

# U.S. Department of Transportation

# news:

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## U.S. INTERNATIONAL AIR TRAVEL ROSE OVER FOUR PERCENT IN OCTOBER

DOT'S Office of International Policy and Programs reports that U.S. international air travel rose more than four percent in October 1981 compared to October 1980. The U.S. citizen share of passengers declined from 47 percent to 46 percent and the U.S. flag share remained at 48 percent in October 1981, the same percent as in October 1980.

U.S. international air passengers increased three percent during the period January through October 1981 compared to the similar 1980 period. The U.S. citizen share of the market dropped from 48 percent to 46 percent and the U.S. flag share remained at 49 percent during this period.

This report on international passenger traffic trends is issued by the Office of International Policy and Programs, International Aviation Division. These statistics are developed by the DOT Transportation Systems Center in Cambridge, Massachusetts, from Immigration and Naturalization Service Form I-92 flight reports. U.S.-Canada air travel is not included in these statistics.

Please read the Technical Notes Section before interpreting the statistics.

### WORLD TRENDS

For the month of October 1981 compared to October 1980, scheduled passenger traffic rose nearly six percent and charter travelers declined more than 20 percent. Total U.S. flag passengers increased over four percent with scheduled passengers rising almost six percent and charter passengers dropping 11 percent. Total non-U.S. flag passengers increased four percent with scheduled passengers rising nearly six percent and charter travelers dropping 36 percent.

From January through October 1981 compared to the similar 1980 period, scheduled passenger traffic rose more than four percent and charter travelers dropped 18 percent. Total U.S. flag air travelers increased over one percent, as scheduled passengers rose three percent and charter passengers decreased 16 percent. Foreign flag passengers increased more than four percent, with scheduled air travelers gaining over five percent and charter passengers dropping 22 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	81/80 % 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 %
Oct 81	3,268	+4.3	46	48	1,460 ( 47)	1,670 ( 53)	4	97 ( 70)	41 ( 30)				
Oct 80	3,134		47	48	1,381 ( 47)	1,581 ( 53)	5	109 ( 63)	64 ( 37)				
Sep 81	3,429	+2	44	47	1,494 ( 46)	1,745 ( 54)	6	116 ( 61)	74 ( 39)				
Sep 80	3,421		45	48	1,508 ( 47)	1,695 ( 53)	6	138 ( 63)	81 ( 37)				
Aug 81	4,648	+1.6	42	48	2,057 ( 47)	2,291 ( 53)	6	194 ( 65)	105 ( 35)				
Aug 80	4,576		44	49	2,044 ( 48)	2,203 ( 52)	7	214 ( 65)	115 ( 35)				

## REGIONAL TRENDS

All regions gained in passenger traffic for the month of October 1981 compared to October 1980. The Far East experienced the highest absolute gain, increasing 46,000 passengers (nearly 12 percent). Relative increases were experienced for Oceania (10 percent), Middle East and Central America/Mexico (six percent each), the Caribbean (four percent), South America (three percent), Africa (two percent) and Europe (one percent).

Total year-to-date passengers from January through October increased 970,000 over the same 1980 period. With the exception of the Caribbean (which suffered a loss of 65,000 passengers—one percent), all regions gained in passengers. Central America/Mexico had the highest absolute gain—309,000 passengers (five percent). The Middle East had the highest relative increase, gaining nearly 10 percent.

## COUNTRY TRENDS

Table 3 presents the top 50 countries ranked in order of total air passenger traffic for the month of October 1981. The United Kingdom ranked the highest, followed by Mexico, Japan, West Germany, and the Bahama Islands. Japan had the highest absolute gain—41,000 passengers (16 percent). High relative traffic increases were recorded by Jamaica (54 percent), Iceland (40 percent), French Polynesia (35 percent), El Salvador (31 percent), Singapore (29 percent), and Chile (28 percent). The Bahama Islands suffered the greatest loss—12,000 passengers (eight percent). Countries with large relative declines were Argentina (36 percent), Barbados (22 percent), and Costa Rica (17 percent).

The top charter markets for the month of October 1981 were the Bahama Islands, West Germany, the United Kingdom, Jamaica, and Switzerland.

Passenger travel between the U.S. and the top 50 country markets for the period January through October 1981 is shown in Table 4. The United Kingdom ranked highest followed by Mexico, Japan, West Germany, and the Bahama Islands. Mexico experienced the highest absolute gain, increasing 353,000 passengers (seven percent). Countries with large relative increases were Finland (34 percent), Mariana Islands and Singapore (30 percent each), El Salvador (26 percent), Taiwan (22 percent), Philippines (21 percent), and Saudi Arabia (20 percent). The Bahama Islands suffered the greatest loss, decreasing 131,000 passengers (seven percent). Large relative decreases were experienced by Argentina (24 percent), Guatemala (21 percent), and Costa Rica and Bermuda (10 percent each).

The top charter markets for the period January through October 1981 were the Bahama Islands, West Germany, the United Kingdom, the Netherlands Antilles and Mexico.

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	81/80 % Chnge	U.S. Ctnzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s
All Regions	Oct 81	--	3268	+4.3	46	48	1460 (47)	1670 (53)	4	97 (70)	41 (30)			
	Oct 80	--	3134		47	48	1381 (47)	1581 (53)	5	109 (63)	64 (37)			
	YTD 81	--	34765	+2.9	46	49	15586 (47)	17365 (53)	5	1317 (73)	497 (27)			
	YTD 80	--	33795		48	49	15116 (48)	16473 (52)	7	1570 (71)	635 (29)			
Central Am & Mex	Oct 81	15	507	+5.9	49	54	272 (54)	230 (46)	1	4 (91)	0 (9)			
	Oct 80	15	478		53	53	247 (53)	223 (47)	2	9 (96)	0 (4)			
	YTD 81	18	6088	+5.3	51	56	3314 (55)	2674 (45)	2	95 (95)	5 (5)			
	YTD 80	17	5779		55	54	2974 (53)	2639 (47)	3	160 (96)	7 (4)			
Caribbean	Oct 81	15	488	+4.2	63	70	298 (68)	139 (32)	10	45 (88)	6 (12)			
	Oct 80	15	468		64	71	297 (69)	132 (31)	8	34 (88)	5 (12)			
	YTD 81	17	5758	-1.1	65	70	3474 (67)	1673 (33)	11	578 (95)	33 (5)			
	YTD 80	17	5823		67	69	3436 (66)	1755 (34)	11	596 (94)	36 (6)			
South America	Oct 81	8	251	+3.4	24	46	116 (46)	134 (54)	0	0 (2)	1 (98)			
	Oct 80	8	242		25	45	109 (45)	133 (55)	0	1 (75)	0 (25)			
	YTD 81	8	2866	+3.7	26	44	1239 (44)	1603 (56)	1	16 (65)	8 (35)			
	YTD 80	8	2762		27	45	1224 (45)	1513 (55)	1	23 (90)	2 (10)			
Europe	Oct 81	43	1394	+1.3	47	41	530 (40)	794 (60)	5	38 (55)	31 (45)			
	Oct 80	44	1376		46	41	500 (39)	770 (61)	8	58 (55)	48 (45)			
	YTD 81	39	13718	+1.5	47	41	5164 (40)	7678 (60)	6	482 (55)	393 (45)			
	YTD 80	40	13509		49	43	5046 (41)	7251 (59)	9	718 (59)	494 (41)			
Africa	Oct 81	1	24	+2.1	48	37	9 (37)	15 (63)	0	0 (100)	0 (0)			
	Oct 80	1	24		50	44	11 (44)	13 (56)	0	0 (0)	0 (0)			
	YTD 81	1	261	+7.9	46	39	102 (39)	159 (61)	0	0 (66)	0 (34)			
	YTD 80	1	242		49	43	101 (42)	139 (58)	1	3 (97)	0 (3)			
Middle East	Oct 81	2	56	+6.4	54	31	14 (27)	38 (73)	7	3 (84)	1 (16)			
	Oct 80	2	53		62	31	15 (34)	29 (66)	17	1 (15)	7 (85)			
	YTD 81	2	581	+9.7	56	35	161 (31)	362 (69)	10	45 (78)	13 (22)			
	YTD 80	2	529		59	34	155 (34)	303 (66)	13	28 (39)	43 (61)			
Far East	Oct 81	13	436	+11.7	33	40	169 (40)	258 (60)	2	6 (73)	2 (27)			
	Oct 80	12	390		33	41	154 (40)	227 (60)	2	6 (67)	3 (33)			
	YTD 81	13	4431	+7.2	27	39	1624 (38)	2664 (62)	3	100 (70)	43 (30)			
	YTD 80	12	4133		27	42	1693 (42)	2349 (58)	2	39 (43)	52 (57)			
Oceania	Oct 81	3	112	+9.9	40	46	51 (46)	61 (54)	0	0 (100)	0 (0)			
	Oct 80	3	102		40	46	47 (46)	55 (54)	0	0 (0)	0 (100)			
	YTD 81	3	1063	+4.5	40	48	509 (48)	552 (52)	0	1 (44)	1 (56)			
	YTD 80	3	1017		39	48	488 (48)	525 (52)	0	4 (93)	0 (7)			

