore's commitment to safety -- their top transportation priority. Safe and efficient air service is critical to ensuring passenger safety and the continued economic development of the region.

And it is a shining example of how regional partners are working together -- moving from strength to strength -- to build safe, sustainable and integrated transportation systems in the 21st century.

Transportation integration in our hemisphere is key to sustaining economic growth and bringing jobs, prosperity, free trade and peace to our region.

Additionally, I am pleased to announce that we are moving forward on a proposal to establish a *Partnership for Safer Skies in the Western Hemisphere* and to make it part of the *Western Hemisphere Transport Initiative*. The new partnership will assist us on three levels: first, promote and reinforce sustainable improvements in aviation safety and security; second, enhance civil aviation systems; and, third, foster growth of international aviation services.

Collaboration and cooperation among countries is critical to the development and enhancement of safe, secure, efficient and sustainable national and regional aviation systems.

Without safe and efficient transportation, there is no trade. And without trade, there is no economic expansion. As we begin the "second century of aviation, safe as well as efficient air service is vital to the continued economic development of individual countries as well as the entire Western Hemisphere.

Now, I am happy to take your questions.

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PREPARED STATEMENT
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WESTERN HEMISPHERE TRANSPORTATION MINISTERS ROUNDTABLE
CLOSING REMARKS
WASHINGTON, DC
OCTOBER 13, 2000

[KENNETH "BUDDY" MACKAY WILL INTRODUCE YOU]

Congratulations -- we have successfully completed and filed our *"Flight Plan."* A visionary and long-term *"Flight Plan"* that marks a major step forward to a better life in the next century and the new millennium for the 800 million people of the Americas. Our actions today, as well as the wonderful progress we made during the historic International Transportation Symposium, will result in new momentum toward good jobs and a higher standard of living through increased trade and tourism among the countries of the region in the 21st century.

This roundtable has moved us to the next level in building a seamless network of highways, rail lines, shipping routes and aviation corridors, stretching from the Yukon to Tierra del Fuego. Today's roundtable has built on the foundation established at the Santiago Summit of the Americas, attended by President Clinton and the other democratic leaders of our hemisphere, which made transportation a central and crucial part of economic policy. In Santiago, we adopted a two-year action agenda to improve transportation safety and security, enhance joint action for disaster prevention and relief, as well as to continue our efforts to integrate transportation policies across national borders and among the various types of transportation systems.

Transportation integration in our hemisphere at this dawn of the 21st century will help sustain economic growth and bring jobs, prosperity, free trade and peace to our region. By providing links among nations in the region, and with the rest of the world, air travel stimulates trade and investment as well as business and leisure travel. As a measure of how important this is, know this: travel and tourism is already the world's largest industry -- and it continues to grow.

As President Clinton has stated, *"An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued economic growth and prosperity."*

Without safe and efficient transportation, there is no trade. And without trade, there is no economic expansion. I want to emphatically reiterate what I said in my opening remarks: *"As we begin the 'second century of aviation,' safe as well as efficient air service is vital to the continued economic development of our individual countries, as well as to the entire hemisphere."* By the year 2010, we fully expect our Hemisphere to be a larger market than Western Europe and the Pacific Rim combined.

Today's roundtable lays the foundation for safe and efficient aviation in the Western Hemisphere, demonstrated by today's two major accomplishments:

1) The Memorandum of Cooperation that I signed with Mr. Enrique Iglesias, President of the Inter-American Development Bank, will enable us to pursue the creation of an "Initiative for Civil Aviation Projects" to promote sustainable improvements in transportation infrastructure, safety and regulatory regimes in the countries of the Western Hemisphere.

2) The establishment of a *"Partnership for Safer Skies in the Western Hemisphere"* confirms your commitment to develop an integrated transportation infrastructure. *"Partnership for Safer Skies"* builds on the existing national, regional and sub-regional aviation institutions to implement and support safety goals.

I want to thank everyone who made these momentous agreements possible. Without your hard work, perseverance and foresight, we would not be moving on to the next level of cooperation and partnership in the western hemisphere.

I also want to commend your governments for encouraging such remarkable foresight and cooperation. Without their commitment and support, today's achievements would not be possible.

Six years ago the nations of our hemisphere planted the seeds of a new partnership for a new century at the first Summit of the Americas in Miami. At the second Summit in Santiago two years ago, the people of our hemisphere committed to a vision for an integrated transportation system -- and profound economic development -- for the Americas.

Today we have taken decisive steps to turn that vision into reality -- we have filed our *"Flight Plan"* -- now it's time for the Western Hemisphere to take off.

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

Speech

CHECK AGAINST DELIVERY

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WESTERN HEMISPHERE TRANSPORTATION MINISTERS ROUNDTABLE
WASHINGTON, DC
OCTOBER 13, 2000

Before we start, I would like to take a moment to ask that we remember the plight of the people of Nicaragua and Belize, whose transport ministers were not able to join us, because of the devastating impact of Hurricane Keith on Central America. At the Western Hemisphere Transportation Ministerial in New Orleans in December 1998, one of the things we promised to do was to explore better ways to work together as a region in the aftermath of major natural disasters. These tragic events are a reminder that we still have work to do in this area.

* * *

President Iglesais and the staff of the Inter-American Development Bank have done a wonderful job preparing for today's meeting, for which I am grateful. I particularly appreciate the bank's willingness, under President Iglesais' leadership, to explore new ways to step-up investment in transportation infrastructure for the Americas. Such investments are essential, because trade drives economic expansion -- and without transportation, there can be no trade.

To help foster increased investment in transportation infrastructure, President Iglesais and I will sign a Memorandum of Cooperation later in the program. This agreement will create a new Partnership between the bank and the U.S. Department of Transportation.

To my fellow transport ministers, let me just say how delighted I am that so many of you who were in Washington this week to attend the International Transportation Symposium, were able to extend your stay for this important roundtable. The focus of the symposium that ended yesterday was to identify a shared vision of the future of transportation.

Our roundtable today *already has* a common vision -- the one adopted in New Orleans calling for "a seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego." It also reflects some

of the discussions we had at the *Aviation in the 21st Century -- Beyond Open Skies* conference in Chicago last December.

The agenda for today's roundtable could be organized under two headings: The first heading is *assessing our progress.* We are using this roundtable to evaluate how far we have come as a group, in following through on the eight Priority Action Areas we promised to focus on in New Orleans.

Second, today's agenda gives special emphasis to *aviation safety*, including a specific initiative to create a Partnership for Safer Skies in the Western Hemisphere. The purpose of this partnership is to promote aviation safety and security; build up civil aviation throughout the region; and foster the growth of aviation services.

In addition, we will also examine the lessons of an inspiring *best practice* from Central America. This is a project where transport ministers have taken advantage of the synergy that comes from using a 'plurilateral' agreement to work together on issues like training, to upgrade the quality of air service throughout the region.

What we hope to accomplish in today's short but intense sessions, is to develop a "common-sense flight plan" for aviation safety and growth in the Americas. President Iglesias has already made a strong case linking aviation safety to economic growth.

I would like to amplify his argument: First, 'travel and tourism' is already the world's largest industry -- and one of the fastest growing. Almost all international passengers travel by air. In the U.S. alone, tourism accounts for nearly half a trillion dollars in trade and employs nearly 16 million people. Here's the catch: If our aviation systems are not safe, potential travelers will stay at home and these jobs will be at risk.

The opposite is also true. If the traveling public continues to perceive air travel as safe, by the end of this decade the global impact of aviation could approach $2 trillion dollars a year. In the United States, we expect air travel to double by the year 2010.

Compared to other regions of the world, this hemisphere has even more at stake in the future of aviation safety, because the potential for expanded air travel is particularly high in our region. Our future potential is strong because the fundamentals are sound. Our region already constitutes a market of 800 million people, and generates over $9 trillion dollars in economic activity every year.

