

# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
April 11, 1980

DOT 41-80  
Contact: Clyde Linsely  
Phone: (202) 426-2147

## UNREGULATED SHIPPER GROUPS SAVE MONEY, DOT STUDY FINDS

Federal regulation of freight forwarders costs the nation about \$162 million a year, a new study released today by the U.S. Department of Transportation concludes.

The study, conducted by Penn State University Professor Terence A. Brown, compares the costs of shipping freight using regulated freight forwarders to the costs of shipping freight via unregulated shipper associations, which perform identical functions. It found that in 97 percent of the cases, shipper associations had the lower rates with the median rate about 21 percent below those offered by freight forwarders.

U.S. Secretary of Transportation Neil Goldschmidt noted that the study was consistent with the results of a recent report of the Congressional Budget Office, which concluded that reducing government rate and entry controls on the entire interstate trucking industry would reduce the nation's freight bill by up to \$8 billion per year by 1985.

"Clearly, a major effect of federal economic regulation has been to add unnecessarily to the cost of freight transportation," Goldschmidt said.

Shipper associations are non-profit organizations established by businesses that consolidate several small shipments into a larger loads. By doing so, associations are able to take advantage of quantity discounts and reduce their transportation costs.

These associations differ from freight forwarders in two important aspects:

- more

\* Shipper associations provide services only for their own members while freight forwarders deal with the public.

\* Freight forwarders' rates are regulated by the Interstate Commerce Commission. Shipper association rates are unregulated, although the associations are required to ship their freight via ICC-regulated truck and railroads.

Single copies of the study may be obtained from DOT's Office of Transportation Regulation, (P-50), Washington, D.C. 20590.

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# U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 1:00 P.M. TUESDAY  
April 15, 1980

DOT 42-80  
Contact: Clyde Linsley  
Phone: (202) 426-2147

U.S. SEEKS TO END  
FOREIGN DISCRIMINATION  
AGAINST ITS AIRLINES

The United States will wage a stronger fight for the rights of its airlines in future international aviation agreements, U.S. Secretary of Transportation Neil Goldschmidt said today.

In remarks prepared for his appearance before the International Aviation Club in Washington, Goldschmidt said the elimination of unfair practices would be a requirement for nations that seek increased traffic rights to the United States. He specified some of the practices to which the United States had objections.

"If there are restrictions imposed on ground-handling at foreign ports; if there are restrictions imposed on passenger ticketing; if there are unreasonable airport and airway user charges; if there are restrictions or special surcharges imposed on fuel; if there are sales restrictions; or if there are special insurance and bonding procedures for doing business in a foreign country, there is not a free and equal opportunity to compete," he said.

"For example, the U.S. does not consider it a fair and equal opportunity to compete when U.S. airlines are excluded from foreign airline operated computerized reservation systems even though those carriers have open access to U.S. computerized reservations systems. Nor do we believe there is a fair and equal opportunity to compete when foreign travel agents are intentionally discouraged from ticketing on the U.S. airline. We do not consider it fair and equal when special taxes on fuel used by U.S. airlines are imposed but that tax is not imposed on the foreign flag carrier," he said.

- more -

Goldschmidt said the United States is now studying several specific problems: a special fuel levy on U.S. airlines in the Philippines; a tenfold increase last year in Brazilian enroute charges; security and airport charges in the United Kingdom; fuel price differentials in South America; and access to reservations systems in Germany, France, the United Kingdom and elsewhere.

He said the U.S. government was completing a study of fuel prices and availability for U.S. airlines at foreign airports and would meet later this month with foreign governments, the International Aviation Organization and the International Air Transport Association to discuss possible ways to increase fuel conservation and availability.

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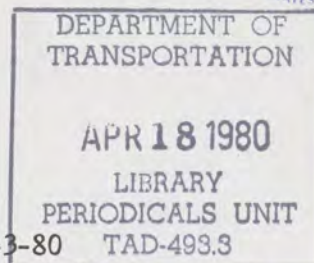
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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590



ADVANCE FOR RELEASE  
Sunday April 20, 1980

DOT 43-80 TAD-493.3  
Contact: William Bishop  
Phone: (202) 426-4321

## ANNUAL SPRING RITUAL... MOVE THE CLOCK AHEAD

Daylight saving time returns to most of the United States at 2 A.M. Sunday April 27.