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 October 1980 and 81

COUNTRY	MONTH Oct of:	Rank	TOTAL PASSENGER TRAFFIC			SCHEDULED SERVICE				CHARTER SERVICE			
			Total Traffic 000s	81/80 % Chnge	U.S. Ctzn %	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 Flag 000s
Unit Kingdom	81	1	568	+1.1	40	50	274 ( 50)	279 ( 50)	3	11 ( 76)	4 ( 24)		
	80	1	562		39	46	238 ( 45)	285 ( 55)	7	20 ( 50)	19 ( 50)		
Mexico	81	2	432	+7.9	52	56	238 ( 56)	190 ( 44)	1	4 ( 91)	0 ( 9)		
	80	2	401		57	54	206 ( 53)	186 ( 47)	2	9 ( 99)	0 ( 1)		
Japan	81	3	290	+16.2	26	42	120 ( 42)	166 ( 58)	1	1 ( 37)	2 ( 63)		
	80	3	249		27	44	110 ( 44)	138 ( 56)	1	0 ( 0)	2 ( 100)		
Germany-West	81	4	204	+2.3	53	45	85 ( 47)	97 ( 53)	11	7 ( 32)	15 ( 68)		
	80	4	199		51	50	83 ( 49)	88 ( 51)	14	16 ( 58)	12 ( 42)		
Bahama Islnds	81	5	130	-8.0	68	78	78 ( 73)	28 ( 27)	19	24 ( 100)	0 ( 0)		
	80	5	142		67	77	91 ( 74)	32 ( 26)	13	18 ( 96)	1 ( 4)		
France	81	6	114	+3.2	48	47	53 ( 47)	61 ( 53)	1	0 ( 39)	1 ( 61)		
	80	6	111		50	44	46 ( 43)	61 ( 57)	4	3 ( 69)	1 ( 31)		
Italy	81	7	88	-3.7	65	57	47 ( 55)	38 ( 45)	4	3 ( 100)	0 ( 0)		
	80	8	91		66	60	50 ( 58)	37 ( 42)	5	5 ( 100)	0 ( 0)		
Bermuda	81	8	86	-7.2	91	100	81 ( 100)	0 ( 0)	5	5 ( 100)	0 ( 0)		
	80	7	92		91	100	87 ( 100)	0 ( 0)	6	5 ( 100)	0 ( 0)		
Venezuela	81	9	85	+7.0	17	56	47 ( 56)	37 ( 44)	0	0 ( 1)	0 ( 99)		
	80	9	79		19	55	44 ( 55)	36 ( 45)	0	0 ( 100)	0 ( 0)		
Netherlands	81	10	77	+10.7	49	6	4 ( 5)	73 ( 95)	1	0 ( 100)	0 ( 0)		
	80	10	70		45	13	9 ( 13)	61 ( 87)	0	0 ( 0)	0 ( 100)		
Jamaica	81	11	69	+54.0	50	36	17 ( 30)	40 ( 70)	17	8 ( 64)	4 ( 36)		
	80	15	45		39	30	14 ( 32)	29 ( 68)	6	0 ( 2)	2 ( 98)		
Dominican Re	81	12	64	+5.6	44	63	40 ( 63)	24 ( 37)	0	0 ( 62)	0 ( 38)		
	80	12	61		45	56	34 ( 56)	27 ( 44)	0	0 ( 100)	0 ( 0)		
Switzerland	81	13	59	-5.3	50	7	0 ( 0)	49 ( 100)	16	4 ( 45)	5 ( 55)		
	80	11	62		44	11	0 ( 0)	49 ( 100)	21	7 ( 54)	6 ( 46)		
Scandinavia	81	14	53	-3.1	32	12	6 ( 12)	46 ( 88)	2	0 ( 15)	1 ( 85)		
	80	13	55		36	12	6 ( 12)	46 ( 88)	5	0 ( 10)	3 ( 90)		
Spain/Balr I	81	15	53	+8.0	56	38	19 ( 39)	30 ( 61)	8	1 ( 24)	3 ( 76)		
	80	14	49		55	44	19 ( 44)	25 ( 56)	11	2 ( 46)	3 ( 54)		
Brazil	81	16	47	+5.9	31	48	23 ( 48)	24 ( 52)	0	0 ( 0)	0 ( 100)		
	80	16	44		33	52	22 ( 51)	21 ( 49)	1	1 ( 100)	0 ( 0)		
Australia	81	17	43	+7.1	34	44	19 ( 44)	24 ( 56)	0	0 ( 0)	0 ( 0)		
	80	17	40		32	45	18 ( 45)	22 ( 55)	0	0 ( 0)	0 ( 100)		
Colombia	81	18	43	+10.4	27	30	13 ( 30)	30 ( 70)	0	0 ( 2)	0 ( 98)		
	80	20	39		29	27	11 ( 28)	28 ( 72)	1	0 ( 0)	0 ( 100)		
Neth Antills	81	19	42	+7.1	70	81	30 ( 78)	8 ( 22)	10	4 ( 100)	0 ( 0)		
	80	19	39		73	81	28 ( 78)	8 ( 22)	11	4 ( 100)	0 ( 0)		
Belgium	81	20	40	-1.1	41	36	13 ( 33)	26 ( 67)	5	2 ( 100)	0 ( 0)		
	80	18	41		43	33	14 ( 33)	27 ( 67)	0	0 ( 0)	0 ( 0)		
Ireland	81	21	39	+2.5	51	23	7 ( 21)	28 ( 79)	10	2 ( 43)	2 ( 57)		
	80	21	38		51	18	5 ( 16)	29 ( 84)	9	1 ( 39)	2 ( 61)		
Greece	81	22	36	-5.9	74	50	13 ( 42)	18 ( 58)	14	5 ( 100)	0 ( 0)		
	80	22	38		74	52	18 ( 50)	18 ( 50)	5	2 ( 100)	0 ( 0)		
Hong Kong	81	23	35	+2.7	62	68	20 ( 64)	11 ( 36)	11	4 ( 100)	0 ( 0)		
	80	25	34		58	69	22 ( 68)	10 ( 32)	5	2 ( 100)	0 ( 0)		
Israel	81	24	33	-5	59	30	7 ( 25)	23 ( 75)	10	3 ( 81)	1 ( 19)		
	80	24	34		63	16	5 ( 20)	21 ( 80)	24	1 ( 7)	7 ( 93)		
Korea-South	81	25	32	-5.9	39	26	8 ( 26)	24 ( 74)	0	0 ( 0)	0 ( 0)		
	80	23	34		39	17	6 ( 18)	27 ( 82)	3	0 ( 0)	1 ( 100)		
Philippines	81	26	29	+11.3	44	45	13 ( 45)	16 ( 55)	1	0 ( 0)	0 ( 100)		
	80	26	26		43	40	10 ( 40)	16 ( 60)	2	0 ( 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 October 1980 and 81