Perhaps more important, thirty-four of the 35 nations in this hemisphere are democratic and we seem to be able to work well together as partners. For example, consider the success of regional trade groups in this hemisphere, such as NAFTA, Mercosur, CARICOM, and the ANDEAN nations. Because we seem to be able to get along, by the year 2010, our hemisphere promises to be a larger market for the United States than Western Europe and the Pacific Rim combined.

To sum up, if we expect to gain the maximum benefit from the higher than average growth in aviation expected in our hemisphere, we need to do all we can to improve safety.

Even without the economic factor, aviation safety ought to be one of our primary concerns as transportation ministers. Here in the United States, safety remains President Clinton and Vice President Gore's top transportation priority -- and the "North Star" guiding everything we do at the U.S. Department of Transportation. I know that this view is widely shared. In my discussions with many you over the past several years, it has become clear that each one of you is an aviation safety champion.

When I think about all the occasions that have brought us together, the one recurring question I was asked, over and over again, is "How can we work together make our air transportation services safer?"

Today I have an answer to that question: Join me in supporting the proposed Partnership Initiative for Safer Skies in the Western Hemisphere.

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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
5TH ANNUAL UNDERGROUND RAILROAD SUMMIT
WORTHINGTON, OHIO
SATURDAY, OCTOBER 14, 2000

Good evening. Thank you Senator Espy for the warm introduction. It is indeed an honor to join the Friends of Freedom Society and the Ohio Underground Railroad Association for the 5th Annual Ohio Underground Railroad Summit.

Last year I was here in Ohio, in Springboro, where I met some wonderful "friends" like Cathy Nelson and the Friends of Freedom Society. While there, I had the opportunity to tour the historic Jonathan Wright House -- and what a history. It was such a powerful and moving experience to visit this safe haven for runaway slaves – the last stand between freedom and a sure return to enslavement.

The Wright Home is but one of the 600 sites that have been documented as part of the Underground Railroad Movement. Ohio had more passageways used than in any other state, with more than 60,000 slaves making the secret journey through Ohio. Ohio was the crossroad, with the Ohio River the dividing line between the North and the South. Crossing the "River Jordan" -- was crossing into freedom -- the land of Canaan.

I know this because of the work of the Friends of Freedom Society and the Ohio Underground Railroad Association. You are the volunteers who work so diligently to research and preserve the rich legacy of the first civil rights movement in America. And I thank you for all that you do to educate and empower the American people, particularly our young people, about their history and their heritage. I also thank you for the beautiful gifts that you sent last year, especially the coffee mug emblazoned with a slave quilt design.

The Underground Railroad is one of 16 designated Millennium Trails. I know that last month, during the 2000 Lights of Freedom, the Underground Railroad was officially dedicated in Gallipolis, Ohio. I congratulate Cathy Nelson and the Friends of Freedom Society on their selection as project leaders of this initiative.

President Clinton and First Lady Hillary Rodham Clinton created the Millennium Trails program to give all Americans the opportunity to "honor the past and imagine the future." The national network of Millennium Trails celebrates our democracy, strengthens our communities and leaves lasting gifts to the future.

- more -

Clearly, trails are invaluable tools for America to help preserve green space, ease congestion, and to make our communities more accessible and more enjoyable. This is in keeping with Vice President Gore's Livability Initiative.

Communities throughout our nation, throughout the world, are demanding a better quality of life for their people. They are searching for ways to revitalize their cities and towns.

They want places that encourage neighborhood interaction, where children can walk or ride bikes safely to schools and playgrounds, where it is possible to run errands without using a car, and where community facilities are accessible to *all* residents.

Ohio has a rich history of trail support. You clearly understand the connection between preserving green space and improving one's quality of life. In addition to the Underground Railroad National Millennium Trail, there's the Buckeye Legacy Trail and 25 community millennium trails.

Millennium Trails has raised the level of awareness about creating and preserving trails. We don't want that effort to stall. I encourage you to build upon the partnerships already developed to make trails a lasting legacy for generations to come.

From the earliest routes of our ancestors, to new urban greenways, to itineraries that tell the story of our nation, trails, like the Underground Railroad, are an important part of our nation's landscape. They provide very real connections between our people, the land, our history and our culture.

The Underground Railroad stands as a living legacy to the men, women and children who risked their lives, slaves and free men alike, in the name of liberty and freedom. They were the *"passengers"* and *"conductors"* of the *"stations"* on the Underground Railroad.

The Harriet Beecher Stowe House, *the John P. Parker House, the John Rankin House, the Village of Mount Pleasant*, Ohio "stations" were a sanctuaries on the road from bondage to the possibility of freedom. These sacred grounds, and others like it along the Underground Railroad, provided safe haven for countless runaways who fled the South, through the North and on to Canada, to the western territories, to Mexico and the Caribbean in order to escape the tyranny and oppression of slavery.

But to reach these homes in the journey to freedom, slaves had to travel from the Deep South, hundreds of miles through fields, forests, swamps, and waterways. These were the *"railways"* of the Underground Railroad.

Spiritual songs such as "Swing Low, Sweet Chariot," "Steal Away to Jesus," and "Go Down Moses" carried coded messages to help *"passengers* escape to freedom.

I know many of you are familiar with the story, "Follow the Drinking Gourd" The Drinking Gourd was the Big Dipper. Slaves followed the Big Dipper and the North Star at nightfall. On cloudy nights tree moss, which grew on the north side of tree trunks, then served as a guide to freedom.

The legacy of Underground Railroad pays tribute to the many men and women, black, white, and Native American, who were in the vanguard of a movement that transformed the nation -- the campaign to abolish slavery.

The mission of the Friends of Freedom Society and the Ohio Underground Railroad is to close this yawning gap of a racial divide that now spans five centuries. As educational ambassadors, you have the power to teach lessons of history, of friendship, of acceptance to *all* Americans.

In his final State of the Union address, President Clinton spoke of America's golden moment, *"Never before have we had such a blessed opportunity -- and therefore, such a profound obligation -- to build the more perfect union of our founders' dreams."*

Clearly, this is our time, our opportunity, our obligation. As we go forward in this new century and new millennium, I can think of no better gift -- no finer legacy -- to our children and our children's children than the Underground Railroad.

Today is about paying homage to our past and embracing the vision for America's future. As we move from strength to strength, to higher heights in the new century and new millennium, the preservation of the Underground Railroad will remain our generation's gift to the ages.

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9.37

SPEAKING NOTES
U.S. SECRETARY OF TRANSPORTATION
RODNEY E. SLATER
OCTOBER 16, 2000
DANBURY, CONNECTICUT

1. TRANSPORTATION DRIVES ECONOMIC GROWTH

- Transportation is essential to economic growth, job creation, and most importantly B improving quality of life

- An investment in transportation is a sound investment -- whether its in intelligent vehicles and roadways -- bridges, highways, transit, ports -- or strategies that better connect citizens to jobs, and encourage economic development without traffic and sprawl

2. HOUSE/SENATE PASSAGE OF TRANS APPROP.

- I am therefore pleased that on October 6, the Senate and House passed the fiscal year 2001 Transportation and Related Agencies Appropriations ActC

- This appropriation provides a record $58.5 billion for transportation programs

- This legislation is a win for the transportation safety of all Americans

- The funding and other provisions it contains will help this country meet the transportation needs of the 21st century by continuing to provide a safe, sustainable system of transportation that safeguards the environment and supports economic growth

- This legislation contains numerous provisions that will enhance safety of all Americans:

- Of particular importance is a provision that will help prompt states to adopt a standard of.08 Blood Alcohol Concentration and thus reduce alcohol-impaired driving. We anticipate that this provision alone will save 500 lives.

3. SAFETY IS TOP PRIORITY

Transportation safety is President Clinton and Vice President Gore's highest transportation priority and the North Star by which the department is guided and willing to be judged

- We are making dramatic progress in safety

- Seat belt and child safety seat use are at all-time highs and the rate of traffic deaths is at an all-time low; the incidences of impaired driving fatalities are steadily declining and railroad grade crossing deaths are on a double digit annual decline

- The rate of drunk driving has been below 41 percent two years in a row

- The Coast Guard continues to save lives, on average, one every two hours.