On or about that time, clocks should be moved forward one hour to begin six months of daylight saving time.

Under the Uniform Time Act, administered by the Department of Transportation, daylight saving time is observed in most of the U.S. and its territories from the last Sunday in April until the last Sunday in October, which this year is Oct. 26.

Areas that do not observe daylight saving time are Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

Although they will observe daylight saving time, persons living in Juneau and the surrounding area of southeastern Alaska should not move their clocks forward on April 27.

By this inaction the area will shift from the Pacific Time Zone to the more westerly Yukon Time Zone, a change requested by the Juneau Assembly and approved by DOT last September.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 8:30 AM. TUESDAY  
April 22, 1980

DOT 44-80  
Contact: Ed O'Hara  
Phone: (202) 426-4321

DOT ANNOUNCES  
BICYCLE PLAN  
TO SAVE ENERGY

Secretary of Transportation Neil Goldschmidt today announced a comprehensive program to make it easier and safer for more Americans to bicycle to work and to raise bicycling to the level of a full-fledged transportation mode.

Speaking at an Earth Day "Bike-In" at Lafayette Park in Washington, D.C., the Secretary said the program is designed to persuade between one and two million people to switch to bicycles for commuting and to increase their use for other purposes.

If one to two million commuters change to bicycles by 1985, the country would save 300 to 600 million gallons of oil per year and reduce air pollution, he said.

The department is adopting a new policy of integrating bicycle transportation into all appropriate programs and activities even though most people do not view bicycling as a regular form of transportation, he said.

"However, at a time when we are spending tens of billions of dollars for foreign oil, we should adjust our system to give the bicycle an opportunity to achieve its full transportation potential, he said.

"In order to do that, we will remove the hazards and barriers to bicyclists in our transportation system, educate both cyclists and motorists on how to share the road safely, and make it possible for people to ride bikes to the transit station and the bus stop," he said.

Goldschmidt said the DOT would increase the funds available for bicycle projects through its Auto Use Management Program, which is designed to fund energy conservation efforts. Under this program, the federal share would be raised from 75 to 90 percent, providing an incentive for state and local governments to fund bicycle programs.

The DOT program grew out of recommendations in a study requested by Congress in the National Energy Conservation Policy Act of 1978. The law directed the department to make a study of the energy conservation potential of bicycles, to identify obstacles to bicycling and set a target for increased use of bicycles.

An average of 470,000 people commuted to work by bicycle in 1975, according to census figures. The study analyzed census data and estimated that 4 million Americans could bicycle to work. The estimate was based on factors such as distance from home to work, climate, age and physical limitations, and need for a car during the day.

The Secretary said DOT's bicycle program will:

- o Make the transportation system more accessible to bicycles by working toward the elimination of hazards such as narrow traffic lanes, and roads with inadequate or no shoulders; bottlenecks such as the exclusion of bikes from bridges, and providing bicycle parking facilities.

- o Increase public awareness and acceptance of bicycling as a means of transportation.

- o Provide training for adults in bicycling skills and information for auto drivers to improve their ability to share the road with bikes. The DOT's National Highway Traffic Safety Administration will develop guidelines for the states for such programs.

- o Promote increased enforcement of traffic laws for those violations which cause most bicycle-auto accidents. These include bicyclists riding against the flow of traffic, motorists' failure to yield to bicycles when required to do so, and bicyclists' failure to use lights at night.

- o Include bicycle use in highway planning and design by the Federal Highway Administration. The agency will also develop guidelines and standards for bicycle facilities such as marked lanes on streets and paved shoulders for highways.

- o Encourage transit agencies to provide more bicycle parking facilities at transit stations and take innovative steps to promote bicycle use in conjunction with mass transit.

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# U. S. Department of Transportation



## news:

Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY  
April 28, 1980

DOT 45-80

Contact: Clyde T. Linsley  
Phone : (202) 426-2147

### DOT SUPPORTS ELIMINATION OF ROUNDABOUT TRUCK ROUTES

The United States Department of Transportation favors a proposed Interstate Commerce Commission effort to permit truckers to deliver their cargoes by the most direct route.

In comments filed Thursday with the ICC, the department proposed that circuitous routing restrictions be lifted for a one-year trial period in order to determine how much fuel could be saved if truckers were not required to go out of their way to reach their destinations.