COUNTRY	MONTH Oct of:	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Rank	Total Traffic 000s	81/80 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag 000s	U.S. Flag %	Other Flag 000s	Charter as % of Total	U.S. Flag 000s	Other Flag 000s	U.S. Flag %	Other Flag %
New Zealand	81	27	25	-2.9	30	38	10	( 38)	15	( 62)	0	0	( 0)	0	( 0)
	80	27	26		33	42	11	( 42)	15	( 58)	0	0	( 0)	0	( 0)
Portugal	81	28	21	+5.4	68	40	7	( 37)	13	( 63)	7	1	( 86)	0	( 14)
	80	30	20		61	35	7	( 35)	13	( 65)	1	0	( 100)	0	( 0)
Panama Rep	81	29	20	+3.8	40	73	15	( 73)	6	( 27)	0	0	( 100)	0	( 0)
	80	32	20		39	74	14	( 74)	5	( 26)	0	0	( 100)	0	( 0)
Taiwan/China	81	30	19	+13.2	42	19	3	( 16)	16	( 84)	3	1	( 100)	0	( 0)
	80	35	17		39	13	2	( 13)	15	( 87)	0	0	( 0)	0	( 0)
Ecuador	81	31	19	-5.8	23	34	7	( 34)	13	( 66)	1	0	( 3)	0	( 97)
	80	29	21		26	35	7	( 35)	13	( 65)	0	0	( 0)	0	( 0)
Peru	81	32	19	+4.1	30	43	8	( 43)	11	( 57)	0	0	( 0)	0	( 0)
	80	33	19		33	42	8	( 41)	11	( 59)	1	0	( 100)	0	( 0)
Haiti	81	33	19	+14.2	32	87	16	( 87)	2	( 13)	0	0	( 72)	0	( 28)
	80	37	16		41	84	14	( 84)	3	( 16)	0	0	( 100)	0	( 0)
Guatemala	81	34	18	-11.0	28	60	11	( 60)	7	( 40)	0	0	( 0)	0	( 0)
	80	31	20		32	84	17	( 84)	3	( 16)	0	0	( 100)	0	( 0)
Trinidad/Tob	81	35	17	+3.8	31	40	7	( 40)	10	( 60)	1	0	( 0)	0	( 100)
	80	36	17		31	29	5	( 29)	12	( 71)	0	0	( 100)	0	( 0)
Fr Polynesia	81	36	16	+34.7	50	3	1	( 3)	16	( 97)	0	0	( 0)	0	( 0)
	80	41	12		60	0	0	( 0)	12	( 100)	0	0	( 0)	0	( 0)
Grand Cayman	81	37	16	+4.2	68	36	5	( 34)	10	( 66)	2	0	( 100)	0	( 0)
	80	38	15		69	32	4	( 30)	10	( 70)	3	0	( 100)	0	( 0)
Argentina	81	38	14	-35.8	26	58	8	( 58)	6	( 42)	0	0	( 0)	0	( 0)
	80	28	22		21	47	11	( 47)	12	( 53)	0	0	( 0)	0	( 0)
Mariana Is	81	39	14	+22.6	56	98	14	( 98)	0	( 2)	0	0	( 100)	0	( 0)
	80	42	12		48	92	11	( 92)	1	( 8)	0	0	( 0)	0	( 0)
India	81	40	14	+9.6	40	17	2	( 17)	12	( 83)	0	0	( 0)	0	( 0)
	80	40	13		36	16	2	( 16)	11	( 84)	0	0	( 0)	0	( 0)
Barbados	81	41	14	-22.2	51	65	9	( 66)	5	( 34)	1	0	( 0)	0	( 100)
	80	34	18		60	65	11	( 65)	6	( 35)	6	1	( 61)	0	( 39)
Costa Rica	81	42	12	-16.9	40	39	5	( 38)	7	( 62)	1	0	( 100)	0	( 0)
	80	39	15		39	38	6	( 39)	9	( 61)	2	0	( 0)	0	( 100)
Chile	81	43	12	+27.6	28	59	7	( 59)	5	( 41)	0	0	( 0)	0	( 0)
	80	45	9		27	41	4	( 41)	5	( 59)	0	0	( 0)	0	( 0)
Honduras	81	44	11	+4.3	30	24	3	( 24)	8	( 76)	0	0	( 0)	0	( 0)
	80	43	11		35	34	4	( 34)	7	( 66)	0	0	( 0)	0	( 0)
Saudi Arabia	81	45	11	+15.9	54	68	7	( 66)	3	( 34)	6	1	( 100)	0	( 0)
	80	44	9		70	96	8	( 96)	0	( 4)	8	1	( 100)	0	( 0)
Singapore	81	46	10	+28.8	46	19	1	( 14)	8	( 86)	6	1	( 100)	0	( 0)
	80	48	8		45	13	1	( 8)	7	( 92)	5	0	( 100)	0	( 0)
Jordan	81	47	10	+17.8	48	0	0	( 0)	10	( 100)	0	0	( 0)	0	( 0)
	80	47	8		52	0	0	( 0)	8	( 100)	0	0	( 0)	0	( 0)
El Salvador	81	48	9	+31.0	23	0	0	( 0)	9	( 100)	0	0	( 0)	0	( 0)
	80	51	7		23	0	0	( 0)	7	( 100)	0	0	( 0)	0	( 0)
SW Afr-S Afr	81	49	8	+25.0	42	0	0	( 0)	8	( 100)	0	0	( 0)	0	( 0)
	80	50	7		39	0	0	( 0)	7	( 100)	0	0	( 0)	0	( 0)
Iceland	81	50	8	+39.6	37	9	0	( 0)	8	( 100)	9	1	( 100)	0	( 0)
	80	53	6		21	0	0	( 0)	6	( 100)	0	0	( 0)	0	( 0)
Total-Above Countries	81		3150	+4.3	45	48	1421	( 47)	1596	( 53)	4	93	( 70)	40	( 30)
	80		3021		47	48	1341	( 47)	1521	( 53)	5	99	( 62)	61	( 38)

Source: DOT, Transportation Systems Center

See Technical Notes

TABLE 4

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES  
Top Fifty Countries Ranked By Total Number of Passengers for January Through October, 1980 and 81

COUNTRY	For Year of:	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Rank	Total Traffic 000s	81/80 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
Unit Kingdom	81	1	5344	+4.9	42	50	2533	( 49)	2636	( 51)	3	135	( 77)	40	( 23)
	80	1	5092		45	48	2300	( 48)	2461	( 52)	7	167	( 50)	165	( 50)
Mexico	81	2	5176	+7.3	54	58	2899	( 57)	2182	( 43)	2	92	( 96)	4	( 4)
	80	2	4823		58	55	2515	( 54)	2149	( 46)	3	156	( 98)	3	( 2)
Japan	81	3	2854	+4.8	20	40	1143	( 41)	1671	( 59)	1	3	( 9)	36	( 91)
	80	3	2724		19	45	1228	( 46)	1453	( 54)	2	1	( 1)	43	( 99)
Germany-West	81	4	2060	-1.4	51	46	882	( 48)	940	( 52)	12	69	( 29)	170	( 71)
	80	4	2089		53	51	825	( 49)	875	( 51)	19	237	( 61)	153	( 39)
Bahama Islnds	81	5	1671	-7.3	73	80	1009	( 75)	340	( 25)	19	321	(100)	1	( 0)
	80	5	1802		74	79	1117	( 75)	375	( 25)	17	306	( 99)	4	( 1)
France	81	6	1174	-1	46	49	513	( 46)	598	( 54)	5	62	( 97)	2	( 3)
	80	6	1176		47	50	483	( 45)	584	( 55)	9	105	( 97)	4	( 3)
Venezuela	81	7	932	+10.8	19	55	513	( 55)	412	( 45)	1	3	( 41)	4	( 59)
	80	9	841		21	57	473	( 57)	360	( 43)	1	7	( 83)	1	( 17)
Italy	81	8	938	-8.5	60	56	440	( 55)	365	( 45)	4	34	(100)	0	( 0)
	80	7	916		63	57	485	( 55)	391	( 45)	4	39	( 98)	1	( 2)
Dominican Re	81	9	801	+5.4	48	64	487	( 63)	291	( 37)	3	22	( 97)	1	( 3)
	80	10	759		48	55	407	( 54)	343	( 46)	1	9	( 97)	0	( 3)
Netherlands	81	10	779	+5.3	47	7	53	( 7)	689	( 93)	5	5	( 13)	32	( 87)
	80	11	740		48	13	91	( 13)	611	( 87)	5	4	( 10)	34	( 90)
Bermuda	81	11	761	-9.7	89	100	730	(100)	0	( 0)	4	31	(100)	0	( 0)
	80	8	843		90	100	813	(100)	0	( 0)	4	30	(100)	0	( 0)
Jamaica	81	12	744	+8.8	51	37	238	( 34)	458	( 66)	6	34	( 70)	14	( 30)
	80	12	684		56	32	171	( 27)	452	( 73)	9	47	( 77)	14	( 23)
Scandinavia	81	13	606	-7	40	27	98	( 17)	487	( 83)	3	4	( 18)	17	( 82)
	80	13	610		40	26	96	( 16)	496	( 84)	3	4	( 21)	13	( 79)
Neth Antills	81	14	567	+13.5	76	43	350	( 78)	97	( 22)	21	120	(100)	0	( 0)
	80	17	500		77	26	296	( 71)	119	( 29)	17	84	( 99)	1	( 1)
Switzerland	81	15	557	+2.9	49	9	12	( 2)	464	( 98)	15	38	( 47)	43	( 53)
	80	14	541		48	10	3	( 1)	435	( 99)	19	53	( 52)	49	( 48)
Colombia	81	16	536	+5.1	29	28	143	( 27)	385	( 73)	2	6	( 72)	2	( 28)
	80	15	510		30	25	123	( 25)	379	( 75)	1	6	( 89)	1	( 11)
Spain/Balr I	81	17	525	+3.5	56	36	175	( 38)	290	( 62)	11	16	( 26)	44	( 74)
	80	16	508		55	20	189	( 41)	268	( 59)	10	12	( 23)	38	( 77)
Brazil	81	18	518	+3.6	31	49	249	( 48)	265	( 52)	1	4	( 87)	1	( 13)
	80	18	500		33	52	254	( 52)	239	( 48)	1	7	(100)	0	( 0)
Belgium	81	19	428	+3.8	42	39	154	( 37)	262	( 63)	3	12	( 97)	0	( 3)
	80	19	412		40	46	180	( 45)	222	( 55)	2	9	(100)	0	( 0)
Ireland	81	20	416	+4.2	60	26	82	( 23)	282	( 77)	13	26	( 49)	27	( 51)
	80	20	399		62	34	97	( 28)	253	( 72)	13	40	( 80)	10	( 20)
Australia	81	21	411	+5.2	32	43	177	( 43)	234	( 57)	0	0	(100)	0	( 0)
	80	21	391		30	45	174	( 45)	216	( 55)	0	0	( 0)	0	(100)
Greece	81	22	357	+2.2	69	51	135	( 44)	175	( 56)	13	46	(100)	0	( 0)
	80	23	349		71	49	157	( 47)	178	( 53)	4	14	(100)	0	( 0)
Philippines	81	23	356	+21.3	41	45	146	( 43)	196	( 57)	4	14	( 98)	0	( 2)
	80	26	293		43	38	109	( 38)	180	( 62)	1	4	( 87)	1	( 13)
Korea-South	81	24	350	-1.0	35	21	73	( 21)	270	( 79)	2	0	( 5)	6	( 95)
	80	22	354		36	19	68	( 20)	279	( 80)	2	0	( 0)	7	(100)
Israel	81	25	336	+1.9	61	29	59	( 21)	227	( 79)	15	37	( 75)	13	( 25)
	80	24	330		61	21	49	( 19)	216	( 81)	20	21	( 33)	43	( 67)
Hong Kong	81	26	330	+4.5	51	69	181	( 64)	102	( 36)	14	47	(100)	0	( 0)
	80	25	315		53	70	215	( 70)	93	( 30)	2	7	(100)	0	( 0)

