

U. S. Department of Transportation

news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
July 1, 1980

DOT 61-80
Contact: William Bishop
Tel.: (202) 426-4321

CALIFORNIAN NAMED
DOT REPRESENTATIVE

SAN FRANCISCO--Anne B. Solem of Mill Valley, Calif., was sworn in today as a regional representative to Secretary of Transportation Neil Goldschmidt.

The oath of office was administered by Deputy Secretary William J. Beckham during a ceremony held at the Regional Representatives Headquarters in San Francisco.

Solem, 41, is the Secretary's representative in DOT's Region 9, which includes the states of California, Nevada, Arizona, Hawaii and the Trust Territories.

Before joining the federal government, Solem had served since 1977 as vice president of Solem and Associates, a San Francisco public relations firm.

A graduate of the University of California at Berkeley, Solem worked as a general assignment reporter for two San Francisco area newspapers. She was associated with the Mill Valley Record from 1966 to 1968 and with the Independent Journal of San Rafael from 1968 to 1970.

The new DOT representative is married to Donald L. Solem. The couple lives in Mill Valley with their children.

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July 1, 1980

DOT 62-80
Contact: William Bishop
Tel.: (202) 426-4321

DOT INVESTS \$2 MILLION TO AID MINORITY FIRMS

LOS ANGELES--Federal Railroad Administrator John M. Sullivan today announced a \$2 million federal investment in a California company to help minority firms increase their business with the nation's railroads.

Sullivan said that the Department of Transportation, through FRA's Minority Business Resource Center, has agreed to purchase 200,000 shares of stock in Telacu Investment Co. of East Los Angeles. The redeemable preferred stock has a par value of \$10 per share, bringing the total DOT investment to \$2 million.

Telacu Investment Co. will use the funds from the government stock purchase to provide loans or equity capital to help minority firms engage in railroad-related business. The funds can be used for such things as plant expansion, equipment purchases and working capital.

"It is a pleasure," Sullivan said, "to be involved in a transaction that not only makes good business sense, but also serves a social need. That need is to break down the barriers that frequently prevent qualified minority business operators from competing on an equal footing."

Sullivan said the transaction announced today brings to \$6.6 million his agency's investment in Minority Enterprise Small Business Investment Corporations.

Telacu Investment Co. is a subsidiary of Telacu -- The East Los Angeles Community Union. It is a Minority Enterprise Small Business Investment Corporation (MESBIC) licensed by the Small Business Administration.

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Contact: William Bishop
Tel.: (202) 426-4321

DOT PLEDGES FUNDS
FOR OAKLAND'S
CITY CENTER PROJECT

OAKLAND, CALIF.--Deputy Secretary of Transportation William J. Beckham, Jr. today announced that \$1.7 million in federal funds has been reserved for construction of a pedestrian mall in the City Center regional shopping center.

Beckham said that, when completed, the underground pedestrian walkway will connect the two-level, 900,000 square feet shopping center to the Bay Area Rapid Transit's 12th Street Station.

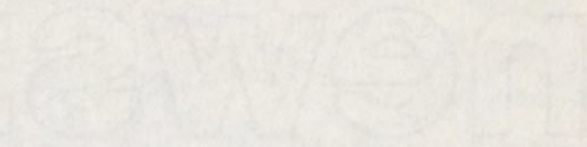
By improving access to the shopping center for BART patrons the mall is expected to increase system ridership by up to 10 percent, Beckham said.

"This government investment is small when compared to the \$58 million dollar private commitment to the Center City Project. But it should help assure the project's success by making possible better and more convenient transportation for the public." Beckham said.

"This type of action is typical of what we are doing across the nation with our Urban Initiatives Program," the Deputy Secretary said. "That is, to fully support President Carter's Urban Policy and his commitment to improve the quality of urban living."

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July 1, 1980

DOT 64-80
Contact: William Bishop
Tel.: (202) 426-4321

DOT UNDERWRITES COST
OF MINORITY CONTRACTORS'
BONDS ON CENTURY FREEWAY

LOS ANGELES--Deputy Secretary of Transportation William J. Beckham, Jr. today announced a \$3 million federal commitment to assure participation of minority contractors in the construction of the Century Freeway.