A one-year trial would be more likely to provide measurable results than would the 180-day trial period proposed by the commission, DOT said.

Existing regulations frequently require truckers to travel many miles out of their way in order to deliver freight. Such regulations are designed to prevent truckers from competing too vigorously with each other for particular shipments.

While elimination of such requirements would increase efficiency in the trucking industry, DOT said, there is no way to calculate in advance the amount of excess mileage that would be eliminated.

- more -

But the department noted that one recent applicant before the ICC claimed it could reduce its empty mileage from 22 percent to 10 percent by eliminating circuitry restrictions, resulting in a savings of 111,654 gallons of fuel per month or more than 1.3 million gallons per year.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
April 30, 1980

DOT 46-80  
Contact: William Bishop  
Phone : (202) 426-4321

FEDERAL GRANTS SPUR  
JOB OPPORTUNITIES  
IN SOUTHWEST OHIO

MORAINE, OHIO -- Deputy Secretary of Transportation William J. Beckham Jr. today announced a commitment of more than \$9 million in federal funds for projects to enable the creation of more than 5,000 jobs in this Southwestern Ohio community.

The projects will help local and regional officials meet the transportation needs of the community and attract an automotive plant to reopen in Moraine.

General Motors Corporation is planning to retool and reopen a plant for light truck assembly and the production of diesel engines. Formerly in GMC's Frigidaire Division, the plant closed its doors in the spring of 1979.

The package of commitments announced by Beckham consists of:

- \* Approximately \$3.5 million from DOT's Federal Highway Administration for a \$3.9 million construction project of two interchange ramps at the intersection of Interstate Highway 75 and Bertwyn Road in Moraine.

- \* Some \$4 million in federal highway funds for the improvement of highways between the GMC plant site and the new interchange.

- more -

\* A \$1.75 million commitment from the Commerce Department's Economic Development Administration for a \$3.5 million rail-highway grade separation project to improve freight movement in the area.

In addition, Deputy Secretary Beckham said Conrail has tentatively agreed to upgrade freight handling facilities and track serving the plant at a cost of \$11 million, and GMC will spend some \$4 to \$5 million to upgrade freight loading facilities.

Beckham also said that Conrail and GMC are negotiating the terms of a proposed \$26.4 million agreement to purchase more than 400 rail cars for the use of the Moraine plant.

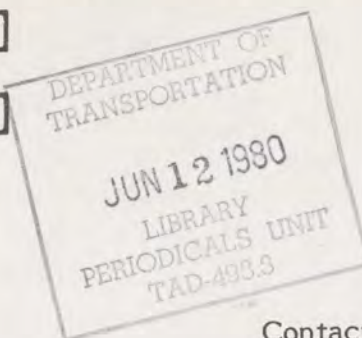
At a ceremony held here this afternoon, Beckham cited the Moraine projects as "an excellent example of the Carter Administration's approach to solving problems. The investment of public and private resources means more than 5,000 jobs and the promise of a brighter economic tomorrow which goes with those jobs".

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# U. S. Department of Transportation

# news:

Office of Public Affairs



April 30, 1980

DOT-80-28  
Contact: Edward Robinson  
Phone (202) 426-4331

## U.S. INTERNATIONAL AIR TRAFFIC RISES OVER 12 PERCENT IN FEBRUARY

DOT's Office of Air Transportation reports that U.S. international air passenger travel increased over 12 percent for February 1980 compared to February 1979. Scheduled traffic was up 17 percent while charter travel dropped 28 percent.

This report on international air traffic trends is issued by the Office of Air Transportation. The statistics were developed by the DOT Transportation Systems Center in Cambridge, Massachusetts, from Immigration and Naturalization Service I-92 flight reports. U.S.-Canada air travel data is excluded.

Please read the Technical Notes Section before interpreting the statistics.

### World Trends

U.S. flag carrier share for February 1980 was 51 percent compared to 52 percent in February 1979. U.S. flag carrier traffic rose 10 percent while other flag traffic was up 15 percent.

Travel by U.S. citizens was up almost 5 percent in February while non-citizen traffic jumped about 23 percent. Consequently, the U.S. citizen share of international passengers dropped to 53 percent during February 1980 as compared to 57 percent for February 1979. U.S. flag airlines experienced a decline in charter passengers of 26 percent while other flag charter travel fell 38 percent.