Our safety stretch goals aim for an 80 percent reduction in fatal aviation crashes by the end of the decade, and 50 percent reduction in motor carrier-related fatalities, also in 10 years

3. INNOVATIVE FINANCING

- TIFIA is a new, 21st century, way of doing business

- It expands the base of financial capital for major national and regional transportation projects by leveraging public and private investments -- through Federal loans, guarantees, and lines of credit

- This allows state and local governments to better meet the ever-growing transportation needs of their regions

- Begun in 1998 and continuing through 2003, TIFIA will provide up to $10.6 billion for new intermodal facilities, border crossing infrastructure, expansion of multi-state highway trade corridors and other transportation investments

- Transportation is about so much more than concrete asphalt and steel. It is about providing opportunity for all. Our real product is not highways, or airplanes, or cars.

- Our real product is getting people to school, to work, to play -- to connect the American people to all the opportunities available to them.

- So let this be our challenge: to do all we can to give every American the opportunity to live their dreams -- to reach even higher heights in this new century and new millennium, for I know America=s best days are yet to come.

PREPARED BY STEVE HALLMARK, 202-366-9789 DOT PUBLIC AFFAIRS-SPEECHWRITING

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E..SLATER
MEETING WITH LOCAL MAYORS RE: TRUCK TRAFFIC ON LOCAL ROADS
FLEMINGTON, NEW JERSEY
OCTOBER 16, 2000

- Thank you for inviting me to New Jersey. It is always a pleasure to travel to this part of your state.

- Representative Rush Holt asked me to come here today to listen to your concerns about truck traffic in central New Jersey. Representative Holt has been very active on this issue. He has relayed your frustrations to me and to other officials at the U.S. Department of

  Transportation. He has been a true fighter for you in Washington.

The Department's position on this issue is very clear. We believe that New Jersey has the right to regulate truck traffic on state highways and streets that are off the FHWA National Network.

- From the beginning, however, we have said that any regulations might be challenged in court by those who claim they violate the commerce clause of the Constitution. That is exactly what is happening now.

- The Department is not a party to this case. Like you, we will wait for the ruling by the U.S. District Court.

- In the meantime, there are other steps that communities can take to reduce truck traffic. For example, Representative Holt has been very active in the movement to stop sprawl and build livable communities. A study by the New Jersey Department of Transportation showed that much truck traffic is due to increased development in central New Jersey.

- There are programs to help communities with these problems. For example, we will award $25 million this year to communities through the FHWA Transportation and Community and System Preservation Program, or TCSP. This is an innovative grant program that helps communities with planning and development.

- As always, please know that the Department of Transportation is there to help you deal with major traffic problems. Thank you again for inviting me here.

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9.39

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

Speech

CHECK AGAINST DELIVERY

"U.S.-CHINA AVIATION: A NEW PARTNERSHIP FOR A NEW CENTURY"

WELCOMING REMARKS BY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S.-CHINA AVIATION SYMPOSIUM
WASHINGTON, D.C.
OCTOBER 16, 2000

On behalf of President Clinton, Vice President Gore, and the people of the United States, I am delighted to welcome our distinguished Chinese guests to Washington, and to welcome all participants -- both Chinese and American -- to this historic U.S.-Chinese Aviation Symposium.

This symposium is the first gathering of its kind for the aviation community of China and the United States. And for the first time ever, a partnership between government and the aviation industry -- rather than government acting alone -- has taken the lead. In this instance the "government" lead has come from the U.S. Congress, rather than the executive branch. I commend Senator Rockefeller and Congressman Oberstar for their vision in convening this meeting of aviation officials from government, industry and airports in both countries.

I also want to express my special appreciation to the American Association of Airport Executives, the Air Transport Association and the North American chapter of the Airport council International, for taking on the responsibility of organizing this symposium. With extensive support from all segments of the industry, these three private sector organizations have done an outstanding job -- and deserve our thanks.

The purpose of this symposium is to discuss how to enhance the safety and commercial development of aviation in both China and the United States. Symposium participants will not only talk about "best practices" in aviation safety and commerce, they will also visit commercial aviation operations and manufacturing facilities across the country first-hand, to examine the best America has to offer. Strengthening civil aviation in China will not only benefit China; it is also in the best interests of the United States. In this new century and new millennium, the $7 trillion-dollar economy of Asia will significantly impact America's destiny. One third of humanity lives in the region, and one out of every four dollars earned by American workers and businesses' today is a direct result of trade.

No region holds forth more promise for trade expansion than the Pacific Rim—and no nation in the region has greater potential for economic growth than China. With China's accession to the World Trade Organization -- which was strongly

supported by the American business community as well as this administration -- prospects for growth in trade and tourism between the U.S. and China are especially bright.

Travel and tourism is already the world's largest industry; it is also one of the fastest growing. Almost all international passengers travel by air and China is already one of the world's largest international tourist destinations

Aviation Safety

As air traffic continues to expand in both countries, China and the United States are paying increased attention to aviation safety. I know that Minister Liu [lee-u] is working hard to improve the safety of Chinese aviation. Here in the United States, safety also remains President Clinton and Vice President Gore's top transportation priority -- the "North Star" guiding everything we do at the U.S. Department of Transportation. Aviation is already the safest mode of travel; but both America and China are determined to set standards even higher.

Commercial aviation must not only be safe, it must also be *perceived* as safe. If air travel is not perceived as safe, potential travelers will stay at home. The opposite is also true. If the traveling public continues to perceive air travel as safe, those who travel are more likely to travel by air. There is therefore a direct connection between improving aviation safety and realizing the full potential for the growth of civil aviation in both China and the United States. We at the U.S. Department of Transportation strongly endorse the China Civil Aviation Administration's commitment to enhance the safety oversight capabilities of the Chinese airline industry.

As one of the world's largest countries with one of the world's fastest growing aviation sectors, China needs and deserves a modern air traffic control system to provide safe skies for China's air travelers. Our Federal Aviation Administration (FAA) already has a strong partnership with CAAC, which our FAA Administrator Jane Garvey will discuss in greater detail later in today's program.

Integrating China into Global Aviation Networks

We also have a growing partnership with China to expand opportunities for new air service between our two countries. While more work remains to be done we have come a long way since 1980, when China and the U.S. signed the Air Services Agreement. In the years that followed, we have amended that agreement several times. The amendment of 1992 authorized code sharing and the amendments of 1996 and 1999 expanded that agreement. In the last two to three years, U.S. and Chinese airlines have begun to engage in code sharing arrangements and the airlines of both countries now derive significant benefits from code sharing.

Later today, the Department of Transportation's Assistant Secretary for Aviation and International Affairs, Francisco Sanchez, will discuss code sharing and other arrangements that can accelerate the integration of China's aviation system into global networks.

Globalization and Aviation

Globalization is erasing many of the boundaries that used to define transportation's reach. President Clinton has called globalization -- with good reason -- *"the central reality of our time."* The world economy today is fifteen times the size of 40 years ago. And transportation has played a major role in this trade-driven expansion, because without transportation, there is no trade. Aviation is a driving force, not only for expanded trade -- but also for strengthening the connections between our people in the form of educational, scientific and cultural exchange. Transportation is the "tie that binds.

I strongly believe that aviation will set the pace for global integration in the 21st century. Not only because of increased travel and communication between peoples, but also because of the strong link between aviation and the explosive growth of e-commerce. It is no accident that both UPS and Fedex are among the sponsors of this symposium. E-commerce *increases* the demand for quick delivery of products and that means the physical transportation system -- and the aviation policies that affect e-commerce -- must keep pace, especially in the aviation sector. E-commerce already accounts for one-third of the real growth in the U.S. economy and is expected to *triple* the value of cargo shipped by air between now and the year 2015.