State and federal financial assistance for bonding minority contractors is needed if the court-ordered 23 percent minority contractor participation in the Century Freeway project is going to be met, Beckham said.

"It is a sad commentary," Beckham said, "that the financial markets have not been able to accommodate the bonding needs of minority firms who are recent entrants into the marketplace."

"This authorization I am announcing today is a tangible example of what we at DOT are doing to see that minority businesses get their fair share of federal contract dollars," Beckham said. "We believe that when minority-owned and operated companies are afforded the opportunity to compete for contracts, they will bid--and win--contracts on merit, and do the job well."

DOT has agreed to reimburse the state of California in the amount of 92.5 percent of the estimated \$3 million cost of bonding minority contractors. The reimbursement will be made from federal-aid interstate funds.

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FOR RELEASE WEDNESDAY
July 2, 1980

DOT 65-80
Contact: Dennis E. Deuschl
Tel.: (202) 426-3574

DOT ANNOUNCES
ST. LAWRENCE SEAWAY
1980 CLOSING PLANS

The Saint Lawrence Seaway Development Corporation and the Seaway Authority of Canada have issued notices to the maritime trade detailing the specific procedures that vessels must observe during the St. Lawrence Seaway's December 1980 closing period.

This year's procedures are essentially the same as those in effect during 1979 when the Seaway experienced its most orderly exodus of ships during the closing period.

Once again, December 15 has been established as the Seaway clearance date -- the date by which all vessels must report at designated call-in points on the St. Lawrence River for final passage through the river. After that date, vessels permitted to pass that have reported late -- between December 16-19 -- will be assessed incremental surcharges set at the same levels as last year.

The most significant change in the 1980 procedures emphasizes that in no event will a vessel be accepted for passage through the Seaway's Montreal-Lake Ontario section after midnight December 19 unless a prior written agreement has been approved by the two Seaway agencies. This addition specifies for the maritime trade that it cannot expect the Seaway to remain open indefinitely after the clearance date. The date in late December when the U.S. locks will be closed for annual maintenance will be announced in October.

By midnight December 15, inbound vessels must have reported at Cap St. Michel -- just east of Montreal; outbound vessels must have reported at Cape Vincent, N.Y. -- where Lake Ontario flows into the St. Lawrence River.

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Vessels that have not reported at these designated call-in points by December 15 will be allowed to sail through the St. Lawrence River locks only if operating conditions permit, and if they pay operational surcharges ranging from \$20,000 for being one day late to \$80,000 for being four days late.

Inbound vessels with destinations above Port Colborne, Ontario --at the western end of the Canadian Welland Canal -- which intend to return outbound through the Montreal-Lake Ontario section, must be accepted for transit at Cap St. Michel by midnight December 4.

Beginning December 1, all inbound vessels entering the Seaway at Cap St. Michel or departing upbound from a port, dock, wharf or anchorage in the Montreal-Lake Ontario section must declare the furthestmost destination of their voyages.

Starting December 13, all outbound vessels reaching mid-Lake Ontario must declare the furthestmost St. Lawrence River destinations of their voyages and all intermediate destinations.

After December 7 and December 12, vessels must meet power and draft requirements contained in the 1980 closing procedures.

Further details on the 1980 procedures are contained in the notice issued to the maritime trade by the Seaway agencies on July 1. The procedures were outlined for the trade by the Seaway agencies at meetings conducted earlier this year.

For a copy of the above document, contact the Seaway Public Information Officer at 315/764-0271, or write: Public Information Officer, Saint Lawrence Seaway Development Corporation, P.O. Box 520, Massena, New York 13662.

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FOR RELEASE TUESDAY
July 8, 1980

DOT R05-80
Contact: Cheryl McMurry
Phone: (202) 426-0660

DOT APPROVES FUNDS
FOR REPAIR OF NEW YORK'S
EAST SIDE DRIVE

The U.S. Department of Transportation today authorized the expenditure of \$23.9 million in Interstate funds for reconstruction of a 1.5-mile elevated section of FDR Drive in Manhattan.

Secretary of Transportation Neil Goldschmidt approved the request by New York state and city officials to transfer a portion of I-495 Interstate funds for the FDR Drive project, Deputy Assistant Secretary Donald F. Mazziotti, said.

Funds for the project became available when plans to improve a section of the Long Island Expressway (I-495) in Queens County were withdrawn by the state.