TABLE 1

PASSENGER TRAVEL BETWEEN U.S. AND THE WORLD  
Arrivals and Departures

PERIOD	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
Feb 80	2,533	+12.6	53	51	1,155 (49)	1,222 (51)	6	138 (88)	18 (12)				
Feb 79	2,250		57	52	988 (49)	1,047 (51)	10	187 (86)	29 (14)				
Jan 80	2,861	+9.3	48	50	1,299 (48)	1,394 (52)	6	137 (82)	31 (18)				
Jan 79	2,617		53	51	1,166 (49)	1,238 (51)	8	176 (82)	38 (18)				
Dec 79	2,812	+10.3	48	50	1,296 (49)	1,359 (51)	6	123 (78)	35 (22)				
Dec 78	2,549		52	50	1,145 (48)	1,226 (52)	7	138 (78)	39 (22)				

### Regional Trends

There was a marked variation in the relative traffic increases experienced by the different regions in February. Strongest traffic gains were recorded by South America, Oceania and the Far East with 26, 25 and 20 percent increases, respectively. The Caribbean area had the smallest traffic advance-about 6 percent-as charter travel to that area dropped 20 percent. However, the Caribbean region was still the principal charter market in February. The other areas, Central America/Mexico, Europe, Africa, and Middle East, and had total traffic increases in the 10-13 percent range.

### Country Trends

Mexico, with an increase of over 15 percent, retained its number one ranking as the major country market in February. The United Kingdom, Japan and the Bahama Islands followed in order. West Germany moved into fifth position from sixth with an impressive 28 percent rise in traffic. Other large relative traffic gains were achieved by Cuba (288 percent), South Korea (124 percent), Argentina (73 percent), Chile (60 percent), Belgium (48 percent), and Australia (49 percent). Countries suffering traffic declines with the U.S. included Portugal (27 percent), El Salvador (26 percent), Guatemala (16 percent), Martinique (10 percent), Jamaica (9 percent), Panama and Haiti (7 percent), Switzerland (6 percent), Spain (3 percent), Antigua (2 percent), and French Polynesia (1 percent).

Countries which had the largest relative increases in U.S. citizen traffic, all 40 percent or more, were South Korea, New Zealand, Cuba, Chile, and Ecuador. Non-citizen traffic increases of at least 60 percent were recorded with Belgium, Chile, Cuba, Argentina, Australia, and South Korea. One of the largest markets, West Germany, had a 51 percent increase in non-citizen travel.

The major charter markets in February 1980, were Mexico, the Bahama Islands, and Netherlands Antilles. The United Kingdom, once a prime market, recorded virtually no charter traffic in February.