TABLE 4(Cont'd)

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES  
Top Fifty Countries Ranked By Total Number of Passengers for January Through October, 1980 and 81

COUNTRY	For Year of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
			Total Traffic 000s	81/80 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	(%)	Other Flag 000s	(%)
Panama Rep	81	27	245	-1.4	41	72	174	( 71)	69	( 29)	1	1	( 74)	0	( 26)
	80	29	248		42	69	169	( 69)	76	( 31)	1	3	(100)	0	( 0)
Haiti	81	28	229	+5.1	40	87	198	( 87)	30	( 13)	0	1	( 79)	0	( 21)
	80	34	218		44	87	188	( 87)	29	( 13)	1	1	(100)	0	( 0)
New Zealand	81	29	228	-7.0	32	38	86	( 38)	142	( 62)	0	0	( 99)	0	( 1)
	80	30	245		32	38	93	( 38)	151	( 62)	0	0	( 0)	0	( 0)
Trinidad/Tob	81	30	221	-3.9	32	38	79	( 38)	131	( 62)	5	6	( 55)	5	( 45)
	80	31	230		35	36	76	( 34)	147	( 66)	4	7	( 92)	1	( 8)
Ecuador	81	31	216	-2.5	27	34	73	( 34)	142	( 66)	0	0	( 10)	0	( 90)
	80	32	221		30	37	81	( 37)	140	( 63)	0	1	(100)	0	( 0)
Argentina	81	32	214	-24.5	21	48	103	( 48)	111	( 52)	0	0	( 0)	0	(100)
	80	27	283		19	46	130	( 46)	153	( 54)	0	0	( 0)	0	(100)
Portugal	81	33	207	+1.3	58	44	63	( 37)	107	( 63)	18	28	( 76)	9	( 24)
	80	35	205		58	47	71	( 39)	108	( 61)	12	26	(100)	0	( 0)
Grand Cayman	81	34	205	+5.9	70	33	65	( 32)	138	( 68)	1	2	(100)	0	( 0)
	80	36	194		74	29	51	( 27)	137	( 73)	3	5	( 98)	0	( 2)
Taiwan/China	81	35	205	+22.3	35	17	30	( 15)	169	( 85)	3	5	(100)	0	( 0)
	80	39	168		32	13	22	( 13)	145	( 87)	0	0	( 0)	0	(100)
Barbados	81	36	200	-8.3	59	69	137	( 69)	62	( 31)	1	1	( 79)	0	( 21)
	80	33	218		65	69	146	( 69)	66	( 31)	3	5	( 92)	0	( 8)
Guatemala	81	37	199	-20.6	34	71	140	( 71)	58	( 29)	0	0	( 49)	0	( 51)
	80	28	251		40	79	197	( 79)	52	( 21)	0	0	( 52)	0	( 48)
Peru	81	38	195	+12.7	35	42	81	( 42)	114	( 58)	0	0	( 0)	0	(100)
	80	38	173		35	40	69	( 40)	104	( 60)	0	0	(100)	0	( 0)
Mariana Is	81	39	159	+30.5	57	98	155	( 98)	4	( 2)	0	0	(100)	0	( 0)
	80	42	122		48	95	116	( 95)	6	( 5)	0	0	( 0)	0	( 0)
Costa Rica	81	40	159	-10.4	43	36	57	( 36)	101	( 64)	0	0	( 72)	0	( 28)
	80	37	178		41	37	66	( 38)	108	( 62)	2	0	( 1)	3	( 99)
India	81	41	143	+13.4	34	15	21	( 15)	121	( 85)	0	0	( 0)	0	( 0)
	80	41	126		33	15	19	( 15)	107	( 85)	0	0	( 0)	0	( 0)
Honduras	81	42	140	+4.5	37	28	39	( 28)	100	( 72)	0	0	( 56)	0	( 44)
	80	40	134		41	18	25	( 18)	109	( 82)	0	0	( 24)	0	( 76)
Chile	81	43	117	+6.9	27	42	49	( 42)	67	( 58)	1	0	( 0)	1	(100)
	80	44	110		26	43	47	( 43)	62	( 57)	0	0	( 86)	0	( 14)
Fr Polynesia	81	44	117	+3.2	51	1	1	( 1)	115	( 99)	1	0	( 14)	1	( 86)
	80	43	113		56	3	0	( 0)	110	(100)	3	3	( 92)	0	( 8)
Saudi Arabia	81	45	111	+20.1	59	87	89	( 86)	15	( 14)	6	7	( 99)	0	( 1)
	80	46	92		67	100	85	(100)	0	( 0)	7	6	( 99)	0	( 1)
Singapore	81	46	103	+30.5	38	18	11	( 12)	84	( 88)	8	8	(100)	0	( 0)
	80	49	79		42	25	14	( 20)	59	( 80)	7	6	(100)	0	( 0)
Antigua	81	47	97	-4.5	58	49	48	( 49)	49	( 51)	0	0	( 46)	0	( 54)
	80	45	102		62	56	56	( 55)	45	( 45)	0	0	( 74)	0	( 26)
Jordan	81	48	97	+13.9	46	0	0	( 0)	97	(100)	0	0	( 0)	0	( 0)
	80	48	85		42	0	0	( 0)	85	(100)	0	0	( 0)	0	( 0)
Finland	81	49	90	+34.3	34	0	0	( 0)	87	(100)	3	0	( 0)	3	(100)
	80	56	67		30	4	0	( 0)	61	(100)	9	3	( 46)	3	( 54)
El Salvador	81	50	87	+26.4	21	0	0	( 0)	87	(100)	0	0	(100)	0	( 0)
	80	53	69		27	2	2	( 2)	67	( 98)	0	0	(100)	0	( 0)
Total-Above Countries	81		33411	+3.0	47	49	15175	( 48)	16518	( 52)	5	1239	( 72)	479	( 28)
	80		32430		49	50	14643	( 48)	15757	( 52)	6	1436	( 71)	595	( 29)

Source: DOT, Transportation Systems Center

See Technical Notes

**U. S. DEPARTMENT OF TRANSPORTATION**  
**RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION**  
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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 from airports.
- 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: Marjorie Saccoccio, Reports Officer, Information Management Branch, Transportation Systems Center, Kendall Square, Cambridge, MA 02142 (telephone: (617) 494-2450).
- o Suggestions from users for improving either the scope, presentation, or utility this and future releases are invited. Contact Ed Robinson, Office of International Policy and Programs (P-44), Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590.



U.S. Department of  
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# News:

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Office of Public Affairs  
Washington, D.C. 20590

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FOR RELEASE TUESDAY  
January 26, 1982

DOT 02-82  
Contact: Dennis Deuschl  
Tel.: (202) 426-3574

1981 SEAWAY TONNAGE  
TOPS 50-MILLION MARK

The Department of Transportation reported today that cargo moved through the Montreal-Lake Ontario section of the St. Lawrence Seaway during 1981 totaled 50.6-million metric tons, an increase of 2.3 percent over 1980.

Seaway cargo volume was a disappointing 49.5-million tons in 1980.

Administrator David W. Oberlin of DOT's Saint Lawrence Seaway Development Corporation said, "Our return to tonnages in the 50-million ton bracket is an encouraging sign for all concerned with Seaway Commerce. I am especially delighted to see these latest statistics reverse a three-year downward trend. The Seaway's positive performance is a significant achievement which I hope can be exceeded in 1982."

Bulk cargoes in 1981 showed a climb of nearly one percent. While grains in this category dropped by nine percent, that decline was offset by significant gains in iron ore and coal movements.

Iron ore traffic was up 18 percent mainly due to U.S. steel producers replenishing their inventories and planning for increased production after the severely depressed 1980 level of activity. Coal, which appears to be a resurging Seaway cargo, soared to an all-time high. This was because of a tremendous overseas demand for U.S. export coal, collier congestion at ports at other U.S. seacoasts, and effective promotional efforts by the Great Lakes maritime industry.