The federal share of \$23,981,000, combined with \$4.2 million in state funds, will be used to rebuild the section of the drive known as the South Street Viaduct. FDR Drive is a six-lane highway that runs along the East Side from a point near the Brooklyn Bridge to the Manhattan Bridge.

The project is expected to generate 2,400 jobs. Bid requests will be issued in September and construction is expected to begin in October.

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Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 11:00 A.M. FRIDAY
July 11, 1980

DOT 57-80
Contact: William Bishop
Phone: (202) 426-4321

HASSELL MOVES UP TO TOP HIGHWAY POST

John S. Hassell Jr., a former Georgia transportation official, was sworn-in today as Administrator of the Department of Transportation's Federal Highway Administration.

The oath of office was administered by Secretary of Transportation Neil Goldschmidt.

Hassell, 37, moves from the post of Deputy Administrator to the number one slot in the highway agency. He had been FHWA's Deputy Administrator since August 1978. He joined the agency a year earlier as Associate Administrator for Planning.

Before joining the federal government, Hassell was employed from 1973 to 1977 by the Georgia Department of Transportation, where he held successively the positions of chief of the Systems Research Branch and chief of the Policy Planning Section.

During his association with the Georgia DOT, Hassell was active in the American Association of State Highway and Transportation Officials and the National Governors' Conference Committee on Transportation, Commerce and Technology.

Hassell is a native of Tallahassee, Fla., and a graduate of the Georgia Institute of Technology in Atlanta, where he received bachelor's and master's degrees in civil engineering. His education was interrupted by two years service in the U.S. Army, during which time he was an instructor at the U.S. Army Engineer School, Fort Belvoir, Va. He is a registered professional engineer and a captain in the U.S. Army Reserve.

He is married to the former Barbara Ann Stutts of Pinehurst, N.C. The Hassells now live in Fairfax, Va.

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Office of Public Affairs
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FOR RELEASE 10:00 A.M. FRIDAY
July 11, 1980

DOT 66-80
Contact: Beverly Silverberg
Phone: (202) 426-2144

DOT INVESTS \$3 MILLION TO AID MINORITY FIRMS

U.S. Deputy Secretary of Transportation William J. Beckham Jr. today announced a \$3 million federal investment in a Washington, D.C., company to help minority firms increase their business with the nation's railroads.

Beckham said that the Department of Transportation, through the Federal Railroad Administration's Minority Business Resource Center, has agreed to purchase 3,000 shares of stock in the Fulcrum Venture Capital Corporation. The redeemable preferred stock has a par value of \$1,000 per share, bringing the total DOT investment to \$3 million.

Fulcrum will use the funds from the government stock purchase to provide loans or equity capital to help minority and women-owned firms engage in railroad-related business. The funds can be used for such things as plant expansion, equipment purchase and working capital.

With the transaction announced by Beckham today, DOT has invested a total of \$9.6 million nationally in seven Minority Enterprise Small Business Investment Corporations (MESBICs).

"I am especially pleased to announce this transaction which completes our first series of MESBIC investments," Beckham said. "They are an important part of our minority business enterprise program because of the very real need to break down the barriers that often prevent qualified minority business operators from competing on an equal footing."

Fulcrum Venture Capital Corporation is a subsidiary of Opportunity Funding Corporation of Washington, D.C. It is a Minority Enterprise Small Business Investment Corporation licensed by the Small Business Administration.

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FOR RELEASE WEDNESDAY
July 16, 1980

DOT 67-80
Contact: Wilbur Martin
Tel.: (202) 426-4321

DOT CAMPAIGN:
BETTER SERVICE
TO THE PUBLIC

Ever get the feeling when you're talking on the telephone that someone just isn't interested in what you're saying?

Or get a letter written in such jaw-breaking "gobbledygook" it would make your head hurt if you read it out loud?

Sure you have. Everyone has, at one time or another.

Hopefully, there is going to be less and less of this kind of thoughtlessness in the Department of Transportation--and the federal government as a whole.

DOT has kicked off a program to emphasize good manners and courtesy in telephone conversations and in written communications using simple, understandable English.

Before too long, all 110,000 employees of DOT are going to be reached in a promotional campaign aimed at what Secretary Neil Goldschmidt says is getting rid of the "gobbledygook" in letters, and paying even more attention to pleasantness and helpfulness on the telephone.