TABLE 2

PASSENGER TRAVEL BETWEEN U.S. AND WORLD REGIONS  
Arrivals and Departures

REGION	PERIOD	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Pct of Total Traffic	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag		Other Flag		Charter as % of Total	U.S. Flag		Other Flag	
							000s (%)	000s (%)				000s (%)	000s (%)		
All Regions	Feb 80	--	2533	+12.6	53	51	1155 (49)	1222 (51)	6	138 (88)	18 (12)				
	Feb 79	--	2250		57	52	988 (49)	1047 (51)	10	187 (86)	29 (14)				
	YTD 80	--	5394	+10.8	50	51	2454 (48)	2616 (52)	6	275 (85)	48 (15)				
	YTD 79	--	4868		55	52	2154 (49)	2284 (51)	9	362 (84)	68 (16)				
Central Am& Mex	Feb 80	23	573	+11.3	65	57	296 (55)	244 (45)	6	32 (97)	1 (3)				
	Feb 79	23	515		69	57	254 (54)	215 (46)	9	41 (90)	4 (10)				
	YTD 80	22	1193	+13.0	62	57	621 (55)	506 (45)	6	65 (97)	2 (3)				
	YTD 79	22	1056		66	57	524 (54)	449 (46)	8	76 (93)	6 (7)				
Carib-bean	Feb 80	23	585	+5.9	74	68	309 (63)	182 (37)	16	88 (94)	6 (6)				
	Feb 79	25	552		77	69	272 (63)	163 (37)	21	107 (91)	11 (9)				
	YTD 80	21	1146	+3.0	71	67	592 (62)	363 (38)	17	177 (93)	14 (7)				
	YTD 79	23	1113		74	68	549 (62)	340 (38)	20	204 (91)	21 (9)				
South America	Feb 80	10	250	+26.4	32	47	110 (45)	133 (55)	3	8 (98)	0 (2)				
	Feb 79	9	198		39	46	76 (42)	107 (58)	8	15 (98)	0 (2)				
	YTD 80	10	539	+24.6	31	46	232 (44)	293 (56)	3	14 (97)	0 (3)				
	YTD 79	9	432		38	45	170 (42)	235 (58)	6	26 (93)	2 (7)				
Europe	Feb 80	25	645	+10.2	45	39	246 (39)	385 (61)	2	6 (40)	8 (60)				
	Feb 79	26	585		50	39	215 (39)	342 (61)	5	16 (57)	12 (43)				
	YTD 80	27	1461	+7.0	46	40	570 (40)	856 (60)	2	14 (40)	21 (60)				
	YTD 79	28	1365		51	41	518 (40)	772 (60)	5	39 (52)	36 (48)				
Africa	Feb 80	1	19	+13.0	64	49	8 (44)	10 (56)	9	2 (95)	0 (5)				
	Feb 79	1	17		69	49	7 (47)	8 (53)	8	1 (63)	1 (37)				
	YTD 80	1	42	+8.1	58	46	18 (44)	22 (56)	4	2 (95)	0 (5)				
	YTD 79	1	38		66	52	17 (48)	18 (52)	9	3 (85)	1 (15)				
Middle East	Feb 80	1	32	+9.6	67	33	10 (31)	22 (69)	2	1 (100)	0 (0)				
	Feb 79	1	29		67	35	9 (33)	19 (67)	4	1 (70)	0 (30)				
	YTD 80	1	68	+9.8	66	35	22 (33)	45 (67)	2	1 (100)	0 (0)				
	YTD 79	1	62		66	38	21 (36)	38 (64)	5	3 (88)	0 (12)				
Far East	Feb 80	13	326	+19.9	24	40	130 (40)	194 (60)	1	0 (9)	3 (91)				
	Feb 79	12	272		25	44	116 (43)	152 (57)	1	3 (87)	0 (13)				
	YTD 80	14	737	+17.5	23	41	302 (42)	424 (58)	2	1 (6)	11 (94)				
	YTD 79	13	627		24	45	275 (44)	343 (56)	2	8 (83)	2 (17)				
Oceania	Feb 80	4	103	+25.1	48	49	48 (48)	53 (52)	2	2 (100)	0 (0)				
	Feb 79	4	82		50	50	38 (48)	41 (52)	3	3 (99)	0 (1)				
	YTD 80	4	207	+19.6	44	48	98 (48)	107 (52)	1	2 (100)	0 (0)				
	YTD 79	4	173		46	48	80 (47)	89 (53)	3	4 (90)	0 (10)				

Source: DOT, Transportation Systems Center

See Technical Notes

TABLE 3

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES  
Top Fifty Countries Ranked By Total Number of Passengers for February 1979 and 80

