



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
April 5, 1989

DOT 36-89
Contact: Bill Mosley
Tel: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

Consumer complaints against the nation's largest airlines showed marked declines in March and the first quarter of 1989, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer report, said that consumers registered 970 complaints in March 1989, a 63 percent decline from the 2,651 complaints reported in March 1988. This also represented a 15 percent decline in complaints from the 1,138 reported in February 1989. Complaints for the first quarter of 1989 totaled 3,207, compared to the 8,633 total for the first quarter of 1988.

The 13 largest domestic carriers reported that 72.4 percent of their flights operated on time in February, compared to 76.7 percent in January and 74.7 in February 1988. The Department said February's increase in delays was due largely to winter weather conditions. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the carriers in February declined, averaging 7.36 reports per 1,000 passengers compared to 7.86 percent in January and 8.75 in February 1988.

The Department again reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete computer printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
April 6, 1989

DOT 37-89
Contact: Bob Marx
Tel.: (202) 366-5580

SKINNER STRESSES NEED FOR OIL SPILL LIABILITY LEGISLATION

Secretary of Transportation Samuel K. Skinner today stressed the urgency of action on legislation to set up a comprehensive liability and compensation system for oil pollution damage caused by spills from vessels and other sources.

Testifying at hearings on the Alaska oil spill before the Senate Commerce, Science and Transportation Committee, and the House Coast Guard and Navigation subcommittee, Skinner said, "It is time to reassess the need for comprehensive oil spill liability and compensation legislation. The Bush Administration commits its resources to working with Congress on responsible legislation as rapidly as possible." The Secretary noted that the House passed a sound bill in the 99th Congress which the Senate failed to act upon.

In discussing the oil spill caused by the grounding of the tanker Exxon Valdez, the Secretary said that while he was satisfied with the Coast Guard response, "I think any situation such as this calls on us to assess our contingency plans and update them accordingly.

"The Valdez spill illustrates dramatically the vulnerability of our coasts and rivers to the continuing threat of oil pollution. In this case the spiller -- Exxon -- has stated that it takes responsibility for clean up and damages and they have the financial resources to do the job. But if the spill were from a foreign flag tanker not carrying Alaska oil, and whose owner had few other resources, there would be no means under current law to assure that damage costs are met. Clearly, an alternative is needed."

Skinner noted that Congress has passed legislation authorizing access to the National Driver Register by the Federal Aviation Administration to check for possible drunk driving convictions of airmen and by railroads for hiring locomotive engineers. He said DOT is considering whether such legislation can be usefully extended to the Coast Guard certification process for licensed seamen.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
April 19, 1989

DOT 40-89
Contact: Bill Mosley
Tel: (202) 366-5571

SKINNER SAYS ALASKA OIL SPILL CONTINGENCY PLAN INADEQUATE

The oil spill contingency plan for Alaska's Prince William Sound was inadequate to deal with the March 24 Exxon Valdez spill, Secretary of Transportation Samuel Skinner told a Senate subcommittee today.

The contingency plan for Prince William Sound "was based on a maximum probable spill of 74,000 barrels of oil," Skinner said. "The spill that occurred was more than three times that amount. Furthermore, containment efforts were hampered by the rapidity with which the oil poured into the water, the remoteness of the location and the fact that it occurred in the middle of the night, as well as by deficiencies in the plan and its implementation."

In testimony before the Senate Environment and Public Works Subcommittee on Environmental Protection, Skinner also said that the Department of Transportation is preparing a report to the President, to be completed within the next few weeks, identifying what went wrong.

"We must be assured that whenever there is the potential for an oil spill, there will be a plan in place with an adequate capacity for a timely response," Skinner said.

He added that the President had directed the National Response Team, co-chaired by the United States Coast Guard and the Environmental Protection Agency, to undertake a review of contingency plans nationwide.

Skinner said the Department would propose legislation giving the Coast Guard access to the National Driver Register for use in certifying licensed seamen and authorizing the Coast Guard to initiate proceedings to suspend or revoke a mariner's license for misconduct involving abuse of alcohol while operating a motor vehicle. He said the Department would consider upgrading the Vessel Traffic Separation System (VTS) to add coverage and place all tankers operating between Valdez and the Hinchinbrook Island under the positive control of the VTS. He also said the Department would submit to Congress comprehensive oil spill liability and compensation legislation.

"Addressing the immediate deficiencies that resulted in the problem and strengthening and tightening federal regulation and oversight in the area is not enough," Skinner said. "We cannot allow the restoration of our marine environment and the compensation of our citizens to depend upon luck."

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The Secretary also called for ratification of pending international oil pollution liability and compensation treaties. He noted that the United States was a leader in the development of those agreements, which would provide up to \$260 million for a spill such as the Exxon Valdez. The agreements would protect against a spill where the tanker is foreign-flagged and unreachable in U.S. courts, or the owner has few assets, and thus the cleanup and damages costs would be uncompensated or fall to U.S. taxpayers.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, April 20, 1989

DOT 42-89
Contact: Catherine Bedell
Tel.: (202) 366-4531

SENATE CONFIRMS CHAO TO BE DEPUTY SECRETARY OF TRANSPORTATION

Elaine Lan Chao was unanimously confirmed by the United States Senate April 19 to be the 11th Deputy Secretary of Transportation. Upon her swearing-in, Ms. Chao will become the highest ranking Asian-American to serve in the executive branch.

Prior to her confirmation, Ms. Chao was Chairman of the Federal Maritime Commission in Washington, D.C. From 1986-1988, she was Deputy Administrator of the Maritime Administration. She was Vice President of Syndications for BankAmerica Capital Markets Group in San Francisco, California from 1984-1986. Ms. Chao was a White House Fellow in the Office of Policy Development at the White House from 1983-1984. From 1979-1983, she was a banker with Citibank, N.A. in New York City.

Ms. Chao was graduated from Mount Holyoke College and Harvard University Graduate School of Business Administration. Ms. Chao has lived in New York and California and currently resides in Washington, D.C.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
April 21, 1989

DOT 43-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

ALOHA FLIGHT CREW RECEIVES AERO CLUB AWARD FROM SKINNER

Secretary of Transportation Samuel K. Skinner today presented the Aviation Achievement Award of the Aero Club of Washington to the pilot and crew of Aloha Airlines Flight 243, which lost an 18-foot section of its fuselage on a flight near Hawaii on April 28, 1988.

Skinner said the award was given to the crew "for the extraordinary airmanship and courage they displayed last year in landing their severely damaged aircraft."

Those receiving awards included Captain Robert Schornstheimer, First officer Madeline "Mimi" Tompkins (who is now a captain), and two flight attendants, Michelle Honda and Jane Sato-Tomita.

The award was also presented posthumously to Clarabelle Lansing, the flight attendant who lost her life in the tragic incident.

In presenting the award, Skinner said, the incident "could have been even more tragic," but that Captain Schornstheimer and Co-pilot Tompkins "kept their calm during the 10 terror-filled minutes" before they were able to land the Boeing 737 safely in Maui.

The award is designed to honor a person or persons who have performed an extraordinary feat that brought great credit upon themselves and, in so doing, promoted the ideals of American aviation.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
April 21, 1989

DOT 44-89
Contact: Hal Paris
Tel.: (202) 366-5571

THOUSANDS USING DOT SERVICES TO AID CONSUMERS

Thousands of consumers are taking advantage of the Department's programs to provide information and assistance on transportation-related issues ranging from complaints against the airlines to motor vehicle recalls, Secretary of Transportation Samuel K. Skinner said today.

"The Department's Consumer Affairs Office handled more than 26,500 complaints and inquiries concerning airline service alone last year. Whether they write or phone, our goal is to give consumers the attention they deserve," the Secretary said in commemorating National Consumer Week, April 23-29.

A number of the Department's operating Administrations offer "Hotlines," which are ready to provide information on questions consumers have on possible safety defects in cars and boats, among other subjects.

The majority of complaints received on airline service concerned flight problems, baggage and refunds. A flight problem may involve a flight cancellation or delay. Flight problems amounted to 39 percent of the total complaints, baggage, 19 percent, and refunds, 9 percent. Others included being bumped from a flight, fares, ticketing and reservations.