The decrease in U.S. and Canadian grains, mainly for export, reflected the effects of the Soviet grain embargo, major strikes by two Seaway labor unions and the strength of the U.S. dollar abroad.

- more -

General cargoes in 1981 climbed 30 percent--the first increase in this high-value category since 1977. While container tonnage dropped 61 percent, reflecting the absence for the first time in many years of a regularly-scheduled container line service, iron and steel imports jumped by 41 percent. The latter reflected the excess steel production capacity in world markets, the strength of the dollar overseas, and renewed confidence by European producers in the application of the U.S. trigger pricing policy on steel imports.

1981 TONNAGE MOVED THROUGH SEAWAY'S MONTREAL-LAKE ONTARIO SECTION

1981 Total Tonnage (Millions of Metric Tons)	%Increase/Decrease vs. 1980
BULK CARGO. . . . .	47.1 + 0.7
Grains. . . . .	24.5 - 8.6
Wheat. . . . .	11.9 - 13.3
Corn . . . . .	5.1 - 22.1
Soybeans . . . . .	3.0 - 4.8
Barley . . . . .	3.0 + 42.1
Iron Ore. . . . .	12.9 + 17.5
Coal. . . . .	1.7 + 645.6
Petroleum Products. . . . .	2.2 + 8.3
Government Aid. . . . .	0.2 + 44.0
Other Bulk. . . . .	5.6 - 15.3
GENERAL CARGO . . . . .	3.5 + 29.7
Iron & Steel. . . . .	3.0 + 40.8
Other General . . . . .	0.5 - 11.2
GRAND TOTAL . . . . .	50.6 + 2.3

- Notes: 1. One metric ton equals 1000 kilograms or 2,204.62 pounds.  
 2. Previous 50-million metric ton years: 1973 (52.2), 1977 (57.4), 1978 (56.9) and 1979 (55.3).

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U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
March 8, 1982

DOT 06-82  
Contact: Linda Gosden  
Dick Schoenfeld  
Tel.: (202) 426-4570

## LEWIS SAYS NEW DOT CENTERS WILL EXPAND MINORITY BUSINESS EFFORT

Secretary of Transportation Drew Lewis announced that the Department of Transportation has established a new, expanded effort to increase the participation of minority firms in DOT-funded projects.

Some 13 minority firms in ten states and the District of Columbia will receive contracts totaling \$2,165,035 to operate new Program Management Centers. The centers will provide assistance to existing and potential minority business enterprises (MBEs) — including women-owned firms — in obtaining contracts from projects funded by DOT financial assistance and direct contracting programs.

Secretary Lewis said, "We have selected the 13 consulting and accounting firms because they have fine track records as well as experience in working with minority business firms. We think they will do a good job of fulfilling the aim of the President's order to strengthen and improve minority business participation in our economy."

The Program Management Centers will seek out procurement opportunities with airport commissions, transit authorities, highway departments, state departments of transportation and in rail-related projects. The centers will also:

- = Go into minority communities to recruit qualified firms who are interested in bidding on contracts.

- = Conduct seminars to inform MBEs about opportunities, and grant recipients about qualified MBEs and when possible, obtain on-the-spot commitments for procurement opportunities.

- = Provide management and technical assistance to minority firms who need it to bid successfully on jobs. Many qualified minority firms are capable of performing jobs but may lack the expertise to prepare bids in such a way as to gain contracts.

The new centers will replace the previous local outreach centers.

The firms who will operate centers and the size of their contracts are as follows:

Kendall Square Associates, Cambridge, Mass., \$130,395; Arawak Consulting, New York City, \$183,000; I.E.S. of Texas, Dresher, Pa., \$374,966; Omega Group, Washington, D.C., \$138,020; The Washington Consulting Group, Washington, D.C., \$103,530; Garrett Sullivan Company, Durham, N.C., \$147,000;

Holland Consulting Inc., Chicago, \$322,920; Ralph C. Johnson, Kansas City, Mo., not to exceed \$135,000; Avante, San Antonio, Texas, \$132,078; Ashby, Armstrong & Johnson, Denver, \$118,933; Equivest Associates, El Monte, Calif., \$136,390; Del Green Associates, Foster City, Calif., \$123,631; and Branch, Richards & Erson, Seattle, \$120,773.

The Program Management Centers are under the authority of DOT's Office of Small and Disadvantaged Business Utilization, which also has responsibility for the Minority Business Resource Center. Dr. Melvin Humphrey is director of the office.

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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, March 15, 1982

DOT 07-82  
Contact: Dennis Deuschl  
Tel.: (202) 426-3574

## NEW SEAWAY CARGO FORECASTS TO AID IN CAPACITY PLANNING

The U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority have just concluded a new long-range study of commodity flows through the St. Lawrence Seaway that provides the agencies with valuable tonnage forecasts on which to estimate future vessel traffic capacity constraints.

Overall, the study forecasts that average annual growth from 1980 through 2000 on the combined Welland Canal and Montreal-Lake Ontario sections of the Seaway will be about two percent.

Total cargo volume through the eight-lock Canadian Welland Canal--the navigation link between Lakes Ontario and Erie--is predicted to reach 70 million metric tons by 1985, 76 million by 1990, 83 million by 1995 and 90 million by 2000. Traffic on this Seaway section last year amounted to 59 million metric tons.

Compared to annual volumes on the Welland Canal, traffic on the Seaway's Montreal-Lake Ontario section is forecasted to continue to lag by about 10 million tons. Cargo shipments for this section are expected to climb to 60 million metric tons by 1985, 67 million by 1990, 72 million by 1995, and 80 million by 2000.

The Seaway agencies expect to use the new study results to more precisely define capacity limits, to determine when and where traffic constraints can be anticipated, and to prepare alternative plans to overcome the constraints without making additional large-scale structural changes. The three major assumptions employed in the research covering the next 20 years were: no change in present lock size, no change in the length of the navigation season, and no restrictions or capacity constraints on cargo demand.

-more-

Performing the study under a one-year contract jointly funded by the Seaway agencies was the consortium of Data Resources, Inc., of Lexington, Mass., and Acres Consulting Services of Toronto, Canada.

The study details individual commodity and total system forecasts for 1985, 1990, 1995 and 2000. Base year figures represent an average annual tonnage for the 1978=80 period.

Statistics are portrayed on the basis of upbound and downbound tonnages for the two Seaway sections, and cover the major Seaway cargo categories of U.S. and Canadian grains, iron ore, steel and all other cargoes.

Two relatively new traffic flows identified were exports of U.S. coal, which are expected to stabilize at about 3 million metric tons annually, and increases in Ontario-grown export grain which is predicted to reach 2 million tons by 2000.

Although traffic is expected to grow in both directions on the Seaway, the directional imbalance of heavier downbound flows is projected to worsen due to heavier downbound grain and U.S. coal exports, and more moderate growth in offsetting upbound commodities such as iron ore from the Canadian provinces of Quebec and Labrador.

A limited number of executive summaries of the study are available at the Seaway Corporation. Single copies may be ordered by writing: Saint Lawrence Seaway Development Corporation, Room 800 W, 800 Independence Avenue, S.W., Washington, D.C. 20591.

A summary of the study's Seaway cargo forecasts follows:

TOTAL TRAFFIC (Million Metric Tons)  
Montreal-Lake Ontario (MOLO) and Welland Canal Sections

Year	Upbound (Westbound)		Downbound (Eastbound)		Total	
	MLO	Welland	MLO	Welland	MLO	Welland
1978-80*	21.20	17.80	32.50	46.10	53.70	63.90
1985	23.67	19.67	36.55	49.90	60.22	69.57
1990	25.59	21.10	41.29	54.65	66.88	75.75
1995	25.90	21.97	46.46	60.94	72.36	82.91
2000	27.79	23.69	52.34	65.96	80.13	89.65

\*Actual Average

Source: Seaway Commodity Flow Forecast 1980 to 2000 prepared by Acres Consulting Services Limited and Data Resources Inc.

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**U.S. Department of  
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# News:

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Office of Public Affairs  
Washington, D.C. 20590

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FOR RELEASE TUESDAY  
March 23, 1982

DOT 08-82  
Contact: Dennis Deuschl  
Tel.: (202) 426-3574

## ST. LAWRENCE SEAWAY SHIPPING SEASON TO OPEN ON APRIL 5

The 1982 navigation season on the St. Lawrence Seaway's Montreal-Lake Ontario and Welland Canal sections will begin April 5 at 8 a.m. (EST), according to the U.S. Saint Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada.

This year's scheduled opening of the Montreal-Lake Ontario section is the latest since April 12, 1972, and is due to prolonged winter weather conditions and thick ice throughout most of the Seaway system.

Navigation at the beginning of the 1982 shipping season will be permitted only in daylight in some areas until lighted navigation aids are all in place.

While the Seaway will be officially open, vessel transits will still be subject to weather and ice conditions.