"Because each one of us is responsible to the public, we have an obligation to make our contacts courteous, efficient and helpful," Goldschmidt said.

- more -

All of the federal government is supposed to strive for the same goal. The Civil Service Reform Act of 1978 urges departments and agencies to emphasize courtesy and good manners and make this a part of their training programs.

Examples of ways an employee can be helpful and courteous on the telephone will be incorporated into all future orientation of new employees. Current employees also will be brought into the program.

For those who regularly respond to the public with the written word, a short course has been developed to show how letters can be improved, with an emphasis on avoiding heavy government jargon.

DOT's courtesy awareness program includes posters spotted throughout its buildings; desk signs; stickers to be placed on telephones as reminders; all with the slogan the Department has adopted, "DOT Communicates."

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FOR RELEASE THURSDAY
July 17, 1980

DOT 68-80
Contact: William Bishop
Tel.: (202) 426-4321

DOT WILL SURVEY
WATERWAY USERS
FOR STUDY DATA

Operators and users of inland waterway barge fleets will be surveyed to determine what effect taxation will have on that form of transportation and on future national and regional traffic movement.

The Inland Waterways Revenue Act of 1978 established a four-cent-per-gallon federal tax on diesel fuel used by barge operators effective October 1, 1980, to be increased gradually to 10 cents in 1985.

The same legislation directed the Departments of Transportation and Commerce to make a detailed study of inland waterway user charges and to make policy recommendations for future taxation.

The scope of the study includes the various forms of user taxes that could be imposed, various methods of collection, the classes of users on whom taxes could be imposed and the economic effects of such taxes on both carriers and shippers.

Data Resources, Inc. of Cambridge, Mass., and Booz, Allen & Hamilton of Bethesda, Md., have been hired to assist in the study. The latter firm is responsible for the collection of information from barge operators and shippers.

Beginning this week, questionnaires are being sent to a large cross section of water carriers and shippers. The forms will cover the shipment of the principal commodities under study--grain, coal, petroleum, petroleum products, sand and gravel, iron and steel, chemicals and fertilizer.

Following completion of the questionnaires, a smaller sample of carriers and shippers will be selected for interviews, either by telephone or office visits.

Proprietary information, such as detailed descriptions of traffic movements, rates charged and financial data, will be held in strict confidence.

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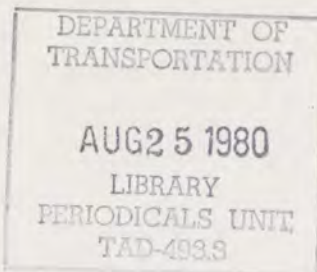
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DOT-80-33

Contact: Edward Robinson
Phone (202) 426-4331

July 31, 1980

U.S. INTERNATIONAL AIR TRAVEL INCREASES ALMOST EIGHT PERCENT IN MAY

DOT's Office of Air Transportation reports that total U.S. international air travel rose almost eight percent in May 1980, compared to May 1979, with scheduled passengers increasing 10 percent and charter travel declining 21 percent. This performance shows considerable improvement over April 1980 traffic results which rose only one percent. Total U.S. flag traffic gained six percent and non-U.S. airline traffic gained about nine percent. The U.S. citizen share of total passenger traffic continued its decline--down to 50 percent from 54 percent in May 1979.

This report on international air traffic trends is issued by the Office of Air Transportation. These statistics are 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

Travel by U.S. citizens was almost unchanged for May 1980 compared with May 1979, but non-U.S. travelers increased 17 percent. The U.S. flag share of total traffic was 50 percent both in May 1980 and 1979. Charter passengers represented six percent of the total in May 1980, compared to nine percent in May 1979. Charter traffic declined 28 percent on U.S. carriers, but traffic of non-U.S. carriers remained about the same. However, scheduled passenger growth was higher on U.S. carriers than non-U.S. airlines in May--12 to 9 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 (%)	Other Flag 000s	(%)
May 80	3,287	+7.9	50	50	1,502 (49)	1,576 (51)	6	140 (67)	69 (33)				
May 79	3,047		54	50	1,344 (48)	1,440 (52)	9	194 (73)	70 (27)				
Apr 80	3,005	+1.2	50	51	1,369 (48)	1,455 (52)	6	152 (84)	29 (16)				
Apr 79	2,969		52	51	1,294 (48)	1,401 (52)	9	212 (77)	62 (23)				
Mar 80	3,016	+12.5	52	51	1,374 (49)	1,456 (51)	6	167 (90)	19 (10)				
Mar 79	2,680		57	53	1,197 (50)	1,216 (50)	10	227 (85)	40 (15)				