New Transportation Policy Architecture

I am excited by the possibilities this U.S.-China aviation symposium represents for insuring that both of our nations realize the full benefits of the global economic and technology revolution shaping this new century and new millennium. And one of the features of this symposium I find particularly encouraging is that it proves that our governments and private sector companies can work together as full partners.

Partnership -- not just between governments, but also between governments and the private sector -- is clearly the key to the future of transportation in a global economy, including the future of U.S-China aviation. We are meeting just four days after the completion of last week's historic International Transportation Symposium, held here in Washington. Representatives of the public and private sectors from some 90 countries, including a Chinese delegation led by Minister Liu, met to examine transportation's response to global integration.

The premise for that meeting was the need for a broader framework to improve the quality of transportation decision-making for the 21st century, a framework that I call "a new transportation policy architecture for a new century." This new, more

comprehensive framework must take into account an extraordinarily wide range of economic, social, political and environmental factors. The list gets longer every day. The only way to do this is to forge a new partnership for progress that includes a wide range of voices.

This symposium represents a significant step forward in forging such a partnership between the United States and China -- and a major advance for the relationship between our two peoples.

As President Clinton has said, *"To realize the full possibilities of this economy, we must reach beyond our own borders to shape the revolution that is tearing down barriers and building new networks among nations and individuals, and economies and cultures."*

I am confident that this symposium will hasten the day that this vision becomes reality.

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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
FORUM ON OPPORTUNITIES AND TECHNOLOGY
KINSTON, NORTH CAROLINA
OCTOBER 14, 2000

Good morning. Thank you very much, Secretary David McCoy, for that kind introduction.

Thank you also, Congresswoman Eva Clayton for inviting me to participate in this Forum on Opportunities and Technology and to meet with this distinguished audience of North Carolina business leaders. Congresswoman Clayton demonstrated her commitment to the future of business in this part of North Carolina, by securing $12 million worth of grants from the Federal Aviation Administration this past August to bridge the gap between the "old economy" and the "new economy." These grants include $7 million to widen and improve a runway at Global TransPark.

I would also like to acknowledge Rear Admiral Paul Busick, who served my predecessor, United States Secretary of Transportation Federico Peña as the Director of the Office of Intelligence and Security. Congratulations to you and your colleagues here at Global TransPark for creating a facility that uses the "best practices" in transportation. This past week I hosted the United States Department of Transportation's "International Transportation Symposium," which drew 1,000 delegates from 90 countries to look at the best practices from around the world. Here at Global TransPark you have the best of "the best."

When I first visited Global TransPark two years ago, I could see that Kinston Regional Jetport, the home of Global TransPark was brimming with potential. This facility was already on its way to becoming an international, multi-modal industrial and cargo complex for manufacturing and distribution, and for agribusiness and transportation companies. The commitment demonstrated by the developers of Global TransPark was instrumental in the United States Department of Transportation making available $17.5 million over three years to continue the development of this innovative facility.

Global TransPark is one of North Carolina's responses to globalization. North Carolina's government, business and civic leaders recognized early on that too many communities are being left behind because they are not connected to the great global

arteries of commerce -- the airports, roads, seaports and railways that move the world's resources. Global TransPark makes sure that North Carolina is integrated into the global marketplace.

On top of this area's success with Global TransPark, I applaud today's forum that is designed to increase the participation of small businesses in the mainstream of American business and industry. Today's efforts will continue to create more opportunities for the people of North Carolina.

As you may know, one of the hallmarks of President Clinton and Vice President Gore's economic program has been the creation of opportunities that benefit all Americans. This "people first" agenda has produced the longest -- and strongest -- economic expansion in the history of the United States. This strategy has moved the economy from a record deficit -- $290 billion in 1992 -- to the largest dollar surplus on record -- $167 billion in 2000. More small businesses have been created under President Clinton and Vice President Gore's leadership than ever before in our history.

However, it is clear that we can and we must do more. As Vice President Gore has stated, *"We must use today's prosperity to expand that winner's circle -- by closing the opportunity gap in our schools, by closing the opportunity gap in our workplaces; and by building stronger families and communities all across the United States of America."*

The Administration's commitment to *"closing the opportunity gap"* and increasing diversity is clear from its record. We successfully fought to preserve a strong Disadvantaged Business Enterprise Program (DBE) that will keep open the doors of opportunity for small businesses seeking contracts associated with highway, airport, rail and transit construction projects receiving federal assistance. DBE regulations have leveled the playing field for small and minority-owned businesses, for women-owned businesses and for other disadvantaged small businesses.

The DBE program is essential for moving to "higher heights" with respect to fairness. Anyone who tracks what happens at the state and local level knows that, without this program or a program like it, disadvantaged firms could not compete on an even playing field. DBE's efforts are focused in three major DOT operating administrations: the Federal Highway Administration, the Federal Transit Administration and the Federal Aviation Administration. Since you are interested in being part of the Global TransPark success story, I know you'll be interested in an ground-breaking program at the Federal Aviation Administration (FAA).

The FAA has established a permanent Mentor Protégé program that encourages prime contractors to mentor socially and economically disadvantaged small businesses. By pairing small and minority-owned businesses with experienced contractors, DOT is enhancing opportunities for a new generation of entrepreneurs, with the long-term goal of increasing the number of disadvantaged firms and organizations that receive FAA contracts.

In fiscal year 1998, DOT awarded more than 55 percent of our direct procurement dollars to small businesses. More than 14 percent went to socially and economically disadvantaged businesses under the authority of the 8 (a) provision, and some 4 percent went to women-owned businesses.

I am proud of the opportunities the United States Department of Transportation provides to small and disadvantaged businesses -- and that we at DOT have exceeded Administration goals for disadvantaged businesses.

No sermon is complete without an *"altar call."* So I urge you to take advantage of all the great opportunities for small business provided by the United States Department of Transportation. Together we will further *"close the opportunity gap"* for small and disadvantaged businesses. Please check out our website at www.dot.gov and click on *"Doing Business with DOT."* Next time I visit, I want you to hear your success stories about how, with one click of mouse, you began your journey to becoming a prosperous entrepreneur.

Thank you.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW JERSEY TRUCK BAN
OCTOBER 16, 2000
FLEMINGTON, NEW JERSEY

- In the early 1990s, the New Jersey Turnpike Authority raised truck tolls significantly. This prompted the New Jersey Motor Truck Association to encourage all motor carriers to boycott the turnpike and take state highways to get to their destinations. There was a surge in truck traffic through many local communities.

- Although the state settled its dispute with the New Jersey Motor Truck Association, truck traffic remained heavy on most state highways. Communities in central and western New Jersey, where the traffic was heaviest, demanded that the state restrict truck movement on state highways that were not part of FHWA's National Network.

- According to a study by the New Jersey Department of Transportation, the heavy truck traffic is largely due to increased development. However, banning trucks has been a popular cause in Representative Holt's district, and he has persistently lobbied for tighter regulation.

- The U.S. Department of Transportation has addressed this issue several times. The Department contends that each state has the authority to regulate traffic on its streets and highways. However, regulating truck traffic based on the origin or destination of delivery may violate the commerce clause of the U.S. Constitution.

- In July of 1999, the New Jersey Department of Transportation adopted regulations that ban many single- and double-trailer combinations on state highways if they have neither an origin nor a destination in New Jersey. Representative Holt claims this as a major accomplishment. On his campaign Web site, he notes that when state officials balked at curbing truck traffic on Route 31 and other local highways, Rush secured a directive from the U.S. Department of Transportation noting that truck bans on local highways are a local prerogative. Governor Whitman got the message and instituted a ban on large trucks that use local roads."

- On January 31, 2000, the American Trucking Associations and U.S. XPRESS, Inc., filed suit against New Jersey in U.S. District Court, alleging that state regulations violate the commerce and equal protection clauses of the U.S. Constitution. The Department of Transportation is not a party to this case, and federal courts will now resolve this dispute.