COUNTRY	MONTH Feb of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
			Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag 000s	U.S. Flag %	Other Flag %	Charter as % of Total	U.S. Flag 000s	Other Flag 000s	U.S. Flag %	Other Flag %
Mexico	80	1	481	+15.4	69	59	252	( 56)	197	( 44)	7	32	( 99)	0	( 1)
	79	1	417		73	58	208	( 55)	170	( 45)	9	35	( 91)	3	( 9)
Unit Kingdom	80	2	242	+10.5	43	49	119	( 49)	123	( 51)	0	0	(100)	0	( 0)
	79	2	219		47	52	111	( 52)	103	( 48)	2	4	( 65)	2	( 35)
Japan	80	3	222	+12.7	16	43	95	( 43)	125	( 57)	1	0	( 0)	3	(100)
	79	3	197		18	44	86	( 44)	111	( 56)	0	0	( 0)	0	(100)
Bahama Isllds	80	4	177	+7.2	80	78	106	( 73)	39	( 27)	18	32	( 99)	0	( 1)
	79	4	165		81	81	95	( 76)	31	( 24)	24	39	( 99)	0	( 1)
Germany-West	80	5	92	+28.5	51	45	41	( 48)	45	( 52)	7	0	( 6)	6	( 94)
	79	6	71		58	39	25	( 40)	38	( 60)	12	3	( 30)	6	( 70)
Jamaica	80	6	80	-8.7	73	32	15	( 23)	53	( 77)	14	10	( 89)	1	( 11)
	79	5	88		76	35	14	( 23)	48	( 77)	29	17	( 66)	9	( 34)
Dominican Re	80	7	74	+6.6	54	57	39	( 55)	32	( 45)	5	3	( 99)	0	( 1)
	79	7	69		56	56	33	( 52)	30	( 48)	9	6	( 96)	0	( 4)
Neth Antills	80	8	68	+4.8	87	82	36	( 75)	12	( 25)	28	19	(100)	0	( 0)
	79	8	64		88	71	28	( 61)	18	( 39)	28	18	( 97)	1	( 3)
France	80	9	58	+3.5	40	41	22	( 39)	34	( 61)	4	2	( 90)	0	( 10)
	79	9	56		46	39	19	( 36)	35	( 64)	5	3	(100)	0	( 0)
Venezuela	80	10	57	+21.9	31	59	32	( 58)	23	( 42)	4	2	( 94)	0	( 6)
	79	11	47		30	54	24	( 53)	22	( 47)	2	1	(100)	0	( 0)
Brazil	80	11	52	+11.6	38	56	26	( 53)	23	( 47)	6	3	(100)	0	( 0)
	79	10	47		54	59	16	( 46)	19	( 54)	26	12	( 97)	0	( 3)
Bermuda	80	12	45	+12.8	89	100	44	(100)	0	( 0)	3	1	(100)	0	( 0)
	79	13	40		91	100	37	(100)	0	( 0)	7	3	(100)	0	( 0)
Italy	80	13	45	+7.5	52	58	25	( 57)	18	( 43)	2	1	(100)	0	( 0)
	79	12	41		56	65	27	( 65)	15	( 35)	0	0	(100)	0	( 0)
Colombia	80	14	44	+19.4	39	27	10	( 24)	32	( 76)	3	2	(100)	0	( 0)
	79	14	36		46	30	9	( 26)	25	( 74)	5	2	(100)	0	( 0)
Argentina	80	15	37	+72.9	16	47	18	( 47)	20	( 53)	0	0	( 0)	0	( 0)
	79	24	22		22	37	8	( 37)	13	( 63)	0	0	( 0)	0	( 0)
Netherlands	80	16	37	+3.2	44	12	4	( 12)	33	( 88)	0	0	( 0)	0	( 0)
	79	15	36		50	12	4	( 12)	32	( 88)	1	0	(100)	0	( 0)
Australia	80	17	37	+48.7	35	44	16	( 44)	20	( 56)	0	0	( 0)	0	( 0)
	79	19	25		40	41	10	( 41)	14	( 59)	0	0	(100)	0	( 0)
Scandinavia	80	18	31	+28.5	24	13	4	( 13)	27	( 87)	1	0	( 0)	0	(100)
	79	21	24		29	2	0	( 0)	24	(100)	2	1	(100)	0	( 0)
Spain	80	19	30	-3.0	50	40	12	( 42)	16	( 58)	7	0	( 22)	2	( 78)
	79	17	31		62	48	13	( 51)	13	( 49)	14	1	( 29)	3	( 71)
Switzerland	80	20	30	-6.5	54	4	1	( 3)	29	( 97)	1	0	(100)	0	( 0)
	79	16	32		54	14	2	( 8)	26	( 92)	11	2	( 66)	1	( 34)
Korea-South	80	21	26	+124.1	33	16	4	( 16)	22	( 84)	0	0	( 0)	0	( 0)
	79	39	12		27	7	1	( 7)	11	( 93)	0	0	( 0)	0	( 0)
Trinidad/Tob	80	22	25	+29.6	52	43	10	( 40)	15	( 60)	5	1	(100)	0	( 0)
	79	27	20		59	60	8	( 53)	7	( 47)	21	4	( 87)	1	( 13)
New Zealand	80	23	25	+27.2	49	38	9	( 38)	16	( 62)	0	0	( 0)	0	( 0)
	79	26	20		44	29	6	( 29)	14	( 71)	0	0	( 0)	0	( 0)
Guatemala	80	24	25	-16.0	46	82	20	( 82)	4	( 18)	0	0	(100)	0	( 0)
	79	18	30		51	83	23	( 82)	5	( 18)	5	2	(100)	0	( 0)
Barbados	80	25	24	+1.5	78	77	17	( 75)	6	( 25)	8	2	(100)	0	( 0)
	79	22	24		83	77	15	( 73)	6	( 27)	13	3	(100)	0	( 0)
Hong Kong	80	26	24	+37.6	47	69	17	( 69)	7	( 31)	0	0	( 0)	0	( 0)
	79	29	18		55	92	13	( 91)	1	( 9)	17	3	(100)	0	( 0)