Regional Trends

Seven of the eight world regions recorded total travel increases for May 1980 over May 1979. Africa and South America posted passenger gains of over 20 percent, the highest relative increases. Europe, the region with the most passengers, had a 4 percent gain. U.S. citizen travel with Europe was down 7 percent while non-U.S. citizen traffic advanced about 18 percent--a continued reflection of the dollar exchange problem. The Middle East suffered a 12 percent drop in traffic.

Country Trends

Of the top 50 country markets during May, 31 recorded traffic increases, 18 experienced declines, and one was unchanged. United Kingdom regained first place in total traffic with Mexico, Japan, West Germany, and the Bahama Islands continuing to be the top five countries. These countries, with the exception of Japan which had a seven percent gain, posted passenger increases of at least 14 percent. The countries realizing the highest relative traffic increases were Singapore (150 percent), Argentina (90 percent), Jordan (84 percent), Hong Kong (71 percent), and Saudi Arabia (64 percent). Countries with the largest relative passenger declines were Iceland (-33 percent), Greece (-27 percent), Guatemala (-26 percent), Portugal (-31 percent), and Poland (-20 percent).

The largest charter markets in May were the United Kingdom (which had a 70 percent increase), West Germany, the Bahama Islands, and Switzerland.

TABLE 2

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

REGION	PERIOD	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				Charter as % of Total	CHARTER SERVICE			
		Pct of Total Traffic	Total 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s		(%)	U.S. Flag 000s	(%)	Other Flag 000s
All Regions	May 80	--	3287	+7.9	50	50	1502 (49)	1576 (51)	6	140 (67)	69 (33)			
	May 79	--	3047		54	50	1344 (48)	1440 (52)	9	194 (73)	70 (27)			
	YTD 80	--	14714	+8.5	50	51	6706 (49)	7107 (51)	6	734 (82)	166 (18)			
	YTD 79	--	13564		54	51	5988 (49)	6341 (51)	9	995 (81)	240 (19)			