- Representative Holt and Senator Bob Torricelli (D-NJ) plan to publicly announce a letter to Governor Christine Todd Whitman (R-NJ) demanding that the state ban 96-inch trucks on state highways and local roads. This may not have any effect on truck traffic because 96-inch trucks tend to be used for intrastate, not interstate, traffic.

TALKING POINTS:

- Thank you for inviting me to New Jersey. It is always a pleasure to travel to this part of your state.

A Representative Rush Holt asked me to come here today to listen to your concerns about truck traffic in central New Jersey. Representative Holt has been very active on this issue. He has relayed your frustrations to me and to other officials at the U.S. Department of Transportation. He has been a true fighter for you in Washington.

- The Department's position on this issue is very clear. We believe that New Jersey has the right to regulate truck traffic on state highways and streets that are off the FHWA National Network.

- From the beginning, however, we have said that any regulations might be challenged in court by those who claim they violate the commerce clause of the Constitution. That is exactly what is happening now.

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- In the meantime, there are other steps that communities can take to reduce truck traffic. For example, Representative Holt has been very active in the movement to stop sprawl and build livable communities. A study by the New Jersey Department of Transportation showed that much truck traffic is due to increased development in central New Jersey.

- There are programs to help communities with these problems. For example, we will award $25 million this year to communities through the FHWA Transportation and Community and System Preservation Program, or TBSP. This is an innovative grant program that helps communities with planning and development.

- As always, please know that the Department of Transportation is there to help you deal with major traffic problems. Thank you again for inviting me here.

ATTACHMENTS: Attachments include the following:

1. Biographical information for Representative Holt;
2. Letter and press release from Representative Holt and Senator Torricelli and Representative Holt on 96-inch truck ban;
3. Summary information on New Jersey truck ban; and
4. Information from Representative Holt's Web site

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA TOURISM DEVELOPMENT SUMMIT RECEPTION
OCTOBER 18, 2000
MEMPHIS, TENNESSEE

Acknowledgments

Other Speakers:

- ***Kevin Kane***, President & CEO, Memphis Convention and Visitors Bureau
- ***R. Marc Jordan***, CCE, President and Chief Executive Officer, Memphis Area Chamber of Ciommerce
- ***Eugene A. Conti***, Assistant Secretary of Transportation
- ***Dr. Willie Herenton***, Mayor of Memphis **(Will introduce you)**

Event Masters of Ceremony:

- *Leslie Doggett,* Deputy Assistant Secretary for Tourism Industries, US Department of Commerce
- *Al Eisenberg,* Deputy Assistant Secretary for Transportation Policy

Event Organizers

- *Linda Darr,* DAS, Budget and Programs **DOT**
- *Al Eisenberg,* DAS, Transportation Policy **DOT**
- *Harold Gist,* Associated Director, Intergovernmental Affairs **DOT**
- *Wilson Golden,* Congressional Affairs, **DOT**
- *(Cathrine Potter,* Truman Fellow—**DOT**) [more]
- *Helen Marano,* **DOC**
- *Suzy Hubbell,* **DOI**
- *Jackie Mitchell,* **HUD**
- *Lee Powell,* **USDA**

Talking Points

1 Thank Mayor Herndon (for introduction) and City of Memphis for hospitality

- Saw Mayor a few weeks ago for dedication of new runway at Memphis International Airport
- With opening of runway, I said "Memphis has secured its destiny as 'world-class portal' for moving people and products in the global economy of 21st century"

2. Memphis as "World Class Portal" for Delta Tourism?

- Memphis and its airport could also become the 21st century transportation hub for the entire Delta Region
- …Because we've come to Memphis to talk about the future of the Delta's travel & tourism industry
- (If you can't get there, you can't tour there)

3. Acknowledge State Departments of Tourism for Support

- *Bob Stewart,* Commissioner, Kentucky Department of Travel
- *Darianne Wilson,* Director, Mississippi Division of Tourism [MORE]
- *Barbara Roy,* Assistant Secretary, Louisiana Office of Tourism
- *Ramay Winchester,* Director, Tennessee Department of Tourism
- *Bob Smith,* Special Projects Administrator, Missouri Division of Tourism
- *Joe David Rice,* Director, Arkansas Department of Parks and Tourism
- *Cathy Ritter,* Deputy Director, Illinois Bureau of Tourism

4. **Acknowledge Universities for Support**

- *Arkansas State University*
- *Delta State University*
- *Southern Illinois University*

5. Also here to celebrate growing partnership between Federal, State, Local Government and Private Sector, including labor

- Delight to see all seven Delta States participating
-
- Particularly grateful for participation of major companies

- **We're here in President Clinton's words:**
- **"To work together to make our vision of prosperity and opportunity a reality for the people of the Mississippi Delta in the 21st Century and throughout the new millennium"**

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

News

FOR IMMEDIATE RELEASE
Friday, October 13, 2000

CONTACT: Kimberly Riddle
Tel.: (202) 366-5580

Media Advisory

U.S. Transportation Secretary Rodney E. Slater Reviews Transportation Improvement Projects in Connecticut's 5th District

On Monday, October 16, U.S. Secretary of Transportation Rodney Slater and Representative Jim Maloney will tour various transportation improvement projects in Connecticut's 5th District to explore ways to improve the quality of life and make communities more livable.

Who: Transportation Secretary Rodney E. Slater
Representative Jim Maloney

What: Tour of Transportation Projects

When: Monday, Oct. 16

Where:

10:30 a.m. Danbury Rail Line Press Availability
Branchville Train Station Platform
(Intersection of Branchville Road and Route 7)

11:30 a.m. Shelton Press Availability
(Howe Avenue & Route 8 Intersection)

12:15 p.m. Waterbury Press Availability
Keystone Aviation
(Oxford Airport)

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
VISIT WITH REPRESENTATIVE JAMES MALONEY (D-CT.)
DANBURY, CONNECTICUT
OCTOBER 16, 2000

- Thank you for inviting me to Connecticut. It is always a pleasure to visit this state.

- Representative James Maloney invited me here to learn about transportation issues facing the communities of eastern Connecticut. Representative Maloney has been a vocal advocate for your needs in Washington.

- The electrification of the Danbury branch rail line is clearly an exciting opportunity for the people of Connecticut. It will lead to a faster, more efficient rail network. The capacity of the rail line will be increased, and older diesel equipment will give way to electrified infrastructure that is cleaner for the environment.

- I know that the construction of a southbound ramp from Howe Avenue onto Route 8 is a priority for residents in Shelton. Please know that FHWA will work with your state and local officials as we review this proposal and possibly apply federal-aid funding toward it.

- Additionally, I know that residents in the Waterbury area support the widening of Interstate-84. This could be a candidate for FHWA Interstate Maintenance discretionary funding.

- Should the Connecticut Department of Transportation decide to fund this project through its apportioned funds, we will work with your state and local officials during all planning and construction phases.

- The Clinton-Gore administration knows that transportation is more than concrete, asphalt, and steel. It is ultimately about people—giving Americans the mobility and opportunity they need in today's economy. These projects will open new doors for the people of Connecticut and improve the quality of life throughout the state. # # # #

RS -- VIDEO TAPING FOR 7th World Congress on Intelligent Transportation Systems/
10/19/00 - 5.3 minutes

On behalf of President Clinton, Vice President Gore, and the American people, I send greetings and best wishes for a successful "Seventh World Congress on Intelligent Transport Systems." We are pleased to be represented in Turin by a host of transportation leaders from America, including officials of the U.S. Department of Transportation's Federal Highway Administration and the Intelligent Transportation Society of America.