Consumers with an airline service complaint are encouraged to first contact the airline to resolve any problem. In most cases, this action proves successful. Should they still be dissatisfied, they can call the Consumer Affairs Office at (202) 366-2220 or write to Consumer Affairs Division, Department of Transportation, I-25, Washington, D.C. 20590. Those who write should include a daytime telephone number. In addition, the office offers a guide to travelers called "Fly Rights." The booklet describes air travelers' rights and provides useful tips to persons planning to travel by air. Single copies are available for \$1.00 from the Consumer Information Center, Department 156T, Pueblo, Colo. 81009.

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Other consumer resources offered by the Department of Transportation include:

-- The National Highway Traffic Safety Administration operates a toll-free Auto Safety Hotline that consumers may call at (800) 424-9393 (366-0123 in the Washington D.C. area) to receive information and materials regarding a variety of safety-related topics, including: safety tips for older drivers, automatic crash protection, school bus safety, transporting your child safely, crash test results, fuel economy ratings, insurance discounts and odometer fraud. Consumers may also report auto safety problems and obtain defect and recall information from the Hotline. The Hotline operates from 8:00 a.m. to 4:00 p.m. Eastern Standard Time.

-- The Coast Guard operates a Boating Safety Hotline, which can provide consumers with safety recall information on individual model recreational boats and receive reports from owners concerning possible safety defects in their boats. The Hotline operator can answer questions about boating safety matters, and may often be able to send callers pamphlets, consumer fact sheets, or other written material in response to questions. The toll free number is 800-368-5647 (267-0780 in the Washington D.C. area).

-- The Coast Guard also operates two other Hotlines. The Marine Safety "Alert" (800-323-SAFE) takes reports of possible unsafe conditions onboard U.S. merchant vessels. Designed primarily to receive reports from personnel who work on merchant vessels, the Hotline will also accept reports from passengers traveling on U.S. commercial vessels (for example scuba diving boats, or excursion and sight-seeing vessels). It operates 24 hours a day, seven days a week. In the Washington, D.C. area, the number to call is 267-2100. The Oil and Chemical Spill Hotline (800-424-8802) takes reports of oil, gas and hazardous chemical spills that occur anywhere in the United States, either on land or in the water. It operates 24 hours a day. (In the Washington, D.C. area the number to call is 267-2100.)

-- The Federal Aviation Administration consumer Hotline (800-FAA-SURE) operates in all 50 states and the District of Columbia. Hours of operation are 8:00 a.m. to 4:00 p.m. Eastern Standard Time during regular business days. FAA can only respond to calls within its purview, such as problems involving carry-on baggage, airport security procedures, child safety seats, or user services provided by the agency. In the Washington, D.C., area, the number to call is 267-8592.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 3, 1989

DOT 47-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

Consumer complaints against the nation's airlines continued to decline in April, the Department of Transportation said today in releasing its monthly Air Travel Consumer Report.

Complaints to the Department against the industry dipped to 933 in April, a 4 percent decline from the 970 complaints in March, and a 56 percent decline from the 2,100 complaints reported in April 1988.

Meanwhile, the 12 largest domestic carriers reported that 72.3 percent of their flights operated on time in March, virtually unchanged from the 72.4 percent on-time performance reported in February. In compiling the data, delays caused by mechanical problems are not counted.

The Department said flight data from Eastern Air Lines were not included in the monthly report due to the strike against the carrier.

Mishandled baggage reports filed against the carriers in March showed a slight increase, averaging 7.53 reports per 1,000 passengers compared to 7.36 in February.

Consumers who want on-time performance data for specific flights can obtain such information by calling their airline ticket offices or their travel agents.

While DOT only summarizes flight data in its monthly report, it also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the Department's headquarters building at 400 Seventh Street, S.W., Washington D.C. Computer tapes (\$150 per tape reel), containing all flight information, and a complete computer printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 10, 1989

DOT 48-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

UNITED 811 CREW HONORED FOR HEROISM IN RETURN OF DAMAGED 747

The flight crew and flight attendants who showed extraordinary skill and leadership in bringing a badly damaged 747 back for a safe landing were honored as heroes today by Secretary of Transportation Samuel K. Skinner.

On Feb. 24, shortly after United Airlines Flight 811 took off from Honolulu, a cargo door blew open and was torn off, pulling adjacent upper sections with it. A large hole was opened in the fuselage and nine passengers were swept out to their deaths. Only two engines on one wing were operating.

Skinner presented the Department of Transportation's Award for Heroism to Capt. David Cronin, of Incline Village, Nev., First Officer Gregory Slader, of Langley, Va., Second Officer Randal Thomas, Albany, Ind., and to 16 flight attendants.

The awards were presented at a ceremony in the FAA building auditorium attended by officials of United Airlines, the Air Line Pilots Association, and the Association of Flight Attendants.

The Secretary said, "Captain Cronin and his flight crew displayed superb airmanship and great courage in acting quickly and making a series of critical decisions which enabled them to bring the jumbo jet back to Honolulu for a landing.

"Because of the gaping hole in the fuselage, the flight attendants were faced with a difficult situation. Deafening hurricane winds swept through the cabin, collapsing ceiling panels and sending debris swirling through the interior. The flight attendants quickly implemented emergency procedures, fastening life vests onto passengers and reassuring them."

The flight attendants who received heroism awards included Laura Brentlinger, Honolulu; Sarah Shanahan, Kailua, Hawaii; Darrell Blankenship, Seattle; John Horita, Hilo, Hawaii; Mae Sapolu, Honolulu; Sharol Preston, Honolulu; Robyn Nakamoto, Aiea,

(more)

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Hawaii; Edward Lythgoe, Kailua-Kona, Hawaii; Linda Shirley, San Francisco; Richard Lam, Haleiwa, Hawaii; Tina Blundy, Honolulu; Jean Nakayama, Honolulu; Ilona Benoit, Honolulu; Curtis Christensen, San Francisco; Ricky Umehira, Honolulu; and Leonard Jenkins, Denver.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, May 10, 1989

DOT 49-89
Contact: Bill Mosley
Tel.: (202) 366-5571

STATEMENT OF U.S. INTERNATIONAL AIR CARGO POLICY RELEASED

The principal aims of U.S. international air cargo policy were spelled out today in a statement released jointly by the Department of Transportation and the Department of State.

"This is the first statement of U.S. international air cargo policy," Secretary of Transportation Samuel Skinner said. "It will serve as a guide to our negotiators, as well as send a clear indication of our views to other governments."

The policy statement is the result of more than three years of work by DOT, the Department of State and the Congress. The air cargo industry also participated in the development of the policy.

According to the statement, the main goals of U.S. air cargo policy are to ensure the provision of efficient, competitive air transport services for U.S. shippers and to seek expansion of opportunities for the U.S. international air cargo industry.

The U.S. seeks to achieve the following specific objectives for cargo services: freedom of carrier entry, routing flexibility, pricing freedom, the elimination of restrictions on frequency and capacity, an efficient environment for movement and storage of cargo on the ground, broad intermodal rights and the elimination of discriminatory practices.

The statement sets out guidelines to be followed by U.S. negotiators, such as insuring the comparability of air cargo opportunities granted to a foreign country with those available to U.S. interests in that country, and the consideration of public interest factors. It calls for specific treatment of cargo issues and a flexible posture in negotiations involving both cargo and passenger services. It also stresses the need for prompt resolution of problems arising from foreign regulations that impede a carrier's operations on the ground.

A study of the international air cargo industry, released by the Departments of Transportation and State in April 1988, formed the basis for the development of the policy statement.

The statement will be published in the Federal Register.

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U.S. Department of
Transportation

News:

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 11, 1989

DOT 50-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TESTIFIES ON ADMINISTRATION'S OIL POLLUTION LIABILITY LEGISLATION

Secretary of Transportation Samuel K. Skinner today submitted to Congress proposed Administration legislation that would set up a comprehensive liability and compensation system for oil pollution damage caused by spills from tankers and other sources. Skinner said, "The bill dramatically enhances our ability to compensate victims of major oil spills and to restore our fragile environment."

Testifying before the House Subcommittee on Coast Guard and Navigation of the Committee on Merchant Marine and Fisheries, Skinner said, "This proposed bill is in accord with the President's commitment to protect the environment. It assures adequate funding to clean up any future oil spill, to restore damaged natural resources, and provide compensation to damaged parties."