Central Am & Mex	May 80	16	525	+11.1	58	56	283 (55)	233 (45)	2	9 (93)	1 (7)			
	May 79	16	473		62	56	247 (54)	208 (46)	4	15 (89)	2 (11)			
	YTD 80	20	2924	+10.7	61	57	1535 (55)	1262 (45)	4	124 (97)	3 (3)			
	YTD 79	19	2640		64	56	1325 (54)	1128 (46)	7	165 (88)	22 (12)			
Carib- bean	May 80	17	565	+5.2	71	71	353 (69)	161 (31)	9	50 (97)	2 (3)			
	May 79	18	537		71	71	316 (68)	147 (32)	14	64 (87)	10 (13)			
	YTD 80	20	2973	+3.3	71	69	1639 (65)	896 (35)	15	420 (96)	18 (4)			
	YTD 79	21	2876		73	69	1518 (65)	832 (35)	18	470 (89)	57 (11)			
South America	May 80	7	224	+21.3	26	47	104 (47)	119 (53)	0	1 (92)	0 (8)			
	May 79	6	185		32	47	87 (47)	97 (53)	0	1 (100)	0 (0)			
	YTD 80	8	1238	+21.0	29	46	546 (45)	671 (55)	2	20 (93)	2 (7)			
	YTD 79	8	1023		35	46	429 (44)	552 (56)	4	40 (95)	2 (5)			
Europe	May 80	42	1380	+3.8	50	43	516 (41)	735 (59)	9	71 (55)	58 (45)			
	May 79	44	1330		56	44	475 (41)	694 (59)	12	107 (67)	54 (33)			
	YTD 80	33	4842	+4.0	47	41	1849 (40)	2727 (60)	6	150 (56)	117 (44)			
	YTD 79	34	4655		52	43	1701 (40)	2528 (60)	9	282 (66)	145 (34)			
Africa	May 80	1	22	+23.4	50	41	9 (41)	13 (59)	0	0 (100)	0 (0)			
	May 79	1	18		56	52	9 (50)	9 (50)	3	1 (100)	0 (0)			
	YTD 80	1	104	+7.2	56	43	42 (42)	59 (58)	3	3 (97)	0 (3)			
	YTD 79	1	97		65	49	42 (48)	46 (52)	9	6 (66)	3 (34)			
Middle East	May 80	1	46	-11.5	61	36	15 (36)	27 (64)	10	1 (34)	3 (66)			
	May 79	2	52		58	25	12 (24)	39 (76)	2	1 (82)	0 (18)			
	YTD 80	1	194	-7.7	64	35	62 (33)	124 (67)	4	5 (65)	3 (35)			
	YTD 79	2	211		62	30	59 (29)	146 (71)	3	5 (81)	1 (19)			
Far East	May 80	13	421	+17.5	27	43	172 (42)	236 (58)	3	7 (54)	6 (46)			
	May 79	12	359		27	43	150 (43)	199 (57)	3	5 (57)	4 (43)			
	YTD 80	13	1917	+17.9	25	41	782 (42)	1102 (58)	2	10 (30)	23 (70)			
	YTD 79	12	1626		26	45	708 (44)	888 (56)	2	21 (70)	9 (30)			
Oceania	May 80	3	103	+8.5	32	49	51 (49)	52 (51)	0	0 (0)	0 (0)			
	May 79	3	95		33	50	47 (50)	47 (50)	0	0 (23)	0 (77)			
	YTD 80	4	522	+19.6	41	49	251 (48)	268 (52)	1	4 (100)	0 (0)			
	YTD 79	3	437		41	49	206 (48)	222 (52)	2	7 (87)	1 (13)			