Last year, navigation on the two Seaway sections began March 25. The shipping season on the Montreal-Lake Ontario section lasted through December 20, and the Welland Canal -- the navigation link between Lakes Ontario and Erie -- was closed December 27.

At the two U.S. locks at Massena, N.Y., extensive repairs which were begun immediately following the 1981 closing have been completed.

## ## ##



U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE THURSDAY  
April 1, 1982

DOT 09-82  
Contact: Linda Gosden  
Dick Schoenfeld  
Tel.: (202) 426-4570

COAST GUARD ROLES  
THROUGH YEAR 2000  
SUBJECT OF STUDY REPORT

Secretary of Transportation Drew Lewis has sent to Congress a 195-page report which examines the Coast Guard mission responsibilities in 14 functional areas -- from search and rescue to law enforcement to boating safety -- and makes 94 recommendations.

The Coast Guard Roles and Mission Study, just completed by an interagency study group is the first thorough review of Coast Guard mission responsibilities in 20 years.

"The Coast Guard's outstanding performance through the years has won it the respect of a broad cross-section of Americans," Secretary Lewis said. "This unit of the Department of Transportation has a great record at saving lives, protecting our maritime environment and dealing with illegal aliens and drug smugglers. In addition, the Coast Guard has a vital role in our national defense."

"Our basic conclusion," Secretary Lewis said, "is that the Coast Guard should continue to carry out its traditional responsibilities -- particularly wherever safety is concerned. It should continue, for example, as the U.S. maritime search and rescue coordinator, and as the primary Federal maritime law enforcement agency. It should continue to establish construction standards for recreational boats and related equipment, and to utilize the Auxiliary to promote boating safety. However, in each area there are recommendations for ways the jobs can be done more efficiently, more effectively or at less cost to the taxpayer."

He added that some Coast Guard activities have increased dramatically in recent years. Search and rescue activities, for example, have doubled in the past 30 years, largely as a result of the growth in recreational boating.

Extension of the fishing zone to 200 miles and the increase in drug interdiction responsibilities also added greatly to the Coast Guard's responsibilities in the 1970's. During the same period, Coast Guard activities in port and environmental safety increased significantly.

At the same time, Secretary Lewis noted, technological advances have enabled the Coast Guard to streamline operations in some areas, such as lightships and aids to navigation.

"The net result, however, has been increased demand on Coast Guard resources," Lewis said. "The Roles and Missions Study serves as the beginning in a planning process to provide overall strategies and direction for the next 20 years."

The Report assesses the changes that have occurred in the Coast Guard over the past two decades, suggests functions which should be retained by the Coast Guard, those which could be shared with others or transferred, and addresses the Coast Guard's role for the period 1984-2000.

Secretary Lewis said the report and recommendations are useful in determining which Coast Guard missions have priority, and whether other public or private sector agencies could assist.

In addition to its recommendations on search and rescue and law enforcement, the Report suggests that the states assume a larger role in recreational boating safety, that the potential for private sector contracting of aids to navigation services be explored, that the Coast Guard and the Maritime Administration work more closely together in areas such as training and licensing merchant marine personnel, that the Coast Guard Auxiliary be used to greater purpose, and that user fees be adopted to recover the costs of various vessel safety functions, waterways management, aids to navigation, routine icebreaking operations and other Coast Guard-provided services.

State and local governments should assume some Coast Guard functions, according to the Report, and the costs of some services be recovered through user fees.

The Report was submitted to the House and Senate Appropriations Committees, the Senate Commerce Committee and the House Committee on Merchant Marine and Fisheries.

The Roles and Mission Study grew out of a 1980 agreement between the Secretary of Transportation and the Commandant of the Coast Guard that such a review would be in order. The House Appropriations Committee directed that an interagency group conduct the review. The General Accounting Office, in an April 1980 appraisal of the Coast Guard's expanding role, also recommended a review.

The Report, which represents a year-long effort was produced by a group representing the Office of the Secretary of Transportation, the Office of Management and Budget, the Department of Defense and the U.S. Coast Guard.

The group worked under the direction of a Policy Committee chaired by Darrell M. Trent, Deputy Secretary of Transportation. Other members of the Committee were: Admiral John B. Hayes, Commandant of the Coast Guard; Francis J. West, Assistant Secretary of Defense for International Security Affairs; John M. Fowler, General Counsel, DOT; Judith T. Connor, Assistant Secretary for Policy and International Affairs, DOT; Donald A. Derman, Assistant Secretary for Budget and Programs, DOT; Robert L. Fairman, Assistant Secretary for Administration, DOT; and Annelise Anderson, Associate Director for Economics and Government, OMB. Raymond A. Karam, Deputy Assistant Secretary for Budget and Programs, DOT, served as Study Director; and Captain Bobby F. Hollingsworth, U.S. Coast Guard, as Study Group Chairman.

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U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
April 12, 1982

DOT 10-82  
Contact: Linda Gosden  
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## MAYER NAMED DOT AIDE FOR WESTERN STATES

Secretary of Transportation Drew Lewis has appointed Robert E. Mayer of San Mateo, Calif., to be DOT's Regional Representative for much of the Western United States.

Mayer, who has a broad background in transportation-related business, will assume his new post on April 15. Based in San Francisco, he will handle DOT matters for the Secretary in Federal Regions nine and ten. These districts include the states of Arizona, California, Hawaii, Nevada, Alaska, Idaho, Oregon, and Washington, plus Guam and American Samoa.

Mayer, who has been Executive Director of the Governmental Research Council of San Mateo County, California, succeeds Bill Royer, a former California Congressman, as Regional Representative.

Mayer was a special agent and supervisor for the Federal Bureau of Investigation before beginning a business career in the maritime industry in San Francisco. He has been Pacific Coast Sales Manager for Todd Shipyards, Vice President of States Steamship Company, President of Pacific American Steamship Association, and owned and operated his own business, Western Ceramics Supply Co.

Born in St. Paul, Minn., he attended the University of Minnesota and is a graduate of the St. Paul College of Law.

The Governmental Research Council of San Mateo County, which he headed as Executive Director, advises local governments on techniques and practices to achieve more efficiency in their operations.

Mayer and his wife, Ceil, are the parents of three daughters, Virginia Ridenor of Santa Cruz, Calif., Elaine Palmer of Lafayette, Calif., and Margaret Tillinghast of San Francisco.

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**U.S. Department of  
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# News:

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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Tuesday, April 27, 1982

DOT 13-82  
Contact: Linda Gosden  
Dick Schoenfeld  
Tel.: (202) 426-4570

## GOLDMAN, SACHS & CO. PICKED AS INVESTMENT BANKER TO AID DOT IN SALE OF CONRAIL

Secretary Drew Lewis today announced the selection of Goldman, Sachs and Co. as the investment banker to assist the Department of Transportation in the transfer of Conrail to the private sector.

Conrail (the Consolidated Rail Corporation) is the federally-owned railroad which since 1976 has provided rail service to the Northeast with government financial assistance. Under the Northeast Rail Service Act of 1981, Congress agreed to the Administration's plan to sell the railroad to the private sector and authorized the Department to retain an investment banking firm to assist in the process.

"This action continues the process of returning Conrail to the private sector," Lewis said. "We hope to turn over a profitable, going concern as we take another major step in getting the Federal government out of the business of managing railroads. With the help of Conrail Chairman Stanley Crane's management team and the assistance of rail labor, we're confident we'll achieve that goal."

The Secretary termed Goldman, Sachs "an outstanding firm with the expertise we need in corporate mergers, sales and acquisitions. It has expertise in valuation of property, the breadth of experience needed to analyze the option of a public offering, and the ability to arrange an underwriting syndicate if that alternative is chosen. It will be able to market Conrail as a business and enhance prospects for a quick and equitable transfer."

Goldman, Sachs was selected from over a dozen companies that expressed an interest to the Department to handle the Conrail transfer. Terms of the agreement with Goldman, Sachs are to be negotiated. The investment banking firm will advise the Department in the transfer process, and handle many aspects of the Conrail railroad sale. If a public offering is decided upon a group of several investment firms will be assembled to work with Goldman, Sachs because of the size and complexity of the transaction.

Conrail was formed on April 1, 1976, out of six bankrupt railroads in the Northeast and Midwest regions of the country. Primarily a freight carrier, the company has also operated some commuter train operations in the Northeast, which will soon be transferred to new operators. The government has provided financial assistance to purchase Conrail's assets, rehabilitate track and equipment and maintain service. The Railroad operates approximately 17,000 miles of track in 14 states. Since its inception, Conrail has had three profitable quarters of operation, including the last two.

Secretary Lewis said he hoped the return of Conrail to private sector ownership would come as quickly as practicable to eliminate the unnecessary presence of the Federal government in the rail freight industry. "We're delighted with the choice of Goldman, Sachs," said Lewis. "We devoted considerable time to discussing the various options and reviewing the proposals in detail. Goldman, Sachs will work closely with the Department and with Conrail to pursue our common goal of a private sector transfer."