According to Skinner, the Comprehensive Oil Pollution Liability and Compensation Act of 1989 would consolidate existing programs into a uniform system that would eliminate gaps and inconsistencies in coverage. It would apply to oil spills from ocean-going tankers and from barges operating on inland waterways. Spills from on-shore facilities, such as oil terminals, and from outer continental shelf oil platforms would also be covered.

In the event of an oil spill, the first level of responsibility would be the vessel or facility owner. Tanker owners would be liable for cleanup costs and damages of \$500 per gross ton, with a minimum of \$5 million and a maximum of \$78 million. Outer continental shelf operators are included for a maximum liability of \$75 million. Deepwater ports are included as well.

To cover cleanup costs and damages in excess of the spiller's liability limits, an Oil Pollution Liability Trust Fund would be established. This fund would be financed by a fee of 1.3 cents per barrel on domestic as well as imported oil. Collection of this fee is already authorized under provisions of the 1986 Omnibus Budget Reconciliation Act, and the Administration bill would simply extend collection of the fee for a total of five years after the effective date of the bill.

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Total payments from the fund would usually be limited to \$500 million per incident. However, the President could waive that limitation if warranted in any particular case. The bill would become effective 30 days after passage by the Congress; the program would be administered by the Coast Guard.

The Administration bill would also provide for U.S. implementation of two international Protocols that establish a similar liability and compensation system worldwide. The Protocols were negotiated in 1984 with strong U.S. influence and were submitted by President Reagan to the Senate in 1985 for advice and consent to ratification. The Protocols offer important protection for U.S. citizens against spills from foreign tankers.

The Administration bill differs from other bills which have been proposed in the House in several significant ways. First, it provides a higher level of vessel liability -- \$78 million. It provides for the payment above \$500 million per incident if determined necessary by the President. It also preserves the right of damaged parties to sue under state law for economic losses above the spillers' liability limits, establishes improved enforcement provisions under the Clean Water Act, and authorizes a civil penalty up to \$10 million where natural resources are destroyed and cannot be restored or replaced.

"I look forward to working with Congress to obtain early action on this important legislation," Skinner said.

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U.S. Department of
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Office of the Secretary
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Transportation Facts

Office of Public Affairs

May 11, 1989

SUBJECT: OIL POLLUTION LIABILITY

GENERAL INFORMATION:

Transportation Secretary Samuel K. Skinner has submitted legislation on behalf of the Bush Administration to improve the funding for cleanup and damages resulting from oil pollution incidents.

The Comprehensive Oil Pollution Liability and Compensation Act of 1989 will establish a comprehensive system of liability for parties responsible for spills, backed up by a fund to cover additional costs.

THE MAJOR HIGHLIGHTS OF THIS LEGISLATION:

o Would establish clear first tier liability beginning with the vessel, terminal, deep water port or outer continental shelf rig owner. Tanker owners liability would be \$500 per gross ton up to a maximum of \$78 million. Operators of facilities such as outer continental shelf oil platforms would be generally liable for \$75 million.

o This liability would cover cleanup costs, restoration of damaged natural resources, and damages to third parties such as fishermen.

o Would provide an additional \$500 million per incident above the responsible parties' insured amount for cleanup and restoration of damaged natural resources.

o Funds for these payments would come from an Oil Spill Liability Trust Fund, to be financed with revenues from a previously authorized 1.3 cent per barrel fee on all oil produced domestically or imported.

o Would provide for the President to authorize payments in excess of \$500 million per incident when determined necessary on a case by case basis.

o Funds available in the existing Trans Alaska Pipeline Act Fund would remain available for payment of costs arising from the Exxon Valdez spill, if necessary.

o The Administration bill would implement two international Protocols, negotiated in 1984, which provide a similar liability and compensation system world-wide.

o The Administration bill would not preempt state liability statutes, except to the extent needed to permit implementation of the international Protocols. Any such damages not compensated by the spiller or his insurer could be pursued under state laws.

o Would provide improved enforcement authority under the Clean Water Act. The President could order removal actions to avoid further pollution threats. Higher civil penalties and court imposed injunctive relief would be available.

o Would establish a high civil penalty -- up to \$10 million to be assessed against spillers in those cases where natural resources are destroyed and cannot be restored or replaced. This penalty is in addition to the spiller's liability limits.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 12, 1989

DOT 51-89
Contact: David Sandor
Tel.: (202) 366-5563

SKINNER TO SALUTE NATION'S TRANSPORTATION WORKERS WITH FOUR-CITY TOUR

Secretary of Transportation Samuel K. Skinner will travel to New York City, Chicago, Dallas, and Kansas City for a series of meetings and events to honor the nation's 10 million transportation workers during National Transportation Week, May 14-20.

"In my few months at the Department of Transportation, I have witnessed inspiring acts of courage and professionalism by the men and women who each day help to ensure the rights of Americans to safe and efficient passage. Whether on land, sea, or in the air, Americans owe a debt of gratitude to the millions of individuals who serve our transportation needs," said the Secretary.

During National Transportation Week, Secretary Skinner will focus on a separate mode of transportation in each city he visits. Skinner will meet with state and local officials and industry representatives directly involved with maritime transport, roads and bridges, aviation and mass transit.

Secretary Skinner also will address the highest priority of the Department of Transportation, the development of a national transportation policy designed to meet the needs of America to the year 2000 and beyond.

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Events open to the media are as follows:

Tuesday, May 16

Secretary Skinner delivers keynote address to dedicate new 130-acre Auto Marine Terminal, Upper New York Bay, New York City.

Secretary Skinner speaks to Coast Guard on Governors Island.

Wednesday, May 17

Kick-off of "Operation Lifesaver" ceremony honoring private sector cooperation to improve safety at railroad crossings. Randolph Street Station, Chicago, IL.

Walking tour of the Dan Ryan Highway rehabilitation project, Chicago, IL.

Luncheon address, Chicago Association of Commerce and Industry.

Thursday, May 18

Luncheon address, Dallas/Fort Worth Airport Board and Texas Aviation Commission, Dallas/Fort Worth, TX.

Friday, May 19

Public Transit Day Ceremony, Kansas City, MO

In recognition of the importance of transportation to the nation and of the millions of Americans who serve and supply our transportation needs, the President will proclaim May 14-20, 1989 "National Transportation Week" and May 19, 1989, "National Defense Transportation Day."

For more information on the events outlined above, please contact David Sandor, U.S. Department of Transportation, (202) 366-5563.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 17, 1989

DOT 56-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT ANNOUNCES FUEL ECONOMY STANDARD FOR MODEL YEAR 1990 PASSENGER CARS

Chicago -- Citing the need for the nation to conserve energy as an increasing concern, Secretary of Transportation Samuel K. Skinner today announced that the Corporate Average Fuel Economy (CAFE) standard for model year 1990 passenger cars will be 27.5 miles per gallon.

The Secretary made the announcement at a luncheon address to the Chicago Association of Commerce and Industry.

Secretary Skinner said that after reviewing the record and listening to the views of various parties, "I have decided that the proper course of action is not to lower the fuel economy standard for model year 1990. The statutory level of 27.5 mpg will, therefore, take effect. I believe this decision is in the national interest and that the 27.5 mpg level will not have a serious economic impact on the auto manufacturers or on domestic employment."

On the subject of energy conservation, Skinner said that U.S. petroleum imports have topped eight million barrels a day for the first time since the 1970's. "We are now importing a higher percentage of our petroleum consumption than we were in 1975 when the CAFE statute was enacted, and we may very shortly be dependent on foreign sources for more than half of our oil. The decision for MY 1990 should reinforce our goal of further improving the fuel efficiency of the automotive fleet."

The Energy Policy and Conservation Act passed by Congress in 1975 mandated fuel economy standards beginning with the 1978 model year passenger cars and set a long-term goal of 27.5 mpg for model year 1985 and beyond. The law permits DOT to change the standard, if the manufacturers have made reasonable efforts to reach the 27.5 mpg standard but were unable to do so. In that case, the new standard must be set at the "maximum feasible" level. DOT used this limited authority when it lowered the CAFE standards for model years 1986, 1987 and 1988 from 27.5 mpg to 26.0 mpg, and the model year 1989 standard from 27.5 mpg to 26.5 mpg.