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 May 1979 and 80

COUNTRY	MONTH May 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 (%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)
Unit Kingdom	80	1	547	+14.3	46	48	245	(49)	257	(51)	8	18	(40)	28	(60)
	79	1	479		52	52	240	(53)	212	(47)	6	11	(42)	15	(55)
Mexico	80	2	447	+14.4	62	57	244	(56)	193	(44)	2	9	(92)	1	(5)
	79	2	390		66	57	206	(55)	168	(45)	4	14	(90)	2	(10)
Japan	80	3	271	+6.9	21	45	121	(46)	145	(54)	2	0	(9)	5	(91)
	79	3	254		21	46	118	(47)	132	(53)	2	0	(8)	4	(92)
Germany-West	80	4	217	+21.5	50	49	84	(47)	93	(53)	19	22	(54)	19	(46)
	79	4	178		50	41	49	(38)	80	(62)	28	25	(49)	25	(51)
Bahama Islde	80	5	196	+21.7	77	81	123	(77)	37	(23)	18	34	(99)	1	(1)
	79	5	161		77	81	95	(76)	31	(24)	22	35	(99)	0	(1)
France	80	6	118	+2.0	48	51	51	(47)	58	(53)	8	9	(96)	0	(4)
	79	6	116		51	51	38	(41)	55	(59)	19	22	(96)	1	(4)
Bermuda	80	7	101	+8.5	92	100	99	(100)	0	(0)	2	2	(100)	0	(0)
	79	8	93		92	100	92	(100)	0	(0)	1	1	(100)	0	(0)
Italy	80	8	88	-8.4	64	61	49	(59)	34	(41)	5	4	(100)	0	(0)
	79	7	96		69	61	51	(58)	37	(42)	9	8	(100)	0	(0)
Netherlands	80	9	69	-16.8	47	10	7	(10)	61	(90)	2	0	(25)	1	(75)
	79	9	83		50	26	18	(23)	61	(77)	4	3	(94)	0	(6)
Venezuela	80	10	63	+14.8	21	58	37	(58)	26	(42)	0	0	(7)	0	(93)
	79	14	55		24	56	30	(55)	24	(45)	1	1	(100)	0	(0)
Dominican Re	80	11	63	-2.2	47	50	32	(50)	31	(50)	0	0	(0)	0	(100)
	79	10	65		50	49	31	(49)	33	(51)	1	1	(94)	0	(6)
Scandinavia	80	12	59	-.7	42	12	7	(12)	52	(88)	0	0	(100)	0	(0)
	79	12	59		46	11	6	(10)	52	(90)	2	1	(79)	0	(21)
Switzerland	80	13	58	+0	47	14	0	(0)	45	(100)	22	8	(63)	5	(37)
	79	13	58		54	20	0	(0)	41	(100)	29	11	(67)	5	(33)
Jamaica	80	14	57	-5.3	57	31	15	(29)	39	(71)	5	2	(72)	1	(28)
	79	11	60		59	28	14	(26)	41	(74)	7	2	(53)	2	(47)
Neth Antills	80	15	47	-11.1	79	73	29	(69)	13	(31)	13	6	(100)	0	(0)
	79	16	53		82	73	31	(69)	14	(31)	16	8	(92)	1	(8)
Spain/Balr I	80	16	46	-13.3	61	46	20	(47)	22	(53)	9	1	(36)	3	(64)
	79	15	53		70	52	23	(51)	22	(49)	15	4	(55)	4	(45)
Brazil	80	17	45	+16.8	33	54	24	(54)	21	(46)	1	0	(100)	0	(0)
	79	20	38		40	48	18	(48)	20	(52)	0	0	(0)	0	(0)
Australia	80	18	43	+8.4	24	47	20	(47)	23	(53)	0	0	(0)	0	(0)
	79	19	40		21	49	19	(49)	20	(51)	1	0	(0)	0	(100)
Ireland	80	19	40	-9.9	67	30	8	(22)	28	(78)	10	4	(100)	0	(0)
	79	18	44		80	38	7	(22)	27	(78)	22	9	(94)	1	(6)
Belgium	80	20	38	+22.7	42	41	15	(40)	23	(60)	1	0	(100)	0	(0)
	79	23	31		43	31	10	(31)	22	(69)	0	0	(0)	0	(0)
Colombia	80	21	38	+17.9	29	29	11	(28)	27	(72)	1	0	(100)	0	(0)
	79	21	33		35	30	10	(30)	23	(70)	0	0	(0)	0	(0)
Hong Kong	80	22	35	+71.3	52	70	23	(69)	10	(31)	5	2	(100)	0	(0)
	79	30	20		50	74	12	(70)	5	(30)	16	3	(96)	0	(4)
Philippines	80	23	35	+31.5	38	34	12	(34)	23	(66)	0	0	(0)	0	(0)
	79	24	27		44	41	11	(41)	16	(59)	1	0	(0)	0	(100)
Korea-South	80	24	35	+43.2	34	25	9	(25)	25	(75)	3	0	(0)	1	(100)
	79	27	24		37	10	2	(8)	22	(92)	2	1	(100)	0	(0)
Greece	80	25	33	-26.7	75	54	16	(51)	15	(49)	5	2	(100)	0	(0)
	79	17	45		79	54	19	(48)	21	(52)	11	5	(100)	0	(0)
Israel	80	26	27	-16.0	66	22	5	(22)	18	(78)	14	1	(26)	3	(74)
	79	22	32		68	16	5	(15)	26	(85)	2	0	(71)	0	(29)

TABLE 3(Cont'd)