President Clinton and Vice President Gore believe that, *'...in this new century, innovations in science and technology will be key not only to the health of the environment, but to miraculous improvements in the quality of our lives and advances in our economies.'*

Your theme, "From Vision to Reality" is a testament to the great accomplishments of Intelligent Transportation Systems. After years of research and hundreds of operational tests, we know that the promise of ITS is real. ITS can save lives by preventing crashes -- it can give us the capacity for mobility at less cost than new construction -- and it can save money by making transportation more efficient. This efficiency can also reduce pollution and energy consumption. ITS can do all of this -- in fact, *is* already doing all of this.

I am excited about ITS and what it means for the future of transportation, not only in America, but around the world. In the United States, the ITS vision is being realized. More than $250 million in federal dollars have been dedicated exclusively to ITS for fiscal year 2001. Additionally more than $10 billion of mainstream federal highway funds are authorized for ITS projects at the state and local levels.

Let me take a moment to highlight two of our newest ITS activities which hold great promise for improving the quality of our lives.

In July the U.S. Department of Transportation convened the first-ever National Intelligent Vehicle Initiative (IVI) Meeting, which brought together government, industry, academia and others to evaluate our intelligent vehicle program and to set the course for intelligent transportation in the decade ahead.

IVI is America's government-industry partnership to facilitate the development of in-vehicle systems that will help drivers operate vehicles in a safer and more efficient manner. Ultimately, IVI will move vehicle safety beyond crash mitigation to crash prevention.

Another ITS initiative announced earlier this year by Vice President Gore is expected to change the way people travel in America. Last summer a national three-digit telephone number was announced to conveniently provide up-to-date, local

traveler information any time, anywhere in the country. Building on the nationwide ITS deployment, "511" will give travelers and shippers another tool to improve their travel-making decisions.

Vice President Gore, who has been among America's strongest voices for technological innovation, has said, *"The promise of new discovery and new technology has made it possible to renew and strengthen our oldest and most cherished values."* And so it can be for transportation.

Transportation's relevance has been its ability to respond to -- and even to shape -- the technologies that affect how we live. This was true with the invention of railroads, automobiles and airplanes, and it must be true with IVI.

Delegates, I wish you much success in your meetings this week. You are the visionaries who've shaped the significant role ITS plays in the safe and efficient operation of surface transportation systems worldwide. At this 7th World Congress, you are demonstrating to the world that ITS is a reality in this new century and new millennium. The world has much to gain from your vision and your leadership.

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VIDEO TAPING

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BLESSINGS THRU FAITH TEMPLE
WASHINGTON, DC
OCTOBER 19, 2000

Thank you for inviting me to join your many distinguished guests to celebrate the successes of Blessings Thru Faith Temple. Thank you, also, for your church's tireless efforts on behalf of the entire West Memphis community. I'd especially like to acknowledge Senior Pastor Lillian Hodges, who has taught us that anyone can do what he or she sets out to do, that we can indeed aspire to "higher heights."

I'd like to share with you President Bill Clinton and Vice President Al Gore's efforts on helping the Mississippi Delta, including your community, to reach "higher heights." As a son of Arkansas -- as well as the Secretary of the United States Department of Transportation -- I am proud of the fact that President Clinton and Vice President Gore have committed themselves to sharing America's bounty with this part of the country through their Mississippi Delta Initiative. As Vice President Gore has said, *"Poverty in the Delta remains at unacceptably high levels…We can do better. We have to do better -- and we will do better..."*

Last month I had the honor of opening the Delta Tourism Development Forum -- yet another example of people working together for good. The powerful idea behind this forum -- that the Delta should use travel and tourism as a premier strategy for regional growth -- is one that I know we all can appreciate, having grown up surrounded by the Delta's abundant natural beauty and historic culture. And transportation is the backbone of travel and tourism.

Your celebration this evening, as well as the Mississippi Delta Initiative, is proof that we can come together to make this world a better place. Together, we can aspire to "higher heights." Congratulations to you all.

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RS -- Video Script for 7th World Congress on ITS, Turin, Italy) – 10/19/00
(477 words, approx. 3 mins.)

Congratulations to all gathered in Turin for the Seventh World Congress on Intelligent Transport Systems. I am pleased to send you greetings from President Clinton, Vice President Gore, and the citizens of the United States of America. I regret that I cannot be with you personally. We are pleased, however, to be well represented by the head of the American government delegation, Federal Highway Administrator Ken Wykle, as well as ITS America Chair Hal Worrall and ITS America President John Collins.

The theme of this Congress, "From Vision to Reality," is right on the mark. You are the visionaries who helped to bring ITS to the prominent position it occupies today in the safe and efficient operation of surface transportation systems worldwide. You are leading the way in showing the world how to use technology in surface transportation to save lives, time, and money, and improve the quality of life.

Today's global economy has created demands on transportation systems unforeseen even a decade ago. This unprecedented demand led the U.S. Department of Transportation to convene the first-ever International Transportation Symposium last month in Washington, D.C.

A number of you contributed to the work of that Symposium. We explored the possibilities for a global strategic vision for the new century on critical crosscutting issues in the aviation, surface, and maritime areas. We exchanged information about "best practices" regarding consumer expectations, seamless modal integration, workforce capacity, the impact of e-commerce, information and technology advances, safety and security standards, and innovative financing.

In July, the U.S. Department of Transportation hosted another first -- the national Intelligent Vehicle Initiative and Showcase. IVI is a government-industry partnership aimed at developing in-vehicle systems to help drivers operate vehicles more safely and efficiently. It promises to move vehicle safety beyond crash mitigation to crash prevention. Our event brought together government, industry, and academia to evaluate the program and to set the course for the decade ahead.

Before closing, I want to tell you about another visionary ITS initiative, which was announced by Vice President Gore, and has been undertaken in the United States this year. That is, we are making available, to our states and local jurisdictions, a single three-digit traveler information telephone number dedicated to making traveler information available to all shippers and travelers across the country. Building on the extensive nationwide deployment of ITS in

the United States, “511" has been designated to provide current, local traveler information anywhere, any time. Implementation of this convenient service will substantially contribute to safe and efficient movement of people and goods across our nation.

Your work in Turin will help such efforts along. As you begin your discussions, I wish you great success. The world has much to gain from your vision and your leadership. Thank you.

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9.35

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

Speech

WELCOMING REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA TOURISM DEVELOPMENT FORUM
MEMPHIS, TENNESSEE
THURSDAY, OCTOBER 19, 2000

On behalf of President Clinton and Vice President Gore, I am delighted to officially welcome you to this important forum. And once again, I thank all of you for participating. I also want to acknowledge my colleagues from the Departments of Agriculture, Commerce, Housing & Urban Development and Interior -- as well as the U.S. Department of Transportation (DOT) -- for all the hard work that went into making this event possible.

Today, at the dawn of this new century and new millennium a powerful idea and a resolute commitment are working together for good for those who love the Mississippi Delta and believe in its future.

The powerful idea is the focal point of this forum: *The Delta should use travel and tourism as a premier strategy for regional growth.* The resolute commitment is that of the nation, as expressed by President Clinton and Vice President Gore, to extending the circle of prosperity to every byway and wetland of the Delta across seven states.

The President's promise to help the Delta goes back more than a decade, to his work as chairman of the Lower Mississippi Delta Commission. By starting the Delta Regional Initiative in 1998, he and Vice President Gore reaffirmed this promise. As the President has said, *"We are committed to continuing work on this initiative…to ensure that people throughout the region can participate fairly and fully in the unprecedented prosperity our Nation enjoys today."*

The Vice President strongly supports the President's commitment to sharing America's bounty with the Delta. *"Poverty in the Delta remains at unacceptably high levels…We can do better. We have to do better -- and we will do better..."*

That is why we are here in Memphis, some 160 strong, representing both the public and private sectors. We are here to help fulfill the President's promise for a better life for the Delta by establishing a region-wide strategy to promote economic development through tourism.

- more -

GLOBALIZATION AND TRANSPORTATION

To begin our exploration we must adopt a global perspective, because globalization is erasing many of the boundaries that used to define transportation's reach. President Clinton has good reason to call globalization *"The central reality of our time."* The world economy today is *fifteen times* its size of just 40 years ago. And travel and tourism have already become the world's largest industry.