In analyzing comments received to the notice of proposed rulemaking on the model year 1990 standard, the Department's National Highway Traffic Safety Administration (NHTSA) noted that the major domestic automakers have achieved fuel economy levels close to the 27.5 mpg standard in the statute. General Motors attained a level of 27.6 mpg for MY 1988, and projects levels of 27.2 for MY 1989 and 27.0 for MY 1990. Ford expects to achieve 26.6 mpg for both MY 1989 and 1990.

In addition, both companies have substantial CAFE "credits" from exceeding the standard in prior years, which would offset any shortfall in MY 1990 and thus prevent adverse economic impacts. Chrysler has met or exceeded the 27.5 mpg target for several years, and projects that it will continue to do so. NHTSA's analysis noted that there were not sufficient economic considerations to outweigh the energy conservation interests of allowing the higher standard to go into effect.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 25, 1989

DOT 57-89
Contact: Hal Paris
Tel.: 202/366-5571

SKINNER ANNOUNCES SENIOR APPOINTMENTS AT DOT

Secretary of Transportation Samuel K. Skinner today announced the appointments of eight men and women to key management positions in the Department.

"I am proud to have these talented people as part of my new team," said Skinner. "They are all proven managers and will be an asset to the Department."

Catherine A. Bedell, who has served as DOT's Deputy Assistant Secretary for Public Affairs since September 1987, has been reappointed to that post. Prior to joining DOT, Bedell served at the White House as Associate Director and Director of Presidential Boards and Commissions in Presidential Personnel from 1985 to September 1987 and as Deputy Associate Director of Presidential Personnel from 1982 to 1984. She also served at the Small Business Administration as Staff Director for the President's Interagency Committee on Women's Business Enterprise during 1984 and 1985. Bedell is a long-time Washington area resident and graduated magna cum laude with a B.A. from Tulane University.

Nancy L. Bruce, as Director of Congressional Affairs. Bruce most recently was Director of Governmental Affairs for the Metropolitan Washington Airports Authority, a position she held since 1987. Prior to that she was an Appropriations Committee staff member for U.S. Representative Frank Wolf (R-VA) from 1985-1987 and Press Secretary for U.S. Representative Jack Edwards (R-AL) from 1981-1985. Originally from Michigan, Bruce was educated at St. Olaf College where she received her B.A., cum laude, and the University of Minnesota, where she graduated summa cum laude with a Masters of Clinical Social Work.

Wallace David Burnett, as Special Assistant to the Secretary for Strategic Planning. In this post, he will play a key role in the formation of the National Transportation Policy, a top priority for the Department. From 1983 through 1988, Burnett worked for Sen. Ted Stevens of Alaska as Legislative Director, Staff Counsel, Legislative Assistant, and Staff Attorney. Originally from Alaska, Burnett graduated with a B.A. from Stanford University and a Juris Doctor from the University of Michigan School of Law.

John A. Cline, as Associate Administrator for Budget and Policy at the Urban Mass Transportation Administration (UMTA). He was a former Vice President and General Manager of National Transit Services, Inc., Chicago, in 1985-1986. Before that, Cline worked in the area of building maintenance services for six years. An Illinois native, Cline received his B.A. and did graduate work at Northern Illinois University.

Steven M. Gaddy, as Deputy Assistant Secretary for Governmental Affairs. Gaddy was previously with the Department of the Interior from 1986 through 1988 where he served in the Office of Policy, Budget and Administration as a Policy Advisor and in the Office of Territorial and International Affairs as Director of the Technical Assistance Division and Special Assistant for Economic Development. He also was Congressional Liaison and Director of the Office of Executive Secretariat at UMTA from 1984-1986. Gaddy also worked for the Department of Housing and Urban Development from 1981-1983 and prior to that for Texas Gov. Bill Clements. He graduated with a B.S. from the University of South Carolina.

Ruth Drinkard Knouse, reappointed to the post of Director of Executive Secretariat, a position she has held since 1985. Knouse joined DOT in 1981, serving as Special Assistant to the Assistant Secretary for Governmental Affairs. Prior to coming to DOT, Knouse worked at the Reagan-Bush Transition Office and as a consultant for Touche Ross & Co. from 1977-1981. She was with the White House Domestic Council during the Ford Administration. She graduated with a B.S. from West Virginia University and did graduate work at W.V.U. and George Washington University.

Larry Thompson, as Chief Counsel of the Federal Highway Administration. He is an Illinois native who served as Commissioner of the DuPage Airport Authority from 1987-1989. A partner of Bell, Boyd and Lloyd, a Chicago law firm, Thompson also was Assistant State's Attorney from 1975 to 1977. Thompson is a former Chairman of the Illinois Juvenile Justice Commission, and a former member of the Illinois Commission for Economic Development and the Illinois Law Enforcement Commission. He received his B.A. from Washington University in St. Louis and his Juris Doctor from Northwestern University School of Law.

William J. Watt, as Associate Administrator for Policy at the Federal Railroad Administration. From Indiana, Watt has been a transportation consultant and served under former Gov. Robert Orr as Chairman of three state commissions: Transportation Coordinating Board, Indiana Transportation Finance Authority, and White River Park Development Commission. He has specialized in rail transportation policy, supervising the state's involvement in the reorganization of eastern railroads in the mid-1970's, and serving as Orr's alternate on the Board of Directors of the National Railroad Passenger Corporation (Amtrak). Watt has also been a writer and editor for the Associated Press in Indianapolis, News Secretary and Legislative Assistant to former Lt. Gov. Richard Folz and Executive Assistant to former Gov. Otis Bowen. He was educated at Indiana University.



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
May 25, 1989

DOT 58-89
Contact: Hal Paris
Tel.: (202) 366-5571

SKINNER NOTES PROGRESS OF DOT WORKING GROUP ON NATIONAL TRANSPORTATION POLICY

Secretary of Transportation Samuel K. Skinner today said that a Transportation Department working group is undertaking the development of a national transportation policy, a task Skinner has identified as the highest priority of the Department.

Skinner said, "The working group is making good progress in developing national transportation policies and strategies that will move America forward on a safer and more efficient transportation system into the 21st century. The end result will strengthen our society, our economy and our national security."

The Secretary added, "The overall process is geared toward both producing guidance on the transportation issues facing this nation in the next few years, such as the highway, transit and aviation reauthorizations, as well as looking ahead to transportation needs of the next century."

Skinner pointed out that the process of developing a national transportation policy will have four major components:

1. Today's Context. Not only will this effort examine the current national transportation system and its external context, it will summarize key issues, both cross-cutting and modal specific, related to transportation today and in the near future. It will describe the remaining tasks to be undertaken in the development of a national transportation policy.
2. Policies and Issues Dialogue. This dialogue, largely within the government, will be a continuing process throughout the year. Current and future issues facing the nation in transportation will be identified and examined.

-more-

3. Strategic Planning Outreach. The issues, positions and recommended solutions of outside groups, consumers, industry, labor and other interest groups, as well as Congress and the general public, will be solicited and examined. Information will be gathered from experts outside the Department not only to broaden the base of knowledge, but to help secure a consensus on a national transportation policy.
4. Overall Policy/Plan Development. The development of a national transportation policy will be based not only on the above three components, but also on internal staff work with strong outside support. This will involve filling information gaps, development of final policies and appropriate short and long-term strategies.

Skinner puts emphasis on the strategic planning concept -- a disciplined effort to produce fundamental decisions and actions, decisions and actions to build a transportation foundation for America's future. In a lighter vein, he quotes Wayne Gretzky's concept of strategy, "I skate to where I think the puck will be."

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, May 30, 1989

DOT 59-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

PROSPERI SWORN IN AS ASSISTANT SECRETARY FOR DOT PUBLIC AFFAIRS

Secretary of Transportation Samuel K. Skinner today swore in David P. Prospero as the Department's Assistant Secretary for Public Affairs.

"We're extremely fortunate to have David with us," Secretary Skinner said. "He is a true public affairs professional, and I have no doubt his background and skills will be beneficial to the Department and this Administration."

Prior to accepting this position, Prospero was Deputy Press Secretary in the Office of then President-Elect Bush. He also served as campaign Press Secretary to Sen. Dan Quayle when Quayle became the Vice Presidential nominee.