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

COUNTRY	MONTH May 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 (%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	Other Flag 000s	(%)	(%)
Argentina	80	27	24	+90.3	18	43	10	(43)	14	(57)	0	0	(0)	0	(0)
	79	40	13		23	69	9	(69)	4	(31)	0	0	(0)	0	(0)
New Zealand	80	28	23	+7.9	20	38	9	(38)	15	(62)	0	0	(0)	0	(0)
	79	28	22		22	27	6	(27)	16	(73)	0	0	(0)	0	(0)
Panama Rep	80	29	21	-4.1	42	73	15	(73)	6	(27)	1	0	(100)	0	(0)
	79	29	22		49	78	17	(78)	5	(22)	1	0	(100)	0	(0)
Barbados	80	30	19	+7.8	65	72	14	(72)	5	(28)	1	0	(95)	0	(5)
	79	31	18		69	79	14	(79)	4	(21)	3	0	(59)	0	(41)
Grand Cayman	80	31	19	+31.9	77	28	5	(27)	14	(73)	1	0	(100)	0	(0)
	79	36	15		78	36	5	(34)	9	(66)	2	0	(100)	0	(0)
Portugal/Azr	80	32	19	-21.1	65	35	6	(34)	13	(66)	2	0	(100)	0	(0)
	79	26	25		74	49	7	(37)	13	(63)	19	5	(100)	0	(0)
Guatemala	80	33	19	-26.4	39	79	15	(79)	4	(21)	0	0	(100)	0	(0)
	79	25	26		43	84	21	(84)	4	(16)	3	1	(100)	0	(0)
Ecuador	80	34	19	+11.4	26	40	8	(40)	11	(60)	0	0	(0)	0	(0)
	79	32	17		32	44	7	(44)	10	(56)	0	0	(0)	0	(0)
Trinidad/Tob	80	35	16	+23.4	39	34	6	(34)	11	(66)	0	0	(0)	0	(0)
	79	39	13		37	50	7	(50)	7	(50)	0	0	(0)	0	(0)
Taiwan/China	80	36	15	-7.2	34	14	2	(14)	13	(86)	0	0	(0)	0	(0)
	79	34	16		32	28	4	(28)	12	(72)	0	0	(0)	0	(0)
Haiti	80	37	15	-10.3	41	81	12	(81)	3	(19)	0	0	(100)	0	(0)
	79	33	17		50	84	14	(84)	3	(16)	1	0	(98)	0	(2)
Peru	80	38	15	+1.6	33	40	6	(40)	9	(60)	0	0	(0)	0	(0)
	79	37	14		37	43	6	(43)	8	(57)	0	0	(0)	0	(0)
Costa Rica	80	39	13	+33.0	40	40	5	(40)	8	(60)	0	0	(100)	0	(0)
	79	46	10		46	14	1	(11)	8	(89)	6	0	(52)	0	(48)
Mariana Is	80	40	12	+7.6	49	94	12	(94)	1	(6)	0	0	(0)	0	(0)
	79	43	12		57	98	11	(98)	0	(2)	0	0	(0)	0	(0)
India	80	41	12	+16.7	28	13	2	(13)	10	(87)	0	0	(0)	0	(0)
	79	45	10		27	12	1	(12)	9	(88)	0	0	(0)	0	(0)
Honduras	80	42	12	+32.7	45	23	3	(23)	9	(77)	0	0	(0)	0	(0)
	79	47	9		43	0	0	(0)	9	(100)	0	0	(0)	0	(0)
Fr Polynesia	80	43	11	-2.0	55	0	0	(0)	11	(100)	0	0	(0)	0	(0)
	79	44	11		56	16	2	(15)	9	(85)	1	0	(100)	0	(0)
Chile	80	44	10	+35.4	25	45	4	(45)	5	(55)	0	0	(0)	0	(0)
	79	50	7		25	42	3	(42)	4	(58)	0	0	(0)	0	(0)
Poland	80	45	9	-20.3	41	23	2	(25)	6	(75)	10	0	(0)	1	(100)
	79	42	12		53	27	3	(29)	7	(71)	16	0	(19)	2	(81)
Jordan	80	46	9	+83.9	40	0	0	(0)	9	(100)	0	0	(0)	0	(0)
	79	58	5		43	0	0	(0)	5	(100)	0	0	(0)	0	(0)
Antigua	80	47	9	+17.9	62	55	5	(55)	4	(45)	0	0	(3)	0	(97)
	79	49	8		64	52	4	(53)	4	(47)	1	0	(39)	0	(61)
Saudi Arabia	80	48	9	+63.8	67	99	8	(100)	0	(0)	6	1	(90)	0	(10)
	79	57	5		66	98	5	(98)	0	(2)	0	0	(0)	0	(0)
Singapore	80	49	8	+149.9	38	38	2	(29)	5	(71)	12	1	(100)	0	(0)
	79	65	3		53	18	1	(18)	3	(82)	0	0	(0)	0	(0)
Iceland	80	50	8	-32.7	32	0	0	(0)	8	(100)	0	0	(0)	0	(0)
	79	41	12		54	2	0	(0)	12	(100)	2	0	(100)	0	(0)
Total-Above Countries	80		3166	+8.8	50	50	1456	(49)	1513	(51)	6	130	(66)	67	(34)
	79		2910		54	51	1303	(49)	1369	(51)	8	174	(73)	63	(27)

Source: DOT, Transportation Systems Center

See Technical Notes

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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.