TABLE 3(Cont'd)

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES  
Top Fifty Countries Ranked By Total Number of Passengers for February 1979 and 80

COUNTRY	MONTH Feb of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
			Total Traffic 000s	80/79 % Chnge	U.S. U.S. Ctzn Flag %	U.S. U.S. Flag %	U.S. Flag 000s	Other Flag 000s	U.S. Flag 000s	Other Flag 000s	Charter as % of Total	U.S. Flag 000s	Other 000s	Flag %	
Panama Rep	80	27	23	-7.0	45	69	16	( 69)	7	( 31)	0	0	(100)	0	( 0)
	79	20	24		49	79	19	( 79)	5	( 21)	1	0	( 99)	0	( 1)
Philippines	80	28	22	+6.7	49	39	9	( 39)	14	( 61)	0	0	( 0)	0	( 0)
	79	25	21		50	46	10	( 47)	11	( 53)	2	0	( 0)	0	(100)
Grand Cayman	80	29	21	+31.6	79	31	5	( 27)	14	( 73)	6	1	(100)	0	( 0)
	79	31	16		81	37	5	( 33)	10	( 67)	5	1	(100)	0	( 0)
Haiti	80	30	21	-7.0	56	87	17	( 86)	3	( 14)	2	0	(100)	0	( 0)
	79	23	22		58	81	17	( 80)	4	( 20)	2	0	(100)	0	( 0)
Costa Rica	80	31	20	+17.7	42	37	7	( 38)	12	( 62)	3	0	( 0)	1	(100)
	79	30	17		53	25	2	( 14)	12	( 86)	20	2	( 72)	1	( 28)
Israel	80	32	19	+5	68	17	3	( 17)	16	( 83)	0	0	( 0)	0	( 0)
	79	28	19		72	25	4	( 24)	14	( 76)	4	0	( 50)	0	( 50)
Belgium	80	33	19	+47.8	32	39	7	( 39)	12	( 61)	0	0	( 0)	0	( 0)
	79	37	13		43	16	0	( 4)	11	( 96)	12	2	(100)	0	( 0)
Greece	80	34	19	+24.0	68	31	6	( 31)	13	( 69)	0	0	( 0)	0	( 0)
	79	32	15		62	35	5	( 33)	10	( 67)	3	0	(100)	0	( 0)
Ecuador	80	35	19	+29.5	36	42	7	( 40)	11	( 60)	3	1	(100)	0	( 0)
	79	33	14		34	40	6	( 40)	9	( 60)	0	0	( 0)	0	( 0)
Peru	80	36	17	+18.8	39	44	7	( 43)	9	( 57)	1	0	(100)	0	( 0)
	79	34	14		43	49	7	( 49)	7	( 51)	0	0	( 73)	0	( 27)
Chile	80	37	13	+59.5	26	43	6	( 42)	8	( 58)	1	0	(100)	0	( 0)
	79	47	8		28	39	3	( 38)	5	( 62)	1	0	(100)	0	( 0)
Antigua	80	38	13	-2.4	78	62	8	( 62)	5	( 38)	0	0	( 67)	0	( 33)
	79	35	13		80	66	8	( 63)	4	( 37)	10	1	( 93)	0	( 7)
Fr Polynesia	80	39	13	-1.1	70	14	0	( 0)	11	(100)	14	2	(100)	0	( 0)
	79	36	13		68	36	2	( 20)	9	( 80)	19	3	(100)	0	( 0)
Taiwan/China	80	40	13	+11.3	29	4	0	( 4)	12	( 96)	0	0	( 0)	0	( 0)
	79	40	11		33	24	3	( 24)	9	( 76)	0	0	( 0)	0	( 0)
Mariana Is	80	41	12	+2	46	96	12	( 96)	0	( 4)	0	0	( 0)	0	( 0)
	79	38	12		48	98	12	( 98)	0	( 2)	0	0	(100)	0	( 0)
Honduras	80	42	12	+23.7	44	0	0	( 0)	12	(100)	0	0	( 0)	0	( 0)
	79	45	10		52	0	0	( 0)	10	(100)	0	0	( 0)	0	( 0)
Ireland	80	43	11	+3.3	53	14	1	( 9)	10	( 91)	5	1	(100)	0	( 0)
	79	43	11		67	14	1	( 13)	9	( 87)	2	0	(100)	0	( 0)
Cuba	80	44	10	+287.7	39	59	0	( 0)	0	( 0)	100	6	( 59)	4	( 41)
	79	64	3		80	89	0	( 0)	0	( 0)	100	2	( 89)	0	( 11)
India	80	45	10	+1.8	41	16	2	( 16)	9	( 84)	0	0	( 0)	0	( 0)
	79	44	10		43	19	2	( 19)	8	( 81)	0	0	( 0)	0	( 0)
Martinique	80	46	10	-10.1	81	91	4	( 82)	1	( 18)	50	5	(100)	0	( 0)
	79	42	11		86	89	4	( 76)	1	( 24)	53	6	(100)	0	( 0)
Portugal	80	47	8	-27.4	51	20	2	( 20)	6	( 80)	0	0	( 0)	0	( 0)
	79	41	11		60	39	4	( 36)	7	( 64)	5	1	(100)	0	( 0)
Fiji Islands	80	48	7	+33.7	59	51	4	( 51)	4	( 49)	0	0	( 0)	0	( 0)
	79	50	6		60	41	2	( 41)	3	( 59)	0	0	( 0)	0	( 0)
Guadeloupe	80	49	7	-9.2	75	82	2	( 68)	1	( 32)	45	3	(100)	0	( 0)
	79	48	7		79	77	3	( 60)	2	( 40)	42	3	(100)	0	( 0)
El Salvador	80	50	6	-26.2	30	4	0	( 4)	6	( 96)	0	0	(100)	0	( 0)
	79	46	9		54	35	1	( 20)	6	( 80)	18	2	(100)	0	( 0)
Total-Above Countries	80		2434	+12.6	53	51	1118	( 49)	1166	( 51)	6	132	( 88)	18	( 12)
	79		2162		57	53	957	( 49)	995	( 51)	10	181	( 86)	29	( 14)