Prospero was Assistant to the Secretary and Director of Public Affairs at the Department of Interior from 1985-1988. He was Manager of Government Affairs for the Superior Oil Company and Superior Farming Company from 1982-1984.

During 1981-1982, he served as Assistant Press Secretary to the President, and was a Press Aide for the 1980 Reagan for President Campaign from 1979-1981.

Prospero received his bachelor's degree from the University of Illinois in 1975, and his master's in business administration from George Washington University in 1983.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
June 1, 1989

DOT 62-89
Contact: Barry McCahill
Tel. (202) 366-9550

SECRETARY SKINNER PRAISES HIGHWAY SAFETY INITIATIVE

Secretary of Transportation Samuel K. Skinner today praised a group of American business leaders for initiating a new program to fight drunk driving and to work for across-the-board improvements in highway safety.

According to Skinner, "American businesses are in a unique position to change attitudes and behavior because they can reinforce positive safety messages every day in the workplace." Skinner met in Washington this morning with a group of business chief executives and public officials who are forming a highway safety leadership council to reach millions of Americans.

Skinner said the meeting was suggested by insurance executive James S. Kemper Jr., of the Kemper Group. "Jim Kemper has demonstrated time and again his commitment to fighting drunk driving. He has been the catalyst in bringing together a nucleus of concerned business leaders and public officials who have accepted a challenge today to combat drunk driving," Skinner said.

"The message they will take back to their businesses and communities is that we cannot tolerate the continued toll of death on the highways at the hands of drunken drivers. Each executive here today will designate a senior corporate representative to make that message clear in the place where tens of millions of Americans spend their day -- the workplace," Skinner said.

"In 1988, alcohol was involved in 23,352 deaths -- half the deaths on the road. We hope to form a network of leaders in states and communities across the country to help bring about a change, to save lives and reduce the property damage caused by drunk driving. I have assured those leaders attending the meeting that the Department of Transportation is looking forward to providing assistance in this important effort," the Secretary said.

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EMPLOYER INITIATIVES PROGRAM
LEADERSHIP COUNCIL MEETING
JUNE 1, 1989

FINAL ATTENDEES LIST

PRIVATE SECTOR

James S. Kemper, JR.
Corporate Consultant
Kemper Group Companies
Northbrook, ILL 60062

Louis La Fontaine
Executive Vice-President
Mack Trucks, Inc.
Executive Suites - Box M
Allentown, PA 18105

General Robert F. McDermott
President
United Service Automobile Association
USAA Building
San Antonio, TX 78288

Vincent A. Wasik
President & CEO
National Car Rental Systems
7700 France Ave., S.
Minneapolis, MN 55435

Gerrard F. Scannell
Director, Corporate Safety
Johnson & Johnson Plaza
New Brunswick, NJ 08933

Wayne E. Hedien
Chairman Elect
Allstate Insurance
Allstate Plaza
Northbrook, IL 60062

Thomas M. Gibbons
President & CEO
Chesapeake & Potomac Telephone
2055 L. Street, N.W.
Washington, D.C. 20036

Richard E. Marriott
Vice-Chairman of the Board
Marriott Corporation
10400 Fernwood Road
Bethesda, MD 20058

William B. Snyder
Chairman, President & CEO
GEICO Corporation
GEICO Plaza
Washington, DC 20076

Kenneth L. Way
Chairman & CEO
Lear-Siegler Seating
Corporation
21557 Telegraph Road
Southfield, MI 48034

Fred Drasner, (Pending)
President & CEO
U.S. News & World Report
599 Lexington Ave,
New York, New York, 10022

V.J. Adduci
Chairman
National Commission Against
Drunk Driving
1140 Connecticut Ave., N.W.
Washington DC. 20076

Continue

PUBLIC SECTOR

Samuel K. Skinner
Secretary
Department of Transportation
400 7th St., SW
Washington, DC 20590

Kathryn J. Whitmire
Mayor
P.O. Box 1562
Houston, TX 77251

George L. Reagle
National Highway Traffic
Safety Administration
400 7th St., SW
Washington, D.C. 20590

STAFF ATTENDEES

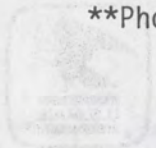
Ms. Julie Cohn
Director, Houston Crackdown
Office of the Mayor
Houston, TX. 77251

Mr. Charles F. Johanns
Director, Corporate Relations
Kemper Group
Long Grove, ILL. 60049

Mr. John Grant
Program Manager
National Commission Against
Drunk Driving
1140 Connecticut Ave., N.W.
Washington, D.C. 20076

Mr. Philip M. Gulak
Special Assistant
National Highway Traffic
Safety Administration
400 7th St., S.W.
Washington, D.C. 20590

**Photograph made be obtained from NHTSA Public Affairs - 366-9550





**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, June 5, 1989

DOT 63-89

Contact: Roslyn Kaiser

Tel.: (202) 366-5571

Kathy Fiorillo

Tel.: (202) 366-2931

DOT RELEASES LAUNCH SCHEDULING STUDY REPORT TO CONGRESS

The Department of Transportation today announced that it has released to Congress its study on the scheduling of commercial launch operations at government launch sites.

The study, mandated by Congress in the 1988 Amendments to the Commercial Space Launch Act and conducted by DOT's Office of Commercial Space Transportation (OCST), focuses on the best means of assuring efficient and commercially reasonable access of private launch companies to available government launch site property and resources.

The Department study concluded that U.S. range operators have made progress in meeting the needs of the commercial launch companies. The study also identified several approaches that could improve the ability of launch companies to compete more effectively in the international market.

Among the options identified in the study are actions to:

- o Increase the number and capacity of launch pads
- o Clarify the government's process for scheduling launches and coordinate this process with the commercial launch sector
- o Streamline the safety standards review process

Stephanie Lee-Miller, OCST's Director, emphasized that the study provides an important focal point for a continued positive industry-government dialogue on the scheduling of commercial launch operations.

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**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 6, 1989

DOT 64-89
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT'S MONTHLY AIRLINE REPORT SHOWS DECLINE IN DELAYS, BAGGAGE PROBLEMS, COMPLAINTS AND OVERSALES

The nation's major airlines improved their on-time performance and baggage handling in April, while consumer complaints recorded in May showed a marked decrease from 1988 figures.

The Department of Transportation, releasing its monthly Air Travel Consumer Report, said the 13 largest domestic carriers posted an on-time rate of 83.4 percent in April, the highest figure since October 1988 and up from the 72.3 percent on-time performance in March. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed by passengers in April declined to 6.15 reports per 1,000 passengers, compared to 7.53 in March. This was also the lowest total recorded since October 1988.

Complaints to the Department against the industry continued their downward trend. Consumers filed 876 complaints in May, down 6 percent from the 933 complaints in April, and 53 percent below the 1,859 complaints reported in May 1988.

The rate of passengers involuntarily denied boarding (bumped) dropped during the first three months of 1989 compared to the same period of 1988. During the first quarter of 1989, 3.04 passengers per 10,000 boardings were denied boarding, compared to a 3.56 showing during the first quarter of 1988.

Consumers who want on-time performance data for specific flights can obtain such information by calling their airline ticket offices or their travel agents.

While DOT only summarizes flight data in its monthly report, it also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the Department's headquarters building at 400 Seventh Street, S.W., Washington D.C. Computer tapes (\$150 per tape reel), containing all flight information, and a complete computer printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
June 8, 1989

DOT 65-89
Contact: Mark Dowis
Tel: (202) 366-4461

DOT ISSUES RULES TO MAKE TANK TRUCKS SAFER

A final rule requiring safety improvements in tank trucks that carry hazardous gases and liquids, including gasoline, was announced today by Secretary of Transportation Samuel K. Skinner. The rule establishes, for the first time, qualifications for persons who manufacture, repair or certify tank trucks.

Secretary Skinner said, "The primary cause of fatalities in the transportation of hazardous materials is the potential for fires and explosions when tank trucks are involved in accidents. The final rule issued today will substantially strengthen requirements applying to tank trucks, which should reduce the consequences of accidents involving these vehicles."