Transportation has played a major role in this trade-driven expansion, because without transportation, there is no trade. At the same time, this unprecedented growth requires greater sophistication in our transportation choices: To improve the safety, efficiency and productivity of our transportation systems, we must choose when and how to deploy new technologies -- and how to pay for them. We face choices about protecting the environment of our nations and the world without jeopardizing the hopes of workers and their families for higher living standards.

We face the challenge of encouraging alternative forms of transportation -- fuel-efficient vehicles, alternative fuels, even as we ask people to take a second look at traditional ways of moving about, such as bicycling, and walking. There was a time in the not-so-distant past when none of these choices would have been considered part of our job.

However, the greatest challenge, by far, is how to use the power of transportation to expand the circle of prosperity to include everyone. There are now more than 6 billion people living on the earth, half of them living on $2 dollars a day or less. South African finance minister Trevor Manuel called the world to account two weeks ago, when he said, *"There is nothing automatic about the benefits of globalization. The fact is that too many people continue to be left behind."*

TRANSPORTATION LINKS COMMUNITIES TO COMMERCE

This global perspective has regional and local implications. The reason that all too many communities are 'left behind' is that they are not connected to the great global arteries of commerce -- the roads, the seaports, the railroads and the airports that move the world's resources that sustain growth. As transportation decision-makers, we can help end this isolation. The Maputo Development Corridor linking South Africa's heartland with Mozambique's Port of Maputo is a good example of what can be done when nations work together.

I know what it is like to live in an isolated community. When I was growing up, Marianna, Arkansas was not only economically strapped -- it was physically cut off from the mainstream of American life. With the construction of the Interstate Highway System, stretching east and west, north and south, towns like Marianna, in the heartland of America became connected to the industrial hubs of the Midwest and the

WHY TOURISM?

The most recent accomplishment I would like to mention, was organizing this Forum on Delta Tourism. Tourism is a 'natural' for this region. Like President Clinton, I am a son of Arkansas. And like the president, *"I have traveled the beautiful valleys, wetlands, and other natural splendors of the Delta for much of my life."* The Delta is a treasure of American history and natural beauty. Its unique culture has helped shape the growth of the nation. In other words, the Delta is just the kind of place that the world wants to visit.

Focusing on travel and tourism makes sense. Tourism is not only the world's largest industry; it is one of the fastest growing. Here in the United States, tourism employs more than 16 million people and generates nearly half a trillion dollars in business. We estimate the Delta's share at about $13 billion annually. So there is a lot of room for improving our revenue share. One of our goals this week is to develop a strategy that significantly increases that amount.

As incomes rise, people can afford longer vacations or they are willing to travel greater distances to find exactly what they want. As the American population ages, many older Americans enjoy using retirement as an opportunity to visit old haunts and new places. Half of the 850 million American and Canadian passengers who travel between cities by bus today are over 55.

As we evaluate marketing directed toward new categories of potential tourists, we should "think outside the box" and consider, for example, the travel interests and needs of the 40 million Americans with disabilities who might want to visit our region.

TRANSPORTATION AND TOURISM

By far the biggest force promoting tourism worldwide is globalization -- which President Clinton has called (with good reason)*"The central reality of our time."* The world economy today is 15 times what it was 40 years ago. As trade and communication between nations has expanded and living standards increased, so has the desire to travel.

There is a direct connection between the travel and tourism industry and transportation. Without transportation, there can be no travel. The reason that all too many communities in the Delta are "left behind," is that they are not connected to the great arteries of commerce -- the roads, the river ports, the railroads and the airports that move travelers and tourists to and from their destinations.

That is what transportation is all about -- it is the tie that binds people and communities together. And that is why transportation is a central theme of President Clinton and Vice President Gore's efforts to extend America's record-level prosperity to communities that have been left behind, by forging links between these communities and a wider world.

The Delta is not the only region seeking to speed growth by promoting tourism. During the past week I have either hosted or attended three major international transportation meetings where travel and tourism was as a significant topic.

Last week in Washington, D.C., I hosted an historic International Transportation Symposium that drew a thousand participants from some 90 countries to develop a shared vision of the future of transportation. The symposium devoted an entire panel session to the subject of Heritage and Cultural Tourism.

On Friday I met with the transportation ministers of the Western Hemisphere. Our focus was on establishing a regional Partnership for Safer Skies. Our prime concern was safety, of course. Safety remains President Clinton and Vice President Gore's top transportation priority and the "North Star" guiding all that we do at the U.S. Department of Transportation. But we were also driven by the knowledge that a perceived *lack* of aviation safety in Latin America could dash regional hopes for expanded travel and tourism.

Finally, this past Monday I participated in the U.S.-China Aviation Symposium, where the focus on improving China's civil aviation system was driven, in part, by China's desire to expand tourism, which is already a major industry for them.

One reason Latin America and China consider travel and tourism, as an engine for growth, is that this industry makes full use of the existing historic, scenic and cultural heritage that is already available. China needs no new capital investment to create The Great Wall.

Another reason for exploring the tourist option is that tourism is a labor-intensive industry. However, I would emphasize that a "tourism for growth" strategy need not be limited to employment opportunities exclusively at the entry level. Creating, operating and maintaining the transportation, hotel, and other infrastructure needed to support tourism, will create jobs from the mailroom to the boardroom.

What makes sense for developing countries overseas makes sense for a developing region right here in America. Our focus on the potential of travel and tourism to expand the Delta's economy is not only a good idea; it is part of a major global trend.

PARTNERSHIP -- THE KEY TO SUCCESS

To take maximum advantage of this trend, we require a new, higher level of partnership among all the principle players, including between government and the private sector. That is one of the reasons I am so grateful for the support the Convention and Visitor's Bureau and Chamber of Commerce have given to this event.

What we needed was a framework that would support a wide-ranging discussion of our options with participation by key stakeholders at all levels: government (at the federal, state and local level), industry, trade associations, and organized labor as well as consumers and interest groups.

That is why we chose to call this gathering a "forum" -- a place for an open discussion to explore new approaches.

In terms of new approaches, you are in for a treat tomorrow morning, with a presentation by Congressman Harold Ford of his "Vision for Tourism in the Delta." Congressman Ford is a true son of the Delta whose pragmatic and determined style has earned him considerable praise, both here and in Washington. As one of the first to cosponsor legislation to create the Delta Regional Authority, he has a proven track record of commitment to the future of this region.

In a few moments Al Eisenberg and Leslie Doggett will give you an overview of the Delta Initiative and "marching orders" for this Forum. You have been promised that this forum will be an intensive work session. We plan to keep that promise.

The course ahead will be difficult, but in terms of the future of our region, the rewards will exceed what we dare to imagine.

So, it's time to get ready: In the words of the prophet Isaiah, *"Widen the space of your tent; stretch out your hangings freely; lengthen your ropes; make your tent pegs firm -- for you will burst out to the right and to the left."*

# # # #

9.31

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION FOR REVEREND BILLIE KYLES
AFRICAN-AMERICAN MINISTERS BUDGET BRIEF
OCTOBER 30, 2000
WASHINGTON, D.C.

- It is now my great privilege to introduce the **Reverend Billie Kyles,** pastor of the *Monumental Baptist Church*, Memphis Tennessee

- For 41years, the Monumental Baptist Church of Memphis has helped break down the barriers of discrimination

- And the Reverend Billie Kyles has been among the mightiest warriors of faith in our generation.

- He not only "stood with the Reverend Dr. Martin Luther King" in Memphis, he was by his side on that balcony when Dr. King gave his life for the cause of justice

- In fact, Dr. King was just about to leave that motel on his way to Reverend Kyle's house for dinner
- Instead, this mighty man of God knelt down to help hold a dying Dr. King in his arms

- So it is a profound personal privilege and high honor to have this opportunity to present to you a man from Memphis who is not afraid to make the connection between spirituality and politics

- Please join me in greeting the Reverend Billie Kyles…

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9.32

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AFRICAN-AMERICAN MINISTERS
OCTOBER 30, 2000
WASHINGTON, D.C.