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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, May 3, 1982

DOT 14-82  
Contact: Linda Gosden  
Dick Schoenfeld  
Tel.: (202) 426-4570

## U.S. AND EUROPEAN CONFERENCE AGREE ON FLEXIBLE AIR FARES

Deputy Secretary of Transportation Darrell M. Trent today announced that the United States and members of the European Civil Aviation Conference (ECAC) have agreed on a multilateral civil aviation pricing arrangement. Trent served as chairman of the U.S. delegation to the Conference.

The Memorandum of Understanding permits the airlines to set international fares within specified "zones" without further government approval.

Under the agreement, economy fares can range 20 percent above or below specified reference fare levels set forth in the agreement. In general, discount fares can be set 30 percent below the economy level, with "deep discount" fares permissible at 40 percent below the reference fare.

"This agreement provides the fare flexibility called for in today's international aviation market," Trent said.

The agreement will go into effect July 1, 1982, if confirmed by the governments signing the accord. It will displace the necessity for the governments involved to approve individual fare proposals. Within the zones prescribed in the agreement, fare approval is automatic.

"This multilateral approach by civil aviation authorities to airline pricing is a unique development in the history of international aviation relations," said Eric Willoch, President of ECAC and chairman of the European delegation, at the successful conclusion of the negotiations on May 2. "It will provide greater airline freedom for responsible marketing decisions. It should thus provide a stable framework for the airlines to respond more readily to the needs of the traveling public, while contributing to a more viable air transport system on the North Atlantic. We look forward to the continued expansion of air services under the cooperative agreement covered by this Memorandum of Understanding."

Trent said that he was "very encouraged by the broad-based support for the agreement he had found among the European countries.

"We expect the carriers to make maximum use of the flexibility provided by the agreement to offer a broader range of fares to the public and to create a more predictable and stable aviation relationship between the United States and the member countries of ECAC," Mr. Trent said.

The European member countries signing the agreement, pending final approval of their governments, were: Belgium, Federal Republic of Germany, Greece, Ireland, Italy, The Netherlands, Portugal, Spain, and the United Kingdom. It is expected that Yugoslavia will sign the agreement. France and Switzerland expressed their support. Approval by all the countries participating in the negotiations is expected by the final response date, June 15, Trent said.

The U.S. delegation included representatives from the Departments of State, Justice and Transportation, the Civil Aeronautics Board, the Council of Economic Advisors and the airline industry.

The agreement runs for a period of six months pending further approval on a permanent basis.

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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, May 4, 1982

DOT 16-82  
Contact: Linda Gosden  
Tom Blank  
Tel.: (202) 426-4570

## AIRLINES AFFORDED GREATER ABILITY TO TRANSFER SLOTS

The Department of Transportation today announced that it will not oppose the requests of the nation's airlines for greater ability to transfer "slots" among themselves to permit increased flexibility in scheduling.

Under the 30-day experimental program, airlines will be permitted to transfer slots as they choose.

"We are including more carrier discretion under the interim operation plan," Secretary Drew Lewis said. "We believe the air carriers should have the maximum opportunity possible to manage their own operations."

The slot allocation system was established by the Federal Aviation Administration following the strike last August by members of the Professional Air Traffic Controllers Organization (PATCO), as a means of assuring the safe and efficient flow of air traffic under reduced capacity conditions.

This process limits the number of flights permissible at the 22 busiest U.S. airports and through the 20 air-route traffic control centers handling inter-city air traffic. The number of "slots" -- arrivals as well as en route operations -- has been limited to about 85 percent of pre-strike capacity.

Today's announcement eliminates all FAA restrictions on the transfer of slots among carriers, except for the following conditions:

1. Any transferred slot must come from a carrier's current operations. An airline cannot trade a slot it doesn't have but expects to get.

2. Carriers involved in a transfer must have that transaction verified by FAA.
3. Slot transfers will be placed on the public record with the CAB.
4. New entrants will lose their added capacity priority if the effect of a transfer is to reduce the number of slots allocated to them.
5. Carriers allocated slots on the basis of essential air service cannot reduce their number of slots through transfers.

Secretary Lewis said that the net effect of transfer flexibility should be better service to the public.

"Carriers are going to seek their own economic advantage in transferring slots," Lewis said. "No airline is going to acquire a slot or give one up unless that action strengthens that carrier's market position."

Neither the prior slot allocation system nor the plan announced today allows individual carriers to "hoard" slots.

"There's a 'use or lose' requirement," Lewis said. "The FAA can reclaim any slots not being used."

The 30-day program announced today does not affect the future allocation of slots under the FAA's slot allocation regulation (SFAR 44-3).

The FAA expects to reach the 90 percent capacity level by September 1982, and to return to pre-strike levels by the summer of 1983.

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Office of Public Affairs  
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FOR IMMEDIATE RELEASE  
Thursday, May 13, 1982

DOT 17-82  
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## DOT SENDS CONGRESS REPORT ON HIGHWAY COST ALLOCATION

By 1985, when highway rehabilitation and reconstruction will be the most important cost factor, automobiles generally will pay their fair share of highway costs while the heaviest combination trucks will pay substantially less than their share under the existing highway user charge system, Secretary of Transportation Drew Lewis said today.

The finding was contained in the final report of the Federal Highway Cost Allocation Study, which the Secretary submitted to Congress today.

The report, the first highway cost allocation study since 1965, is part of a comprehensive study mandated by Congress in 1978. The report comes at a time when the federal emphasis is shifting from the building of new facilities toward the rehabilitation of existing highways.

The report includes (1) an allocation of costs among the various highway vehicle classes responsible for the costs, and (2) an assessment of the current federal user charges and recommendations on how to make them more equitable.

Among the report's findings and recommendations are:

-- In 1985, when the current system of user fees will generate about \$7.3 billion, automobiles under the current system generally will pay 100 percent of their cost responsibility; pickup trucks and vans 110 percent; other single unit trucks 200 percent; combination (single and double trailer) trucks of less than 70,000 pounds registered gross weight 125 percent; and combination trucks over 70,000 pounds 65 percent.

- more -

-- User charge rates should be graduated more heavily according to truck weight, because the greater a truck's weight the higher its cost responsibility. While the cost allocation study does not recommend a single new user charge structure or a target revenue level, it does present several options showing more equitable user proposals.

-- To simplify the user charge structure, Congress should consider dropping the excise taxes on lubricating oil and tire tubes. Any loss of revenue could be recovered through other excise taxes.

-- Congress should consider removing the sales tax and the taxes on parts and accessories from lighter trucks in order to relieve the burden on those small vehicles that are overpaying their fair share.

-- The present annual heavy vehicle use fee should be graduated according to truck weight, so that heavier trucks would pay more of their cost responsibility.

Cost Assignment Methods--Previous studies in 1961 and 1965 assigned costs on the basis of added design features of new facilities. The new study used an updated method of this kind and a separate method assigning the cost of rehabilitating existing facilities--highways and bridges--to various vehicle classes. The study addresses pavement rehabilitation costs since they will be the most important component of capital cost in the 1980s.

Cost Share/Vehicle Class--For 1985, the study found automobiles will be responsible for 40 percent of the total federal highway program cost, pickups and vans 17 percent, other single unit trucks 8 percent, combination trucks 33 percent, and other vehicles 2 percent.

Attributable/Residual--Some 53 percent of federal capital costs were found to be attributable to characteristics of vehicle classes such as length, width, horsepower, weight, etc. The remaining 47 per cent were judged to be residual or common costs. Attributable costs were assigned to specific classes of vehicles on the basis of the extra design requirements for new facilities and additional deterioration imposed on existing highways by specific types of vehicles. Residual costs were assigned to classes on the basis of vehicle miles traveled.

Highway Monitoring -- A long term monitoring program to collect better information to determine precisely the effect of each class of vehicles on pavement and bridge deterioration is suggested and has been started on a pilot basis.

In a related effort, the Department of the Treasury is completing a companion study on the administration of the tax structure.

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FOR IMMEDIATE RELEASE  
Friday, May 14, 1982

DOT 18-82  
Contact: Linda Gosden  
Dick Schoenfeld  
Tel.: (202) 426-4570

## DOT PROPOSES COST RECOVERY PROGRAM FOR COAST GUARD

Secretary of Transportation Drew Lewis today submitted to Congress proposed legislation which would authorize the Coast Guard to recover the cost of many Coast Guard services to users through a system of user fees.

Lewis said that the basic purpose of the legislation is to relieve the general taxpayer of these operating costs, and shift them to the specific waterways users who directly benefit from each service.

"User fees are a widely accepted, equitable means for financing public programs and services" Lewis said. "For many years, they have been the principal means of financing other transportation programs such as the Federal Aid Highway program and airport and airways development."

Lewis said "this proposal is significantly changed from the initial version of last year. There are many revisions which reflect the results of an extensive public review and comment process which the Department conducted over the last several months."

Services for which costs would be recovered in whole or in part include short range aids to navigation, radio navigation systems, port safety and security, recreational boating safety, commercial vessel safety and documentation, some domestic icebreaking services and marine environmental protection.