The new rule establishes a formal maintenance program applying to all DOT specification cargo tanks. It requires:

- o Shippers to choose the proper type of cargo tank that matches the properties of the hazardous materials to be shipped to prevent the pressure relief devices from releasing the cargo during normal transportation.
- o Owners to perform annual visual inspections of all cargo tank trucks. Previously the department had required inspections only every two years.
- o Certification of cargo tank manufacturers and repairers by the American Society of Mechanical Engineers (ASME) or the National Board of Boiler and Pressure Vessel Inspectors.

The final rule, prepared by the Department's Research and Special Programs Administration in cooperation with the Federal Highway Administration, will be published in the Federal Register on June 12, 1989.

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U.S Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
June 9, 1989

DOT 69-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT OKs AIRLINE ROUTES LINKING 15 U.S. CITIES WITH MEXICO POINTS

The Department of Transportation today announced it has granted authority to eight U.S. airlines to provide passenger service on 20 routes linking 15 U.S. cities with a dozen cities in Mexico.

This major expansion in the service between the two countries was made possible under the U.S.-Mexico Air Transport Agreement, as amended in September 1988. While certain cities had connecting service in the past, many will now enjoy direct service for the first time.

After the agreement was amended last fall, DOT quickly granted temporary authority to airlines to serve uncontested routes if the carrier was prepared to begin service. Seven airlines were authorized to serve 11 routes at that time. The action announced today provides longer term authority for those routes and for nine new routes as well.

In today's order, DOT grants certificates of public convenience and necessity to the following airlines to provide service on 20 routes: Alaska, American, Continental, Delta, Midway, Northwest, Pan American and United.

Four carriers received authority to serve the nine new routes. They are: American Airlines, Raleigh/Durham-Acapulco and Mexico City; Nashville-Mexico City; Raleigh/Durham-Cancun and Cozumel; San Jose, Calif.-Mexico City, Acapulco and six other Mexican points; and San Juan, P.R.-Mexico City. Continental, Los Angeles-Merida, Cancun, and Cozumel; and San Diego-Mexico City. Midway, Orlando-Cancun. Pan American, Orlando-Mexico City.

Additional U.S. cities to be served under the approved routes include San Francisco, Memphis, Chicago, Cleveland, Newark, Phoenix, Dallas/Fort Worth and Atlanta.

Other Mexican cities that will receive direct service include Mazatlan, Guadalajara, Puerto Vallarta, Manzanillo, Zihuatanejo, San Jose del Cabo and Huatulco.

(more)

- 2 -

DOT issued certificates only for routes that carriers have firm plans to serve. Under the five-year, temporary certificates issued by DOT, carriers have 90 days to start service. If service is not started, or becomes dormant for 90 days, the authority will expire and automatically be removed from an airline's certificate.

This "use or lose" provision will make any dormant route immediately available for service by a replacement carrier. This will promote competition in the U.S.-Mexico market, the Department said.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590.

FOR RELEASE THURSDAY
June 15, 1989

DOT 70-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TESTIFIES BEFORE SENATE ON MANDATORY ALCOHOL AND DRUG TESTING IN THE TRANSPORTATION INDUSTRY

Secretary of Transportation Samuel K. Skinner told a Senate hearing today that "more can be and must be done" about the problems of alcohol and drug use in the transportation workforce.

The Secretary said, "The alcohol problem needs to be revisited in an exploratory rulemaking. I have ordered an Advance Notice of Proposed Rulemaking (ANPRM) before issuing specific proposals . . ." that would establish a testing program for alcohol abuse. The Department issued final rules on drug testing for four million transportation workers last November.

"A lot more thought needs to go into the idea of extending random drug testing to alcohol, and I am making it a high priority to get needed information," Skinner said in testimony before the Senate Committee on Commerce, Science and Transportation.

He voiced his concern over the complexities of an alcohol testing program, which are very different from those of drug testing rules. "Alcohol is not, after all, an illegal substance. And the methodologies for alcohol testing differ from those of drug testing.

"Alcohol has a relatively short period of manifestation in the body, for instance, making random tests less likely to uncover a condition constituting legal impairment. The methodologies to counter substance abuse also have varying effectiveness, and the Department's Advance Notice of Proposed Rulemaking will emphasize the apparent greater value of education and training techniques in combating alcohol abuse."

Recognizing that a lot of people would like swift action, the Secretary said that time is needed to "develop a program that will achieve its objectives and withstand legal challenge.

"I am confident," Skinner added, "that the great majority of transportation workers do not and would never impair their abilities to carry out their duties by misuse of alcohol . . . I am mindful, as is the Committee, that very legitimate and significant issues of employee privacy and confidentiality are central to taking steps in this area," he said.

-more-

Skinner lauded the Committee members, saying that their efforts had produced tougher new penalties for drunk driving convictions in the motor carrier industry, applied enforcement directly against individuals violating the Federal Railroad Safety Act, and acted swiftly to open the National Driver Register (NDR) for employer and agency checks of the driving records of railroad and aircraft operators.

He said today's hearing addresses "an issue of the utmost significance to all Americans -- the assurance that our transportation system, be it aircraft, trains, motor vehicles or oil tankers, is in the hands of operators who can do their best and who are neither under the influence of alcohol nor users of illegal drugs."

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
June 19, 1989

DOT 71-89
Contact: Bob Buckhorn
Tel.: (202) 267-3462
Ed O'Hara
Tel.: (202) 366-5571

FAA PERSONNEL GET ADDED PAY AT 11 HARD-TO-STAFF LOCATIONS

Chicago -- Approximately 2,100 air traffic controllers, inspectors and technicians are now eligible to receive additional pay as an incentive to keep them working at difficult-to-staff locations, Secretary of Transportation Samuel K. Skinner announced.

"This 5-year demonstration project (which officially began June 18) should make it possible for the Federal Aviation Administration to achieve full staffing at these facilities where living costs, highly complex operations, or other factors have made them unattractive locations at which to work," Skinner said at a news conference today.

Under the project, FAA employees at 11 facilities in the New York, Chicago, Los Angeles and Oakland metropolitan areas will receive an additional allowance of up to 20 percent of their basic pay. The project is designed to test whether such pay incentives make it possible to recruit and retain employees in facilities that have been difficult to staff.

"This project has shown significant promise since it was announced last October by the Department and the Office of Personnel Management," Skinner said. "The numbers of employment inquiries, formal job bids and postponed retirements at these facilities have increased dramatically, while the number of employees seeking reassignment has markedly decreased."

The Secretary said FAA has received almost 500 formal employment bids and over 450 informal job inquiries at these facilities since the project was announced, with 140 position vacancies advertised during this period. In addition, approximately 80 employees at the facilities postponed retirement.

In the Chicago area alone, FAA received nearly 250 formal employment bids to fill 43 advertised position vacancies. In addition, over 50 employees in the area postponed retirement.

A majority of the employees who will receive additional pay are controllers, with airway facilities technicians and aviation safety inspectors also benefitting from the project. The technicians service and maintain air traffic control computers and other equipment.

-more-

The affected FAA facilities include the Air Route Traffic Control Centers in Chicago (Aurora) and New York (Ronkonkoma); the Chicago O'Hare and Los Angeles International airport tower cabs and Terminal Radar Approach Control facilities (TRACONs); the New York TRACON at Westbury, the Coast TRACON in Santa Ana, Calif.; the Bay TRACON in Oakland, and Flight Standards District Offices in Los Angeles, Farmingdale, N.Y., Valley Stream, N.Y., and Teterboro, N.J.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, June 19, 1989

DOT 72-89

Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT ISSUES SECOND 1989 QUARTERLY
COMMERCIAL SPACE LAUNCH MANIFEST

The Department of Transportation today released the second quarterly Commercial Space Launch Manifest for 1989, which indicates that eight new launches have been added since the manifest was last issued in March.

"I am very pleased to see the addition of so many flights over this short period of time," said Stephanie Lee-Miller, Director of DOT's Office of Commercial Space Transportation (OCST). "Twenty-eight commercial launches are now scheduled through mid-1993. This manifest reflects the private sector's commitment to building a strong, competitive U.S. commercial space launch industry."

Seven private U.S. companies currently market commercial launch services: Martin Marietta Inc., McDonnell Douglas Corp., General Dynamics Corp., Space Services Inc. of America (SSI), American Rocket Co., Conatec Inc., and Space Data Corp. Collectively, they have invested more than \$500 million dollars in the U.S. commercial launch industry.