Acknowledgments

- President William Jefferson Clinton
- Benjamin Johnson-ONE AMERICA *(For introducing you)*
- Rev. Billie Kyles, Pastor of the Monumental Baptist Church, Memphis Tennessee
- TBD Jack Lew or Sally Katzen *(You will introduce at end of these comments)*
- (Rev. Zina Pierre -- gives Invocation)
- Audience of distinguished African American Ministers

we have already accomplished so much together

- These may not be perfect times, but for most Americans -- and for African Americans in particular, these are among the best of times in memory. And for this, we can thank President Clinton and Vice President Al Gore.
- America's economy is strong today because of President Clinton and Vice President Gore's economic program that has produced nearly 22 million new jobs.
- Wages are rising at twice the rate of inflation.
- And now that we have balanced the budget, we are working to use the surplus to strengthen Social Security and Medicare
- *Because we have a friend in the White House,* more African Americans own their own homes than ever before.
- *Because we have a friend in the White House,* African American poverty and unemployment are at the lowest point since we began to keep records.

- *Because we have friend in the White House,* over the past 3 years real wages for African Americans have risen dramatically to their highest level ever.

- *And because we have a friend in the White House,* our Administration has named more African Americans to Cabinet seats, judgeships, and high posts than any Administration in history.

THIS TIME THE ECONOMIC RECOVERY WAS BROAD ENOUGH TO INCLUDE AFRICAN AMERICANS

- Unlike past recoveries, during the remarkable economic expansion of the past 8 years the circle of prosperity has broadened to include Americans from all walks of life.

- Thanks to leaders like Bill Clinton and Al Gore, more African Americans are business owners and CEO's than ever before.

- Bill Clinton and Al Gore have helped expand business opportunities for thousands of African American businesses.

- Under this Administration's leadership we've created 31 Empowerment Zones and more than 100 Enterprise Communities to create new jobs and new opportunities in Americas cities

- Under this Administration's leadership, we've promoted the New Markets Initiative to promote private sector investment in underserved communities

- Under this Administration's leadership we've fought the good fight to preserve a strong Disadvantaged Business Enterprise Program -- and we've won that fight.

- Under this Administration's leadership we've opened the doors to college wider for our young people than ever before -- including increasing funding for Historically Black Colleges and Universities by a record 25 percent.

- With President Clinton and Vice President Gore at the helm, we've made the Largest Single Investment in Higher Education in 30 Years by funding the HOPE scholarship tax credit as part of the 1997 Balanced Budget Act.

- We are here today to talk about next year's budget -- and about what we've already put in motion as an Administration to help assure expanded prosperity for all Americans in every community -- with no one left out.

- As Vice President Gore has stated, *"We must use today's prosperity to expand the winner's circle -- by closing the opportunity gap in our schools, by closing the opportunity gap in our workplaces; and by building stronger families and communities all across the United States of America."*

- That is precisely what this budget is designed to do.

- To help explain that budget, it is now my great privilege to introduce (TBA – *Jack Lew* or *Sally Katzen*)

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. – CHINA AIR SERVICES ANNOUNCEMENT
OCTOBER 31, 2000
LOUISVILLE, KENTUCKY

On behalf of President Bill Clinton and Vice President Al Gore, I am pleased to update you on our growing and increasingly successful relationship with the Asian -- Pacific region. My two announcements today will demonstrate this administration's continued success towards integrating the United States into the Asian, and global, economies.

No region holds forth more promise for trade expansion than the Pacific Rim. In this new century and new millennium, the $7 trillion-dollar economy of Asia will significantly impact America's destiny. One out of every four dollars earned by American workers and businesses today are a direct result of trade.

And no nation in the Pacific Rim region has greater potential for economic growth than China. With China's accession to the World Trade Organization, prospects for growth in trade and tourism between the U.S. and China are especially bright. And our recent progress towards the full liberalization of air services with China demonstrates our continued successes in developing a far-reaching economic relationship with the Pacific Rim.

In my first announcement, United Parcel Service (UPS) has been tentatively selected as the fourth carrier authorized to serve China. If the United States Department of Transportation finalizes this decision, UPS would be able to begin six weekly round-trip flights to provide all-cargo service to Beijing and Shanghai from Ontario, California, and Newark, New Jersey, via Anchorage, Alaska.

In addition, Northwest Airlines and United Airlines have been tentatively granted two more weekly round-trip flights each to increase their existing U.S. -- China services. United's additional two weekly flights would be used to expand its current five weekly flights between San Francisco and Shanghai. Northwest would be able to use its additional flights to expand its current passenger service from Detroit, to expand its current all-cargo service from Chicago and Anchorage, or to begin passenger service from Honolulu.

My second announcement could eventually enable American Airlines and Delta Air to fly their own equipment and personnel into China, even though they are not currently designated for direct service. The United States and Chinese governments have invited these two U.S. carriers to discuss with their Chinese code-share partners a wet lease or code-share arrangement. If an arrangement can be reached between the airlines, and if the two governments approve, the Chinese carrier would lease a plane and crew from its U.S. code-share partner to operate services authorized for

Chinese carriers under the existing U.S. -- China aviation agreement. This announcement is the result of informal talks between the U.S. and Chinese delegations in Seattle earlier this month.

To further aid liberalization, I have proposed to China a doubling of round-trip flights between the United States and China between the years 2002 and 2004. After this time period, the United States government will seek a fully liberalized Open Skies agreement.

The United States already has Open Skies agreements with 50 countries around the world, four of which were concluded in the last three months. Thirty-six of these agreements have been reached since I became the United States Secretary of Transportation three years ago. In Asia we already have Open Skies agreements with Korea, Taiwan, Malaysia, Singapore, New Zealand and Brunei. And we are looking forward to re-opening discussions next month with Japan.

As I speak, the United States has a negotiating team in Kona, Hawaii, in discussions with Asian-Pacific Economic Cooperation (APEC) member countries. Our goal is a break-through multilateral trans-Pacific Open Skies agreement that will further remove barriers to international air travel and trade.

The U.S. and the Chinese governments have also recommended to their respective carriers that agreements be reached to permit American and Delta to open ticket offices in Shanghai and Guangzhou. American and Delta could then sell tickets on their code-share services with their respective partner airlines, China Eastern and China Southern.

Today's announcements build on the aviation agreement the United States reached with the Chinese government in April last year. As a result of that accord, the U.S. Department of Transportation has already awarded a total of 17 new flights to the three U.S. carriers -- Northwest Airlines, United Airlines and Federal Express -- already serving the market.

Our progress today towards liberalizing aviation services with the Pacific Rim is the culmination of much hard work and many rounds of talks, including the U.S. Department of Transportation's recent International Transportation Symposium, where I met with Chinese Communications Minister Huang Zhendong, as well as the successful United States -- China Aviation Symposium held two weeks ago. Today is also the result of my Secretarial Transportation Mission to Asia last February, where I discussed region-wide liberalization with APEC ministers.

These announcements mark a more crucial step in eventually providing a seamless system of travel that connects the United States with Asia. Air services are critical to fostering economic development and trade, and to making air travel more convenient for our citizens.

Our recent progress also marks a giant leap towards globalization.

Globalization is erasing many of the boundaries that used to define transportation's reach. President Clinton has called globalization -- with good reason -- *"the central reality of our time."* The world economy today is fifteen times the size of 40 years ago. And transportation has played a major role in this trade-driven expansion, because without transportation, there is no trade. Aviation is a driving force, not only for expanded trade -- but also for strengthening the connections between our people in the form of educational, scientific and cultural exchange. Transportation is the "tie that binds.

Asia and America see a future of great opportunity in the new century and the new millennium. For without cooperation among nations, we could never prosper and grow.

Thank you very much.

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