Source: DOT, Transportation Systems Center

See Technical Notes

**U. S. DEPARTMENT OF TRANSPORTATION**

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513



## TECHNICAL NOTES

- o These statistics are developed by DOT's Transportation Systems Center from the international flight reports (Forms I-92) collected by the U.S. Immigration and Naturalization Service (INS). This Center is the DOT's research and development facility for all modes of transportation, and is located in Cambridge, Massachusetts.
- o Canadian/U.S. travel is not included in these statistics because the data are not collected by the INS.
- o "Other flag" refers to carriers other than U.S. flag airlines.
- o The travel data for Denmark, Norway, and Sweden are combined and the total given as "Scandinavia," in Table 3.
- o Passenger data are based on passengers arriving at U.S. ports plus passengers departing from U.S. ports on commercial international flights.
- o A "0" in a passenger data cell indicates between 0 and 499 passengers.
- o Subtotal values may not add to totals because of independent rounding. Percentage changes are calculated from unrounded statistics and not from the rounded data contained in the tables.
- o These statistics may be revised later to reflect traffic contained in late and missing reports.
- o Further technical information and more detailed statistics, including subscription information on published reports which contain additional data, may be obtained by writing or calling: Frank Carroll, Chief, Statistical Information Reporting Branch, Transportation Systems Center, Kendall Square, Cambridge, MA 02142 (telephone: (617) 494-2582).
- o Suggestions from users for improving either the scope, presentation, or utility of the information contained in this and future releases are invited. Contact Ed Robinson, Office of Air Transportation, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.