In addition to the U.S. Government, other payload customers listed on the manifest include the governments of Indonesia, Italy, India, Japan, and Great Britain. The payloads include communications satellites, weather satellites, and scientific experiments.

The first U.S. licensed commercial suborbital launch, of a two-stage sounding rocket owned by SSI, was successfully conducted at the White Sands Missile Range in New Mexico on March 29, 1989. The first U.S. licensed commercial orbital launch, of a McDonnell Douglas Delta rocket, is slated to take off from the Cape Canaveral Air Force Station later this month.

-more-

U.S. COMMERCIAL LAUNCH MANIFEST

(As of June 1989)

COMPANY	PAYLOAD	CUSTOMER LAUNCH DATE
McDonnell Douglas	INSAT 1-D (Govt. of India)	6/89
AMROC	SET-1 (Project Skidbladnir)	7/89
McDonnell Douglas	BSB-R1 (British)	8/89
Martin Marietta	JCSAT (Japanese)	9/89*
Martin Marietta	Skynet (British)	9/89*
Martin Marietta	INTELSAT VI (Intern'l Consortium)	10/89
AMROC	SET-2 (Microgravity Research)	10/89
Space Services, Inc.	Consort 2 (Microgravity Research)	11/89
McDonnell Douglas	LOSAT (U.S. Govt.)	12/89
Martin Marietta	INTELSAT VI (Intern'l Consortium)	2/90
McDonnell Douglas	INMARSAT-2 Flt#1 (Intern'l Consortium)	2/90
General Dynamics	EUTELSAT (European)	3/90
McDonnell Douglas	PALAPA-B2-R (Indonesian)	3/90
General Dynamics	CRRES (U.S. Govt.)	5/90
McDonnell Douglas	INMARSAT-2 Flt#2 (Intern'l Consortium)	6/90

Space Data Corp.	Joust 1 (Microgravity Research)	7/90
McDonnell Douglas	BSB-R2 (British)	8/90
General Dynamics	GOES I (U.S. Govt.)	11/90
McDonnell Douglas	NATO IVA (NATO)	12/90
Space Services, Inc.	Consort 3 (Microgravity Research)	/90
McDonnell Douglas	AURORA II (U.S. company)	4/91
General Dynamics	GOES J (U.S. Govt.)	11/91
Space Data Corp.	Joust 2 (Microgravity Research)	/91
General Dynamics	GOES K (U.S. Govt.)	5/92
Martin Marietta	Hughes HS601	/92
General Dynamics	INTELSAT VII (Intern'l Consortium)	3/93
General Dynamics	INTELSAT VII (Intern'l Consortium)	6/93
Martin Marietta	Hughes HS601	/93
General Dynamics	SAX (Italian)	/93

* The payloads will share the same vehicle.



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, June 20, 1989

DOT 73-89

Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT GRANTS LICENSE TO MCDONNELL DOUGLAS
TO LAUNCH BRITISH SATELLITE IN AUGUST

The Department of Transportation's Office of Commercial Space Transportation (OCST) today announced the approval of the McDonnell Douglas Corp. application for a commercial license to launch a Delta rocket carrying a British satellite.

The launch vehicle, a McDonnell Douglas three-stage, unmanned Delta 4925 rocket, is scheduled to take off from the Cape Canaveral Air Force Station in Florida in August. The payload, a satellite owned by the British government (BSB-R1), will provide high quality television broadcast signals to Great Britain for up to 10 years.

The launch of the British satellite in August will be the second McDonnell Douglas commercial launch this year. The first, a Delta rocket carrying a communications satellite owned by the government of India, is scheduled to lift off from Cape Canaveral at the end of this month.

OCST is responsible for reviewing all U.S. commercial launch license applications to ensure that proposed mission plans meet federal safety requirements and that the launches will not jeopardize U.S. national security or other important policy interests.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 20, 1989

DOT 74-89
Contact: Mark Dowis
Tel.: (202) 366-4461

DOT TO INSPECT ALASKA PIPELINE, SKINNER SAYS

The Department of Transportation will conduct a comprehensive inspection of the 800-mile Alaska pipeline, starting this month, Secretary of Transportation Samuel K. Skinner said today.

The Secretary made the announcement as he scheduled his third trip to Alaska June 23-25 to check up on the progress of Exxon's oil spill cleanup campaign.

Skinner said, "We are accelerating the normal inspection schedule for the pipeline. The Exxon Valdez oil spill has taught us a valuable lesson: the need to avoid complacency when it comes to protecting our environment. We think it makes sense to adopt a proactive inspection policy to ensure that a serious accident does not occur on the Alaska pipeline."

Under its normal schedule, the Research and Special Programs Administration's Office of Pipeline Safety would inspect the pipeline in 1991. However, the DOT agency is sending a team of three engineers to conduct the inspection, which will begin within the next two weeks.

The inspection will review the operating pressures used in the pipeline, repair procedures currently used, possible settling of the pipeline, protection criteria such as the protective coating, inspection schedules, and the electric current (cathodic protection) used to retard corrosion, and oil spill contingency plans. The team will also inspect for internal corrosion at pump stations.

RSPA Administrator Travis Dungan said, "We want to ensure that a serious accident will not occur on the pipeline. The Alaska pipeline is subjected to stresses unlike any other pipeline in the world."

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DOT engineers made a preliminary visit to Alaska in May to meet with Alyeska Pipeline Company officials and to do a visual inspection of pipeline sections where corrosion was noted in prior reviews.

In addition to inspecting the pipeline, the DOT team will meet with officials in Alaska to explore the possibility of the state assuming pipeline safety jurisdiction of interstate natural gas and hazardous liquid pipelines, which is the case in other states.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 20, 1989

DOT 75-89
Contact: Roslyn Kaiser
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SKINNER SUBMITS BILL TO ENABLE COAST GUARD TO SUSPEND OR REVOKE LICENSES OF MARINERS WITH A HISTORY OF DRIVING CONVICTIONS

Secretary of Transportation Samuel K. Skinner has sent to Congress a bill that would give the Coast Guard much broader authority to deny, suspend, or revoke documentation issued to merchant mariners who are unfit for safety-critical jobs because of off-the-job problems such as a drunk driving record.

"We cannot allow transportation safety to be jeopardized by mariners whose history of drunk or drugged driving convictions show them to be unreliable," Skinner said. "The facts established to date in the Valdez oil spill prompted the Coast Guard to advocate these new licensing practices."

Presently, there is only limited authority to take back a document or license for abuse of dangerous drugs. Skinner noted that another bill, sent to Congress last week, would authorize the Coast Guard to use the National Driver Register (NDR) to obtain information on driving record violations of merchant mariners.

The proposed legislation would:

- o Establish that a motor vehicle conviction record, involving driving while impaired or other dangerous behavior, could form the basis for suspension or revocation of mariner's papers.

- o Add "character" and "habits of life" to the existing criteria for those documents or certificates where it has not been specified in the past. The addition of these two criteria will enable the Coast Guard to assess an applicant's fitness to serve in a safety-sensitive position. Both of these criteria are employed in the case of mariners' licenses.

-more-

- o Make those documents or certificates that are currently indefinite in duration subject to renewal, as is currently the case with licenses.

- o Eliminate a review of Coast Guard licensing decisions by the National Transportation Safety Board (NTSB), because such reviews are already conducted at the Coast Guard.

The federal government has operated the NDR since 1960 to help states exchange information on problem drivers. The Register contains information provided by the states on drivers whose licenses have been suspended or revoked for drunk driving and other serious traffic violations.

Under the law enacted in 1982, truck, bus and other motor vehicle operators can request that their NDR records be sent to an employer or prospective employer through the appropriate state department of motor vehicles. Congress, in 1987 and 1988, extended access to the NDR for employees in the aviation and rail industries.

The FAA is presently implementing its NDR authority by proposing regulations that would permit it to suspend or revoke the certificates of pilots with a history of driving motor vehicles under the influence of alcohol or drugs.

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Office of the Secretary
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News:

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FOR RELEASE 9 A.M. MONDAY
June 26, 1989

DOT 78-89

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SEAWAY ADMINISTRATOR UNVEILS RIVER EMERGENCY RESPONSE PLAN

The Saint Lawrence Seaway Development Corporation today unveiled its new Emergency Response Plan for oil spills, hazardous substances spills and vessel collisions.