In a major change from earlier proposals, search and rescue operations dealing with life threatening incidents have been eliminated from cost recovery. Much smaller annual fees are proposed for recreational boaters to cover the cost of non life threatening incidents such as boaters out of gas or stuck on sandbars.

Secretary Lewis pointed out other major revisions affecting recreational boaters. Fees would not apply to any boats which are used in waters solely under state jurisdiction, such as the many thousands of lakes and rivers across the country.

No recreational boats under 20 feet in length would be affected, and the annual fee for boats of 20 to 26 feet would be about \$25.

Other fees would be authorized for commercial vessels, both U.S. and foreign flag operating in international trade, and for vessels, tugs and barges in domestic and inland waters. Special fees have been developed relating to mobile drilling operations and shore based facilities where safety and marine environmental protection inspections are conducted.

Fees for commercial fishing vessels have been sharply reduced because of the economic impact of earlier proposals. In addition, a new category was established for smaller vessels under five gross tons. The lowest fee of \$290 per year would be sought for these vessels.

Direct charges are also planned for vessel documentation, measurement and inspection, and Coast Guard licensing and certification of maritime personnel.

In total, the proposed user fee system would expect to recover about \$440 million per year from these operations, which directly serve the marine users. This represents about 30 percent of the Coast Guard's annual operating budget, or 21 percent of its total budget. Most Coast Guard activities which are not related directly to specific user groups are not affected. This includes enforcement of laws and treaties, marine sciences research, military readiness, polar operations, or any of the costs of procuring capital equipment and facilities, or for retirement pay or reserve affairs.

The proposed legislation would treat the fees as proprietary receipts for the Department of Transportation to help defray the costs of Coast Guard services.

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# News:

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FOR IMMEDIATE RELEASE  
Friday, May 21, 1982

DOT 20-82  
Contact: Linda Gosden  
Dick Schoenfeld  
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## DOT REPORTS U.S. AUTO INDUSTRY MADE SIGNIFICANT PROGRESS IN 1981 CUTTING COSTS, IMPROVING PRODUCT

Secretary of Transportation Drew Lewis today said that despite a poor sales year in 1981, the U.S. automobile industry made significant progress in cutting costs and improving its plant and product.

Ford, Chrysler and American Motors were able to generate more than \$200 million for plant and retooling investment because of initiatives in the President's Economic Recovery Tax Act, the Secretary said.

Other major Presidential initiatives targeted at helping the automobile industry were 34 specific actions to reduce regulatory burden. Action was completed on 17 of these in 1981, six more have been implemented in 1982 and the remainder are expected to be completed by the end of the year.

Secretary Lewis' assessment of the U.S. automobile industry came in a report to Congress. Such a review is required under the 1979 Chrysler Corporation Loan Guarantee Act.

The report noted that sales of domestic-built cars and trucks were down 6.2 percent from 1980, itself a poor year, and down 31 percent from the peak year of 1978. One out of every four vehicles bought in the U.S. last year was imported. But industry losses were cut to \$1.3 billion from the unprecedented \$4.2 billion recorded in 1980. Most importantly, the funds generated by operations more than doubled from \$2.7 billion in 1980 to \$5.7 billion in 1981.

Plant and tooling investment amounted to \$13.2 billion in 1981, an increase of \$1.5 billion over 1980.

The report said the auto industry has invested more than \$43 billion over the last four years in changing its product and improving manufacturing efficiency since public demand for smaller, more fuel efficient vehicles mushroomed.

- more -

Total passenger car sales in the U.S. in 1981 were 8.5 million. Imports accounted for 2.3 million of this total. Of the two million light trucks sold last year, almost 450,000 were imports.

To deal with cash flow problems and reduce operating costs, the report said manufacturers have consolidated plant operations, closed down excess capacity, laid off blue collar and white collar employees, shortened supply lines to save transportation costs, and begun steps to increase productivity.

The Secretary noted that a similar report in 1981 had said difficulties of the automobile industry could not be laid entirely on a capricious market.

Last year's report also pointed out that foreign manufacturers had the plant and experience to build the small vehicles the U.S. consumer began to prefer in overwhelming numbers.

It added that Japanese auto manufacturers enjoyed an average cost advantage of \$1,000 to \$1,500 per vehicle in 1980 because of lower labor wage rates, the ability to build the vehicle with fewer workers, less worker absenteeism, lower-cost steel, and superior quality control systems.

Assessing the future of the U.S. automobile industry, this year's report said that in the near term, prospects will depend on the timing and strength of the auto sales recovery that will accompany the expected economic turnaround.

But the industry is in a good position to take advantage of an improving market, the report said, because of its continuing cost-cutting and a new climate of labor-management cooperation.

In the longer term, the industry faces the challenge of becoming more cost competitive with foreign manufacturers. The report said the advantage held by the Japanese on production costs has to be overcome if the U.S. car-makers are to compete successfully in world markets, and combat further foreign penetration in the domestic market. It noted U.S. built vehicles are already technically competitive in terms of performance and scheduled maintenance and that manufacturers are already instituting techniques aimed at improving manufacturing efficiency and quality.

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FOR RELEASE THURSDAY  
JUNE 3, 1982

DOT 22-81  
Contact: Linda Gosden  
Dick Schoenfeld  
Tel: (202) 426-4570

## DOT INSPECTOR GENERAL REPORTS SAVINGS OF \$518 MILLION

The Department of Transportation achieved measurable savings of \$518 million through audits and investigations in the six month period ending March 31, 1982, Secretary of Transportation Drew Lewis said today.

Investigations into bidrigging in DOT-funded highway construction projects during the period resulted in 60 indictments, 38 convictions, the imposition of \$3.5 million in fines, and debarment of 18 companies and individuals from bidding on DOT-funded projects, the Secretary said.

The information was contained in the DOT Inspector General's semi-annual report to the Congress. The total savings includes:

-- Audit savings of \$456 million in recaptured and reprogrammed funds from unused obligations and reduction or elimination of payments and costs that otherwise would have been paid by the government.

-- Some \$54 million in audit savings as a result of costs questioned as ineligible under grant or contract provisions or inconsistent with legal requirements.

-- About \$7.5 million in fines imposed (including the \$3.5 million mentioned above), civil judgments, court and administrative restitutions, and costs avoided.

(more)

The Inspector General conducts grant audits, internal reviews of DOT programs and functions, and audits of contract and procurement assistance.

Since early 1980, the Inspector General's staff has worked closely with the Department of Justice Antitrust Division in bidrigging investigations, which have become one of the Inspector General's high-priority efforts.

Since the DOT began investigations of bidrigging, bid prices have declined nationally as compared with engineering estimates. In South Carolina, Virginia and Texas--states where DOT investigations have been concentrated--the cost of contract awards (as compared with estimates) declined noticeably between Fiscal 1979 and Fiscal 1981, the report said.

Since 1980, joint DOT/Justice investigations, mainly of DOT-funded highway construction projects, in 9 states have resulted in 134 indictments, 99 convictions (46 corporations and 53 individuals), \$9.9 million in fines, prison sentences totaling 29 years, and debarment of 52 firms and individuals.

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FOR RELEASE FRIDAY  
June 4, 1982

DOT 21-82  
Contact: Dennis Deuschl  
Tel.: (202) 426-3574

## GREAT LAKES PORTS SHOW CARGO INCREASE

United States Great Lakes ports during 1981 handled exports of 43.4 million tons of cargo valued at \$4.1 billion, and imports of 19.6 million tons of cargo valued at \$2.5 billion, according to a report just released by the Department of Transportation's Saint Lawrence Seaway Development Corporation.

Compared to the previous year, the volume and value of overseas and Canadian waterborne trade was up 3.9 percent and 2.1 percent, respectively.

Excluding Canadian trade routes, the report indicates that the major overseas areas for last year's U.S. Great Lakes exports were: Bayonne (France)/Hamburg (West Germany); Mediterranean/Black Sea; and Portugal/Spanish Atlantic. Leading overseas areas for 1981 U.S. Great Lakes imports were Bayonne/Hamburg, Far East/North and United Kingdom/Eire.

These data and more are contained in the 1981 edition of the "U.S. Great Lakes Ports Statistics for Overseas and Canadian Waterborne Commerce." The latest edition of this annual report details port, commodity and trade route statistics for the fourth quarter of last year, as well as for the period of March through December 1981. All information is based on U.S. Census Bureau data.

The report is divided into these three sections: (1) commodity movements by foreign trade area and country of origin/destination by each U.S. Great Lakes port; (2) individual port activities by commodity; and (3) movements for all U.S. Great Lakes ports by foreign trade area and country of origin/destination.

Data commodities include dollar values, weights in short tons, and percentages of movements by liner, tramp or tanker services.

Copies of the report are now on sale at the National Technical Information Service (NTIS). The price is \$33 for each printed copy and \$4 for each microfiche copy. Copies of the report (#PB-82-206622) may be obtained by writing: NTIS, U.S. Department of Commerce, Springfield, Virginia 22161.

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