Secretary of Transportation Samuel K. Skinner said, "This response plan, which takes advantage of the newest technology, could serve as a model for inland waterways nationwide."

A major element of the new plan entails the use of a river computer model now being developed at Clarkson University, Potsdam, N.Y. The model will provide data on weather, water flows and water levels that will help pinpoint the spread of hazardous material and assist in the identification of deployment sites for marine forces.

U.S. Seaway Administrator James L. Emery presented the plan at Eisenhower Lock near Massena, N.Y., to more than 100 local community leaders, public safety officials, New York State officials, and news media. The Seaway Corporation, which manages vessel traffic on the U.S. waters of the St. Lawrence River, is an agency of the Department of Transportation.

The presentation included briefings by the Seaway Corporation, the U.S. Coast Guard, the Canadian Coast Guard, local private firms that specialize in the control of oil spills, and various New York State and local government and environmental officials on key aspects of the plan. The briefings included displays and demonstrations of special equipment that would be used in an emergency and maps that target specific emergency response areas.

Emery ordered a thorough review and update of the Seaway Corporation's 1980 oil-spill contingency plan immediately following the Exxon Valdez oil spill off the Alaskan coast in March.

- more -

As part of the revised plan, the Seaway Corporation recently purchased new emergency equipment including additional oil-spill containment boom, an additional work boat to help deploy the boom, and new communications equipment. A boom is a floating barrier that is used to stop the spreading of spilled oil and other hazardous substances that float on the water's surface.

Similar to the Seaway Corporation's contingency plans developed in 1987 for lock accidents, the revised spill plan identifies nearby suppliers, contractors, and special equipment owners who could be hired on short notice to assist in an emergency.

Also, as called for in the plan, 35 Seaway Corporation employees in Massena attended a two-day training session in oil-spill response in May and June. The Seaway Corporation will provide ongoing training for its employees and conduct regular practice drills.

Although the U.S. Coast Guard has the statutory responsibility for containment and cleanup of a spill in U.S. portions of the river, the Seaway Corporation Emergency Response Manager would assume control and provide on-scene coordination in the event of an emergency until relieved by the U.S. Coast Guard Captain of the Port of Buffalo. Once the Coast Guard arrived, Seaway Corporation personnel would assist.

"This commitment is not a legal requirement but one that we voluntarily undertake in recognition of our corporate responsibility to protect the environment and the community where we operate and where many of our employees live," Emery said.

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U.S. Department of
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Transportation Facts

Office of Public Affairs

SUBJECT: Emergency Response Plan

BACKGROUND: The Saint Lawrence Seaway Development Corporation has disclosed its new Emergency Response Plan for oil spills, hazardous substances spills and vessel collisions on the St. Lawrence River.

PLAN

HIGHLIGHTS: The Emergency Response Plan covers the U.S. portion of the St. Lawrence River, between Massena, N.Y., and Cape Vincent, N.Y.

- o The 100-mile span is divided into 12 sectors according to the potential hazard a spill could pose to humans, wildlife and the environment.
- o Four permanent sites are designated as command centers for emergency personnel:
 1. The Vessel Traffic Control Center, Eisenhower Lock.
 2. The Bridge and Port Authority Marine Terminal in Ogdensburg.
 3. The U.S. Coast Guard Station on Wellsley Island near Alexandria Bay.
 4. The Seaway Corporation's Up-river Operations Base at Cape Vincent, N.Y.

Note: The New York State Police mobile communications vehicle will serve as a backup.

- o If a spill were to occur in Canadian waters, the Canadian Coast Guard and the Seaway Authority of Canada would take charge, and the Seaway Corporation would assist.

ACKNOWLEDGEMENTS: The Seaway Corporation, in developing the plan, coordinated its research with local, state and federal agencies and organizations, including the U.S. Coast Guard; the Canadian Coast Guard; the New York State Police, Power Authority, Department of Transportation, and Department of Environmental Conservation; the St. Lawrence County Sheriff's Department and County Emergency Preparedness Coordinator; the Jefferson County Sheriff's Department and County Emergency Preparedness Coordinator; and local police, fire and highway departments.



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News:

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FOR RELEASE MONDAY
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DOT 80-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

U.S., CANADIAN TRANSPORTATION
DEPUTIES TO MEET JUNE 28 IN CHICAGO

Deputy Secretary of Transportation Elaine Chao and her Canadian counterpart, Deputy Minister Glen Shortliffe of Transport Canada, will meet June 28 in Chicago to discuss a broad range of transportation topics.

Chao said, "I am pleased that Mr. Shortliffe and I will be meeting to discuss issues of mutual interest. The U.S.'s trade and tourism relationships with Canada are the most extensive we have with any trading partner. Transportation plays a vital role in the many commercial and cultural exchanges that take place between our countries on a daily basis."

This will be the sixth consecutive year in which the two countries' transportation deputies have met.

The sessions provide a forum in which senior transportation officials can exchange views in an informal setting.

This year's agenda includes such matters as long term transportation planning and policy development, drug testing policy, transportation safety and security, and economic regulatory reform. The deputies will be joined by other senior transportation officials of the two countries.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
July 6, 1989

DOT 83-89
Contact: Al Maruggi
Tel.: (202) 366-5567

SKINNER ASKS GROUPS TO HELP SHAPE NATIONAL TRANSPORTATION POLICY

Secretary of Transportation Samuel K. Skinner has asked transportation organizations from around the country to participate in shaping a national policy for meeting transportation needs into the next century.

Skinner said the policy "will provide the framework through which decisions on our transportation infrastructure, services and related needs can be systematically assessed and implemented.

"Infrastructure is not a household word. In order to understand the condition of our transportation facilities, consider the congestion at our busiest airports, deteriorating bridges, and the traffic jams in our cities. These are the symptoms of a system that is wearing out or needs to be expanded. This is why we need a national transportation policy."

In a notice published in the July 3 Federal Register, the Department requested "information and opinions from transportation users, the transportation industry, interest groups (including government agencies), transportation employees and the Congress."

Skinner said he also plans to write soon to several hundred consumer, industry, labor, and government organizations seeking their support in development of the policy and explaining how they can participate in the process.

He said a key step in the process is "soliciting and examining the issues, positions and recommended solutions" of the various organizations. Skinner said he expects to issue a national transportation policy statement early next year.

The Register notice is the first step in a national outreach effort to involve these organizations. To conduct this effort, Skinner has established six working groups focused on different markets. During July and August, the groups will contact transportation organizations, hold public hearings and sponsor discussion groups to obtain the views of interested parties.

(more)

In order to provide a framework for the policy discussion, DOT later this month will publish a report summarizing key issues involving specific markets and modes as well as those that cut across several modes.

The policy effort will address growing public concerns in such vital areas as environmental quality, energy, special needs of disabled persons, national security transportation needs and transportation's role in economic growth. Concurrently with the outreach effort, DOT will hold a series of seminars on these broad issues. Experts will present papers and this will be followed by panel discussions.

Here are the working groups and their respective leaders:

Urban/Suburban Transportation Systems & Services -- John Cline, Associate Administrator for Budget and Policy, Urban Mass Transportation Administration.

Rural America's Transportation Systems & Services -- Joe Rhodes, Director, Office of Policy Development, Federal Highway Administration.

Intercity Freight: Domestic Transportation Systems & Services -- Bill Watt, Associate Administrator for Policy, Federal Railroad Administration.

Intercity Passenger: Domestic Transportation Systems & Services -- Dale McDaniel, Acting Associate Administrator for Policy, Planning and International Aviation, FAA.

International Transportation Systems & Services -- Arnold Levine, Director, Office of International Transportation and Trade, Department of Transportation.

Innovation and Human Factors in Transportation -- Mark Dowis, executive assistant to the Administrator, Research and Special Programs Administration.

Among the major issues to be addressed: The transportation infrastructure is wearing out. If the U.S. is to compete in the global marketplace, it must move goods and people with high performance and at low cost. The demand for transportation services is expected to grow significantly in the next 30 years. How to provide access to transportation for disabled Americans, the elderly, the poor, and for rural America. Transportation has been a major contributor to environmental problems. Since the nation is increasingly dependent on foreign oil, it is vulnerable to possible disruptions in oil supply.

The Register notice outlined these and other issues and key questions that must be considered in shaping a national transportation policy.